



# BMCRC-MRO CHAMPIONSHIPS

## 2025



BMCRC-MRO Championships – Round 3  
Snetterton 300  
3<sup>rd</sup> / 4<sup>th</sup> March 2025



**SPORTS TIMING**

**TIMING SOLUTIONS LTD**

Timing, Results & Points Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)



# DART MOTORSPORT MRO 600, MRO CLUBMAN 600 & MOTO EVO & STREET EVO



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

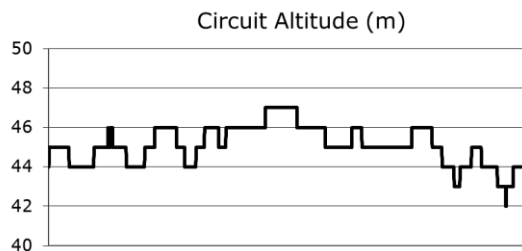
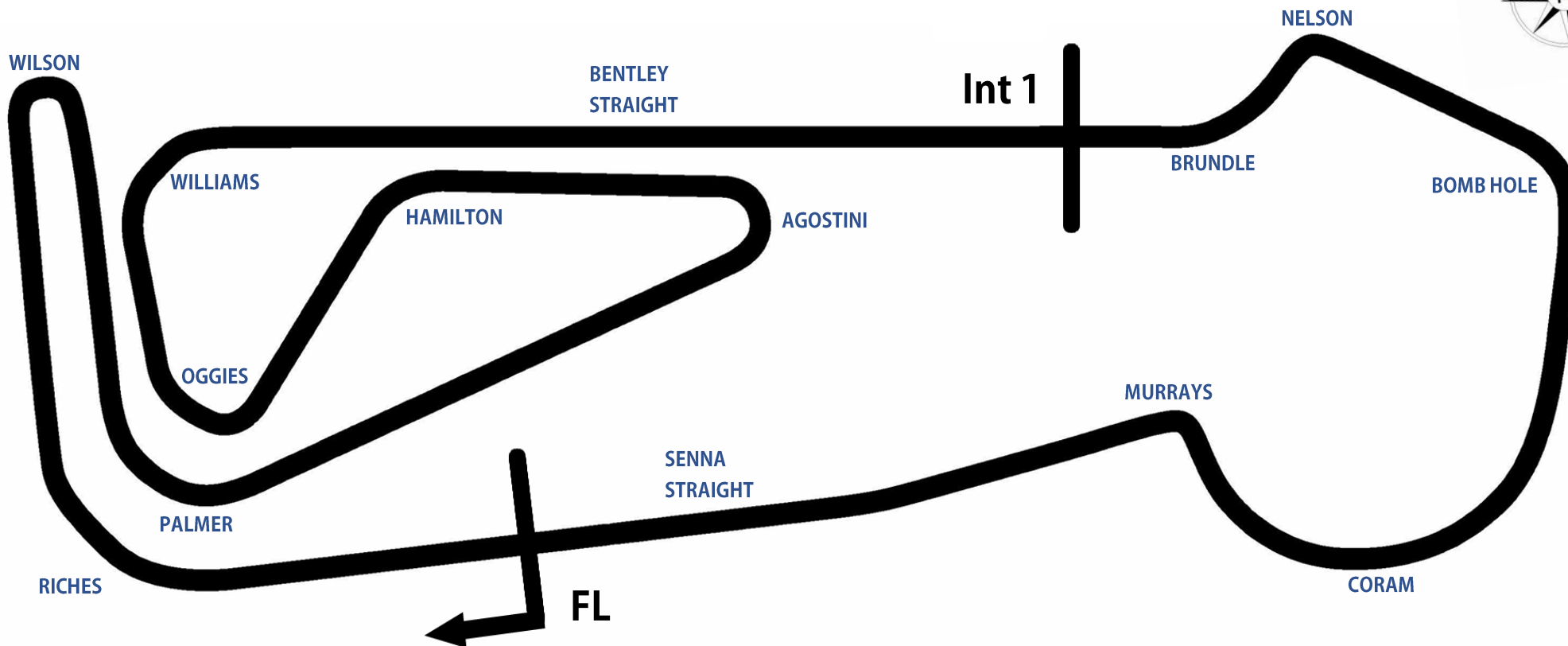
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - CLASSIFICATION

| POS | NO  | CL | PIC | NAME              | ENTRY                                                 | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----|-----|-------------------|-------------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 212 |    | 1   | Matt PALLETT      | Kawasaki ZX636 - In:timber                            | 1:56.537 | 6  | 8    |        |       | 91.71 |
| 2   | 44  |    | 2   | James DUTTON      | Yamaha R6 - AMR Motorcycles                           | 1:56.833 | 6  | 8    | 0.296  | 0.296 | 91.48 |
| 3   | 135 |    | 3   | Zack WESTON       | Yamaha R6 - Speedy Freight - NW Racing                | 1:57.497 | 5  | 8    | 0.960  | 0.664 | 90.96 |
| 4   | 3   |    | 4   | Joey LAMBDEN      | Kawasaki 636 -                                        | 1:57.527 | 6  | 8    | 0.990  | 0.030 | 90.94 |
| 5   | 141 |    | 5   | Henry ROSS        | Yamaha R6 -                                           | 1:57.590 | 6  | 8    | 1.053  | 0.063 | 90.89 |
| 6   | 56  |    | 6   | Michael MILLS     | Yamaha R6 - A51 Racing, The Wokingham Bar Compa       | 1:57.884 | 6  | 6    | 1.347  | 0.294 | 90.66 |
| 7   | 91  | C  | 1   | Sam HIRST         | Kawasaki ZX636 - Team Valley Racing                   | 1:58.512 | 6  | 7    | 1.975  | 0.628 | 90.18 |
| 8   | 164 | C  | 2   | Michael TUSTIN    | Yamaha R6 - Keder Greenhouse                          | 1:59.322 | 6  | 8    | 2.785  | 0.810 | 89.57 |
| 9   | 169 |    | 7   | Gareth CUNNINGHAM | Yamaha R6 -                                           | 1:59.463 | 3  | 8    | 2.926  | 0.141 | 89.46 |
| 10  | 35  |    | 8   | Kai DICKINSON     | Yamaha R6 - Dad                                       | 2:00.214 | 8  | 8    | 3.677  | 0.751 | 88.90 |
| 11  | 440 |    | 9   | Elijah EVERTON    | Kawasaki Ninja 600 -                                  | 2:00.450 | 6  | 8    | 3.913  | 0.236 | 88.73 |
| 12  | 178 | C  | 3   | Paul BLOOMFIELD   | Yamaha R6 - Martello transport                        | 2:00.529 | 6  | 8    | 3.992  | 0.079 | 88.67 |
| 13  | 48  | C  | 4   | Rhys FORREST      | Kawasaki 600 -                                        | 2:00.542 | 4  | 8    | 4.005  | 0.013 | 88.66 |
| 14  | 153 | C  | 5   | Aaron HICKMOTT    | Kawasaki ZX6R - Me, Myself & I                        | 2:01.196 | 8  | 8    | 4.659  | 0.654 | 88.18 |
| 15  | 87  | C  | 6   | Ben DOOLAN        | Yamaha R6 - My Wallet                                 | 2:01.653 | 8  | 8    | 5.116  | 0.457 | 87.85 |
| 16  | 67  | C  | 7   | Edward ANSELL     | Triumph 675 - ketchup Racing                          | 2:01.968 | 4  | 8    | 5.431  | 0.315 | 87.63 |
| 17  | 54  | C  | 8   | Jake ANDERTON     | Yamaha R6 - Hunter Racing                             | 2:02.027 | 6  | 7    | 5.490  | 0.059 | 87.58 |
| 18  | 78  |    | 10  | Keith POVAH       | Yamaha R6 - @crap.sack give us a follow!              | 2:02.284 | 6  | 8    | 5.747  | 0.257 | 87.40 |
| 19  | 565 |    | 11  | Louis KERSHAW     | Kawasaki 636 - Shape Associates/Kingfisher Farm Ant   | 2:02.486 | 7  | 7    | 5.949  | 0.202 | 87.25 |
| 20  | 81  |    | 12  | Fred MCMULLAN     | Kawasaki ZX636 - Orwell Motorcycles Ipswich           | 2:02.718 | 6  | 7    | 6.181  | 0.232 | 87.09 |
| 21  | 998 |    | 13  | Ben RYBICKI       | Yamaha R6 - Car events diamondbrite                   | 2:02.821 | 7  | 7    | 6.284  | 0.103 | 87.02 |
| 22  | 74  | C  | 9   | Tom VAUGHAN       | Yamaha R6 - Lamonde Automation Ltd, Smiths Mechar     | 2:03.566 | 3  | 5    | 7.029  | 0.745 | 86.49 |
| 23  | 55  |    | 14  | Aditya BEHAL      | Kawasaki ZX6R -                                       | 2:03.872 | 3  | 5    | 7.335  | 0.306 | 86.28 |
| 24  | 511 | C  | 10  | William BARRETT   | Triumph DAYTONA 675 -                                 | 2:05.431 | 6  | 7    | 8.894  | 1.559 | 85.21 |
| 25  | 38  | C  | 11  | Paul COOMBS       | Triumph 675R DAYTONA -                                | 2:05.540 | 6  | 7    | 9.003  | 0.109 | 85.13 |
| 26  | 28  | C  | 12  | Tom WALKER        | Yamaha R6 - TRW Racing                                | 2:05.827 | 5  | 7    | 9.290  | 0.287 | 84.94 |
| 27  | 6   | C  | 13  | Gareth FAITH      | Kawasaki ZX6R - Sitramoto                             | 2:06.125 | 6  | 7    | 9.588  | 0.298 | 84.74 |
| 28  | 52  | C  | 14  | James EGGINTON    | Kawasaki ZX6R - Advance Computer Services - www.A     | 2:06.357 | 5  | 5    | 9.820  | 0.232 | 84.58 |
| 29  | 71  | C  | 15  | David RANSOME     | Yamaha YZF R6 -                                       | 2:06.378 | 5  | 7    | 9.841  | 0.021 | 84.57 |
| 30  | 84  | C  | 16  | George HIGGINS    | Yamaha R6 - Aztec Racing                              | 2:06.668 | 6  | 7    | 10.131 | 0.290 | 84.37 |
| 31  | 85  | C  | 17  | Jack WOLFF        | Kawasaki ZX636 - James MZ Racing                      | 2:07.156 | 2  | 7    | 10.619 | 0.488 | 84.05 |
| 32  | 77  | C  | 18  | Oliver HOBBS      | Kawasaki ZX6R - Becki's Beauty ????????               | 2:07.422 | 7  | 7    | 10.885 | 0.266 | 83.87 |
| 33  | 115 | C  | 19  | Brian MAHER       | Yamaha R6 - Spraytech /Espresso Solutions             | 2:07.900 | 3  | 5    | 11.363 | 0.478 | 83.56 |
| 34  | 130 | C  | 20  | Tom BARRETT       | Yamaha R6 -                                           | 2:08.726 | 5  | 7    | 12.189 | 0.826 | 83.02 |
| 35  | 65  | C  | 21  | Frank MONTINI     | Triumph DAYTONA 675R - Sara Johnson                   | 2:11.732 | 1  | 1    | 15.195 | 3.006 | 81.13 |
| 36  | 34  | C  | 22  | Greg PYMM         | Suzuki GSXR600 - Precision Installations, CMR, Grim F | 2:15.080 | 5  | 6    | 18.543 | 3.348 | 79.12 |

Weather / Track : Cloudy / Dry

Date: 03/05/2025 Start: 10:36 Finish: 10:51

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

Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:54 Saturday, 03 May 2025

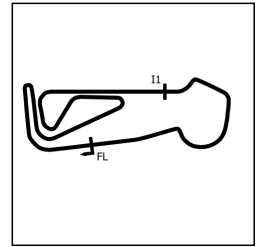




# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P1 212 Matt PALLETT</b><br>IDEAL LAP TIME : 1:56.498      BEST LAP TIME : 1:56.537      DIFFERENCE : 0.039<br>Kawasaki ZX636 - In:timber |                 |               |                     |              |       |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                                         | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                         | 1:22.178        | 40.224        | 2:02.402            | 87.31        | 5.865 | 10:39:06.673        |
| 2 -                                                                                                                                         | 1:19.916        | 39.571        | 1:59.487            | 89.44        | 2.950 | 10:41:06.160        |
| 3 -                                                                                                                                         | 1:18.664        | 39.443        | 1:58.107            | 90.49        | 1.570 | 10:43:04.267        |
| 4 -                                                                                                                                         | 1:19.234        | 39.701        | 1:58.935            | 89.86        | 2.398 | 10:45:03.202        |
| 5 -                                                                                                                                         | 1:18.667        | 39.342        | 1:58.009            | 90.57        | 1.472 | 10:47:01.211        |
| 6 -                                                                                                                                         | <b>1:17.555</b> | 38.982        | <b>1:56.537 (1)</b> | <b>91.71</b> |       | <b>10:48:57.748</b> |
| 7 -                                                                                                                                         | 1:18.085        | <b>38.943</b> | 1:57.028 (2)        | 91.32        | 0.491 | 10:50:54.776        |
| 8 -                                                                                                                                         | 1:17.798        | 39.380        | 1:57.178 (3)        | 91.21        | 0.641 | 10:52:51.954        |

| <b>P2 44 James DUTTON</b><br>IDEAL LAP TIME : 1:56.802      BEST LAP TIME : 1:56.833      DIFFERENCE : 0.031<br>Yamaha R6 - AMR Motorcycles |                 |               |                     |              |       |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                                         | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                         | 1:24.234        | 40.280        | 2:04.514            | 85.83        | 7.681 | 10:39:10.377        |
| 2 -                                                                                                                                         | 1:19.271        | 39.378        | 1:58.649            | 90.08        | 1.816 | 10:41:09.026        |
| 3 -                                                                                                                                         | 1:18.465        | 39.388        | 1:57.853            | 90.68        | 1.020 | 10:43:06.879        |
| 4 -                                                                                                                                         | 1:19.430        | 39.811        | 1:59.241            | 89.63        | 2.408 | 10:45:06.120        |
| 5 -                                                                                                                                         | 1:17.850        | 39.199        | 1:57.049            | 91.31        | 0.216 | 10:47:03.169        |
| 6 -                                                                                                                                         | <b>1:17.634</b> | 39.199        | <b>1:56.833 (1)</b> | <b>91.48</b> |       | <b>10:49:00.002</b> |
| 7 -                                                                                                                                         | 1:17.822        | <b>39.168</b> | 1:56.990 (3)        | 91.35        | 0.157 | 10:50:56.992        |
| 8 -                                                                                                                                         | 1:17.701        | 39.199        | 1:56.900 (2)        | 91.42        | 0.067 | 10:52:53.892        |

| <b>P3 135 Zack WESTON</b><br>IDEAL LAP TIME : 1:57.497      BEST LAP TIME : 1:57.497      DIFFERENCE : 0.000<br>Yamaha R6 - Speedy Freight - NW Racing |                 |               |                     |              |        |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                                                    | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                                    | 1:24.005        | 40.085        | 2:04.090            | 86.13        | 6.593  | 10:39:08.923        |
| 2 -                                                                                                                                                    | 1:19.628        | 39.705        | 1:59.333            | 89.56        | 1.836  | 10:41:08.256        |
| 3 -                                                                                                                                                    | 1:18.984        | 39.595        | 1:58.579            | 90.13        | 1.082  | 10:43:06.835        |
| 4 -                                                                                                                                                    | 1:18.775        | 39.337        | 1:58.112 (3)        | 90.49        | 0.615  | 10:45:04.947        |
| 5 -                                                                                                                                                    | <b>1:18.251</b> | <b>39.246</b> | <b>1:57.497 (1)</b> | <b>90.96</b> |        | <b>10:47:02.444</b> |
| 6 -                                                                                                                                                    | 1:18.347        | 39.658        | 1:58.005 (2)        | 90.57        | 0.508  | 10:49:00.449        |
| 7 -                                                                                                                                                    | 1:34.072        | 39.510        | 2:13.582            | 80.01        | 16.085 | 10:51:14.031        |
| 8 -                                                                                                                                                    | 1:19.407        | 39.894        | 1:59.301            | 89.58        | 1.804  | 10:53:13.332        |

| <b>P4 3 Joey LAMBDEN</b><br>IDEAL LAP TIME : 1:57.386      BEST LAP TIME : 1:57.527      DIFFERENCE : 0.141<br>Kawasaki 636 - |                 |               |                     |              |       |                     |
|-------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                           | 1:23.068        | 39.998        | 2:03.066            | 86.84        | 5.539 | 10:39:09.751        |
| 2 -                                                                                                                           | 1:19.106        | 39.358        | 1:58.464            | 90.22        | 0.937 | 10:41:08.215        |
| 3 -                                                                                                                           | 1:18.429        | 39.708        | 1:58.137 (3)        | 90.47        | 0.610 | 10:43:06.352        |
| 4 -                                                                                                                           | 1:21.298        | 40.050        | 2:01.348            | 88.07        | 3.821 | 10:45:07.700        |
| 5 -                                                                                                                           | 1:18.845        | 39.518        | 1:58.363            | 90.29        | 0.836 | 10:47:06.063        |
| 6 -                                                                                                                           | <b>1:18.328</b> | 39.199        | <b>1:57.527 (1)</b> | <b>90.94</b> |       | <b>10:49:03.590</b> |
| 7 -                                                                                                                           | 1:18.790        | <b>39.058</b> | 1:57.848 (2)        | 90.69        | 0.321 | 10:51:01.438        |
| 8 -                                                                                                                           | 1:18.345        | 39.844        | 1:58.189            | 90.43        | 0.662 | 10:52:59.627        |

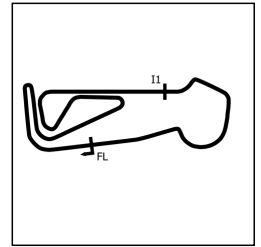
  

| <b>P5 141 Henry ROSS</b><br>IDEAL LAP TIME : 1:57.382      BEST LAP TIME : 1:57.590      DIFFERENCE : 0.208<br>Yamaha R6 - |                 |               |                     |              |       |                     |
|----------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                        | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                        | 1:23.708        | 41.054        | 2:04.762            | 85.66        | 7.172 | 10:39:11.774        |
| 2 -                                                                                                                        | 1:19.973        | 39.441        | 1:59.414            | 89.50        | 1.824 | 10:41:11.188        |
| 3 -                                                                                                                        | 1:18.956        | <b>39.253</b> | 1:58.209 (3)        | 90.41        | 0.619 | 10:43:09.397        |
| 4 -                                                                                                                        | 1:20.526        | 42.040        | 2:02.566            | 87.20        | 4.976 | 10:45:11.963        |
| 5 -                                                                                                                        | 1:19.250        | 39.993        | 1:59.243            | 89.63        | 1.653 | 10:47:11.206        |
| 6 -                                                                                                                        | <b>1:18.129</b> | 39.461        | <b>1:57.590 (1)</b> | <b>90.89</b> |       | <b>10:49:08.796</b> |
| 7 -                                                                                                                        | 1:18.556        | 39.268        | 1:57.824 (2)        | 90.71        | 0.234 | 10:51:06.620        |
| 8 -                                                                                                                        | 1:23.544        | 39.651        | 2:03.195            | 86.75        | 5.605 | 10:53:09.815        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                                   |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>56</b>       | <b>Michael MILLS</b>     | Yamaha R6 - A51 Racing, The Wokingham Bar Company |              |       |                     |
| IDEAL LAP TIME : 1:57.661 |                 | BEST LAP TIME : 1:57.884 | DIFFERENCE : 0.223                                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.165        | 40.759                   | 2:04.924                                          | 85.55        | 7.040 | 10:39:10.974        |
| 2 -                       | 1:18.821        | 39.697                   | 1:58.518 (3)                                      | 90.18        | 0.634 | 10:41:09.492        |
| 3 -                       | <b>1:18.281</b> | 39.713                   | 1:57.994 (2)                                      | 90.58        | 0.110 | 10:43:07.486        |
| 4 -                       | 1:23.641        | 40.580                   | 2:04.221                                          | 86.04        | 6.337 | 10:45:11.707        |
| 5 -                       | 1:26.122        | 41.268                   | 2:07.390                                          | 83.90        | 9.506 | 10:47:19.097        |
| 6 -                       | 1:18.504        | <b>39.380</b>            | <b>1:57.884 (1)</b>                               | <b>90.66</b> |       | <b>10:49:16.981</b> |

|                           |                 |                          |                                     |              |          |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|----------|---------------------|
| <b>P7</b>                 | <b>91 C</b>     | <b>Sam HIRST</b>         | Kawasaki ZX636 - Team Valley Racing |              |          |                     |
| IDEAL LAP TIME : 1:58.248 |                 | BEST LAP TIME : 1:58.512 | DIFFERENCE : 0.264                  |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 1:24.092        | 40.695                   | 2:04.787                            | 85.65        | 6.275    | 10:39:11.146        |
| 2 -                       | 1:19.328        | <b>39.494</b>            | 1:58.822                            | 89.95        | 0.310    | 10:41:09.968        |
| 3 -                       | 1:19.008        | 39.633                   | 1:58.641 (3)                        | 90.08        | 0.129    | 10:43:08.609        |
| 4 -                       | 1:21.145        | IN PIT                   | 3:14.028 P                          | 55.08        | 1:15.516 | 10:46:22.637        |
| 5 -                       | OUTLAP          | 40.825                   | 2:05.170                            | 85.38        | 6.658    | 10:48:27.807        |
| 6 -                       | 1:18.937        | 39.575                   | <b>1:58.512 (1)</b>                 | <b>90.18</b> |          | <b>10:50:26.319</b> |
| 7 -                       | <b>1:18.754</b> | 39.771                   | 1:58.525 (2)                        | 90.17        | 0.013    | 10:52:24.844        |

|                           |                 |                          |                              |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>164 C</b>    | <b>Michael TUSTIN</b>    | Yamaha R6 - Keder Greenhouse |              |       |                     |
| IDEAL LAP TIME : 1:59.235 |                 | BEST LAP TIME : 1:59.322 | DIFFERENCE : 0.087           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.300        | 40.317                   | 2:04.617                     | 85.76        | 5.295 | 10:39:18.731        |
| 2 -                       | 1:20.425        | 40.664                   | 2:01.089                     | 88.26        | 1.767 | 10:41:19.820        |
| 3 -                       | 1:21.156        | <b>39.820</b>            | 2:00.976                     | 88.34        | 1.654 | 10:43:20.796        |
| 4 -                       | 1:20.387        | 40.235                   | 2:00.622 (3)                 | 88.60        | 1.300 | 10:45:21.418        |
| 5 -                       | 1:20.955        | 40.348                   | 2:01.303                     | 88.11        | 1.981 | 10:47:22.721        |
| 6 -                       | <b>1:19.415</b> | 39.907                   | <b>1:59.322 (1)</b>          | <b>89.57</b> |       | <b>10:49:22.043</b> |
| 7 -                       | 1:21.276        | 40.408                   | 2:01.684                     | 87.83        | 2.362 | 10:51:23.727        |
| 8 -                       | 1:20.317        | 39.956                   | 2:00.273 (2)                 | 88.86        | 0.951 | 10:53:24.000        |

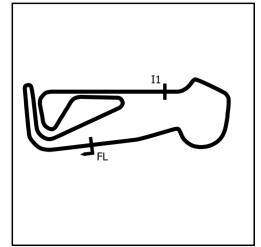
|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>169</b>      | <b>Gareth CUNNINGHAM</b> | Yamaha R6 -         |              |       |                     |
| IDEAL LAP TIME : 1:59.313 |                 | BEST LAP TIME : 1:59.463 | DIFFERENCE : 0.150  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.448        | 40.612                   | 2:05.060            | 85.46        | 5.597 | 10:39:12.535        |
| 2 -                       | 1:19.798        | 40.290                   | 2:00.088 (3)        | 89.00        | 0.625 | 10:41:12.623        |
| 3 -                       | <b>1:19.248</b> | 40.215                   | <b>1:59.463 (1)</b> | <b>89.46</b> |       | <b>10:43:12.086</b> |
| 4 -                       | 1:19.363        | 40.957                   | 2:00.320            | 88.83        | 0.857 | 10:45:12.406        |
| 5 -                       | 1:20.327        | <b>40.065</b>            | 2:00.392            | 88.77        | 0.929 | 10:47:12.798        |
| 6 -                       | 1:19.722        | 40.139                   | 1:59.861 (2)        | 89.17        | 0.398 | 10:49:12.659        |
| 7 -                       | 1:20.593        | 40.608                   | 2:01.201            | 88.18        | 1.738 | 10:51:13.860        |
| 8 -                       | 1:19.465        | 43.462                   | 2:02.927            | 86.94        | 3.464 | 10:53:16.787        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>35</b>       | <b>Kai DICKINSON</b>     | Yamaha R6 - Dad     |              |       |                     |
| IDEAL LAP TIME : 2:00.214 |                 | BEST LAP TIME : 2:00.214 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.537        | 42.117                   | 2:09.654            | 82.43        | 9.440 | 10:39:20.503        |
| 2 -                       | 1:22.820        | 41.069                   | 2:03.889            | 86.27        | 3.675 | 10:41:24.392        |
| 3 -                       | 1:21.209        | 40.742                   | 2:01.951            | 87.64        | 1.737 | 10:43:26.343        |
| 4 -                       | 1:20.882        | 41.077                   | 2:01.959            | 87.63        | 1.745 | 10:45:28.302        |
| 5 -                       | 1:21.088        | 40.365                   | 2:01.453 (3)        | 88.00        | 1.239 | 10:47:29.755        |
| 6 -                       | 1:20.815        | 40.786                   | 2:01.601            | 87.89        | 1.387 | 10:49:31.356        |
| 7 -                       | 1:20.263        | 40.295                   | 2:00.558 (2)        | 88.65        | 0.344 | 10:51:31.914        |
| 8 -                       | <b>1:20.236</b> | <b>39.978</b>            | <b>2:00.214 (1)</b> | <b>88.90</b> |       | <b>10:53:32.128</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P11 440 Elijah EVERTON</b> Kawasaki Ninja 600 - |                 |                          |                     |                    |       |                     |
|----------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.918                          |                 | BEST LAP TIME : 2:00.450 |                     | DIFFERENCE : 0.532 |       |                     |
| LAP                                                | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                | 1:23.962        | 41.374                   | 2:05.336            | 85.27              | 4.886 | 10:39:16.034        |
| 2 -                                                | 1:21.293        | 41.281                   | 2:02.574            | 87.19              | 2.124 | 10:41:18.608        |
| 3 -                                                | 1:20.420        | 40.877                   | 2:01.297            | 88.11              | 0.847 | 10:43:19.905        |
| 4 -                                                | 1:20.544        | 40.628                   | 2:01.172            | 88.20              | 0.722 | 10:45:21.077        |
| 5 -                                                | 1:20.447        | 40.810                   | 2:01.257            | 88.14              | 0.807 | 10:47:22.334        |
| 6 -                                                | 1:20.606        | <b>39.844</b>            | <b>2:00.450 (1)</b> | <b>88.73</b>       |       | <b>10:49:22.784</b> |
| 7 -                                                | <b>1:20.074</b> | 40.719                   | 2:00.793 <b>(3)</b> | 88.48              | 0.343 | 10:51:23.577        |
| 8 -                                                | 1:20.441        | 40.340                   | 2:00.781 <b>(2)</b> | 88.49              | 0.331 | 10:53:24.358        |

| <b>P12 178 C Paul BLOOMFIELD</b> Yamaha R6 - Martello transport |                 |                          |                     |                    |       |                     |
|-----------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.529                                       |                 | BEST LAP TIME : 2:00.529 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                             | 1:25.097        | 41.824                   | 2:06.921            | 84.21              | 6.392 | 10:39:15.255        |
| 2 -                                                             | 1:22.910        | 40.895                   | 2:03.805            | 86.32              | 3.276 | 10:41:19.060        |
| 3 -                                                             | 1:20.653        | 40.590                   | 2:01.243 <b>(3)</b> | 88.15              | 0.714 | 10:43:20.303        |
| 4 -                                                             | 1:21.137        | 40.454                   | 2:01.591            | 87.90              | 1.062 | 10:45:21.894        |
| 5 -                                                             | 1:20.674        | 40.644                   | 2:01.318            | 88.09              | 0.789 | 10:47:23.212        |
| 6 -                                                             | <b>1:20.134</b> | <b>40.395</b>            | <b>2:00.529 (1)</b> | <b>88.67</b>       |       | <b>10:49:23.741</b> |
| 7 -                                                             | 1:20.216        | 40.603                   | 2:00.819 <b>(2)</b> | 88.46              | 0.290 | 10:51:24.560        |
| 8 -                                                             | 1:20.910        | 40.476                   | 2:01.386            | 88.05              | 0.857 | 10:53:25.946        |

| <b>P13 48 C Rhys FORREST</b> Kawasaki 600 - |                 |                          |                     |                    |       |                     |
|---------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.282                   |                 | BEST LAP TIME : 2:00.542 |                     | DIFFERENCE : 0.260 |       |                     |
| LAP                                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                         | 1:27.441        | 42.436                   | 2:09.877            | 82.29              | 9.335 | 10:39:24.385        |
| 2 -                                         | 1:22.138        | 43.420                   | 2:05.558            | 85.12              | 5.016 | 10:41:29.943        |
| 3 -                                         | 1:21.457        | 40.249                   | 2:01.706            | 87.81              | 1.164 | 10:43:31.649        |
| 4 -                                         | 1:20.693        | <b>39.849</b>            | <b>2:00.542 (1)</b> | <b>88.66</b>       |       | <b>10:45:32.191</b> |
| 5 -                                         | 1:20.463        | 41.702                   | 2:02.165            | 87.48              | 1.623 | 10:47:34.356        |
| 6 -                                         | 1:21.067        | 40.145                   | 2:01.212            | 88.17              | 0.670 | 10:49:35.568        |
| 7 -                                         | 1:20.754        | 40.419                   | 2:01.173 <b>(3)</b> | 88.20              | 0.631 | 10:51:36.741        |
| 8 -                                         | <b>1:20.433</b> | 40.438                   | 2:00.871 <b>(2)</b> | 88.42              | 0.329 | 10:53:37.612        |

| <b>P14 153 C Aaron HICKMOTT</b> Kawasaki ZX6R - Me, Myself & I |                 |                          |                     |                    |       |                     |
|----------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.164                                      |                 | BEST LAP TIME : 2:01.196 |                     | DIFFERENCE : 0.032 |       |                     |
| LAP                                                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                            | 1:27.652        | 42.938                   | 2:10.590            | 81.84              | 9.394 | 10:39:22.583        |
| 2 -                                                            | 1:22.000        | 41.109                   | 2:03.109            | 86.81              | 1.913 | 10:41:25.692        |
| 3 -                                                            | 1:21.172        | 40.968                   | 2:02.140            | 87.50              | 0.944 | 10:43:27.832        |
| 4 -                                                            | 1:21.377        | 40.976                   | 2:02.353            | 87.35              | 1.157 | 10:45:30.185        |
| 5 -                                                            | 1:21.497        | 42.283                   | 2:03.780            | 86.34              | 2.584 | 10:47:33.965        |
| 6 -                                                            | 1:20.884        | 41.065                   | 2:01.949 <b>(3)</b> | 87.64              | 0.753 | 10:49:35.914        |
| 7 -                                                            | 1:21.346        | <b>40.544</b>            | 2:01.890 <b>(2)</b> | 87.68              | 0.694 | 10:51:37.804        |
| 8 -                                                            | <b>1:20.620</b> | 40.576                   | <b>2:01.196 (1)</b> | <b>88.18</b>       |       | <b>10:53:39.000</b> |

| <b>P15 87 C Ben DOOLAN</b> Yamaha R6 - My Wallet |                 |                          |                     |                    |       |                     |
|--------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.653                        |                 | BEST LAP TIME : 2:01.653 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                              | 1:25.640        | 42.451                   | 2:08.091            | 83.44              | 6.438 | 10:39:17.545        |
| 2 -                                              | 1:22.575        | 40.917                   | 2:03.492            | 86.54              | 1.839 | 10:41:21.037        |
| 3 -                                              | 1:21.954        | 41.732                   | 2:03.686            | 86.41              | 2.033 | 10:43:24.723        |
| 4 -                                              | 1:22.495        | 41.668                   | 2:04.163            | 86.08              | 2.510 | 10:45:28.886        |
| 5 -                                              | 1:22.804        | 42.615                   | 2:05.419            | 85.21              | 3.766 | 10:47:34.305        |
| 6 -                                              | 1:21.344        | 40.799                   | 2:02.143 <b>(3)</b> | 87.50              | 0.490 | 10:49:36.448        |
| 7 -                                              | 1:21.204        | 40.528                   | 2:01.732 <b>(2)</b> | 87.80              | 0.079 | 10:51:38.180        |
| 8 -                                              | <b>1:21.127</b> | <b>40.526</b>            | <b>2:01.653 (1)</b> | <b>87.85</b>       |       | <b>10:53:39.833</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

| P16 67 C                  |                 | Edward ANSELL            |                     | Triumph 675 - ketchup Racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.968 |                 | BEST LAP TIME : 2:01.968 |                     | DIFFERENCE : 0.000           |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.747        | 41.724                   | 2:07.471            | 83.84                        | 5.503 | 10:39:14.589        |
| 2 -                       | 1:21.891        | 42.207                   | 2:04.098            | 86.12                        | 2.130 | 10:41:18.687        |
| 3 -                       | 1:22.589        | 41.178                   | 2:03.767            | 86.35                        | 1.799 | 10:43:22.454        |
| 4 -                       | <b>1:21.051</b> | <b>40.917</b>            | <b>2:01.968 (1)</b> | <b>87.63</b>                 |       | <b>10:45:24.422</b> |
| 5 -                       | 1:21.845        | 42.151                   | 2:03.996            | 86.19                        | 2.028 | 10:47:28.418        |
| 6 -                       | 1:21.149        | 41.719                   | 2:02.868 (2)        | 86.98                        | 0.900 | 10:49:31.286        |
| 7 -                       | 1:22.072        | 40.930                   | 2:03.002 (3)        | 86.89                        | 1.034 | 10:51:34.288        |
| 8 -                       | 1:21.756        | 41.372                   | 2:03.128            | 86.80                        | 1.160 | 10:53:37.416        |

| P17 54 C                  |                 | Jake ANDERTON            |                     | Yamaha R6 - Hunter Racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.685 |                 | BEST LAP TIME : 2:02.027 |                     | DIFFERENCE : 0.342        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.311        | 42.016                   | 2:07.327            | 83.94                     | 5.300 | 10:39:15.162        |
| 2 -                       | 1:22.346        | 41.511                   | 2:03.857            | 86.29                     | 1.830 | 10:41:19.019        |
| 3 -                       | 1:22.659        | 41.193                   | 2:03.852            | 86.29                     | 1.825 | 10:43:22.871        |
| 4 -                       | 1:20.982        | 41.250                   | 2:02.232 (3)        | 87.44                     | 0.205 | 10:45:25.103        |
| 5 -                       | 1:21.695        | 41.831                   | 2:03.526            | 86.52                     | 1.499 | 10:47:28.629        |
| 6 -                       | 1:21.197        | <b>40.830</b>            | <b>2:02.027 (1)</b> | <b>87.58</b>              |       | <b>10:49:30.656</b> |
| 7 -                       | <b>1:20.855</b> | 41.258                   | 2:02.113 (2)        | 87.52                     | 0.086 | 10:51:32.769        |

| P18 78                    |                 | Keith POVAH              |                     | Yamaha R6 - @crap.sack give us a follow! |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.435 |                 | BEST LAP TIME : 2:02.284 |                     | DIFFERENCE : 0.849                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                      | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.500        | 42.842                   | 2:08.342            | 83.27                                    | 6.058 | 10:39:17.543        |
| 2 -                       | 1:21.555        | 41.509                   | 2:03.064            | 86.84                                    | 0.780 | 10:41:20.607        |
| 3 -                       | 1:22.155        | 41.448                   | 2:03.603            | 86.47                                    | 1.319 | 10:43:24.210        |
| 4 -                       | 1:22.121        | 40.670                   | 2:02.791 (3)        | 87.04                                    | 0.507 | 10:45:27.001        |
| 5 -                       | 1:21.625        | 40.660                   | 2:02.285 (2)        | 87.40                                    | 0.001 | 10:47:29.286        |
| 6 -                       | <b>1:20.778</b> | 41.506                   | <b>2:02.284 (1)</b> | <b>87.40</b>                             |       | <b>10:49:31.570</b> |
| 7 -                       | 1:21.976        | 41.196                   | 2:03.172            | 86.77                                    | 0.888 | 10:51:34.742        |
| 8 -                       | 1:23.061        | <b>40.657</b>            | 2:03.718            | 86.39                                    | 1.434 | 10:53:38.460        |

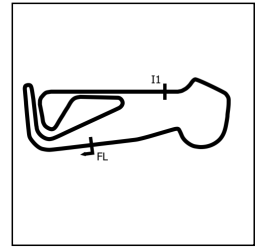
| P19 565                   |                 | Louis KERSHAW            |                     | Kawasaki 636 - Shape Associates/Kingfisher Farm Antiques/Juc |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.486 |                 | BEST LAP TIME : 2:02.486 |                     | DIFFERENCE : 0.000                                           |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:54.218        | 47.460                   | 2:41.678            | 66.10                                                        | 39.192 | 10:39:58.560        |
| 2 -                       | 1:26.812        | 44.492                   | 2:11.304            | 81.39                                                        | 8.818  | 10:42:09.864        |
| 3 -                       | 1:23.298        | 42.482                   | 2:05.780            | 84.97                                                        | 3.294  | 10:44:15.644        |
| 4 -                       | 1:21.749        | 41.623                   | 2:03.372 (2)        | 86.63                                                        | 0.886  | 10:46:19.016        |
| 5 -                       | 1:21.209        | 45.118                   | 2:06.327            | 84.60                                                        | 3.841  | 10:48:25.343        |
| 6 -                       | 1:22.817        | 42.328                   | 2:05.145 (3)        | 85.40                                                        | 2.659  | 10:50:30.488        |
| 7 -                       | <b>1:21.028</b> | <b>41.458</b>            | <b>2:02.486 (1)</b> | <b>87.25</b>                                                 |        | <b>10:52:32.974</b> |

| P20 81                    |                 | Fred MCMULLAN            |                     | Kawasaki ZX636 - Orwell Motorcycles Ipswich |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.585 |                 | BEST LAP TIME : 2:02.718 |                     | DIFFERENCE : 0.133                          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                         | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.912        | 43.429                   | 2:16.341            | 78.39                                       | 13.623 | 10:39:30.310        |
| 2 -                       | 1:23.978        | 41.721                   | 2:05.699            | 85.02                                       | 2.981  | 10:41:36.009        |
| 3 -                       | 1:24.141        | 41.369                   | 2:05.510            | 85.15                                       | 2.792  | 10:43:41.519        |
| 4 -                       | 1:22.328        | 41.377                   | 2:03.705 (3)        | 86.39                                       | 0.987  | 10:45:45.224        |
| 5 -                       | 1:21.989        | 42.483                   | 2:04.472            | 85.86                                       | 1.754  | 10:47:49.696        |
| 6 -                       | <b>1:21.931</b> | 40.787                   | <b>2:02.718 (1)</b> | <b>87.09</b>                                |        | <b>10:49:52.414</b> |
| 7 -                       | 1:22.209        | <b>40.654</b>            | 2:02.863 (2)        | 86.99                                       | 0.145  | 10:51:55.277        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P21</b>                | <b>998</b>      | <b>Ben RYBICKI</b>       | Yamaha R6 - Car events diamondbrite |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.787 |                 | BEST LAP TIME : 2:02.821 | DIFFERENCE : 0.034                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.559        | 42.836                   | 2:12.395                            | 80.72        | 9.574 | 10:39:23.989        |
| 2 -                       | 1:23.254        | 42.450                   | 2:05.704                            | 85.02        | 2.883 | 10:41:29.693        |
| 3 -                       | 1:27.603        | 42.061                   | 2:09.664                            | 82.42        | 6.843 | 10:43:39.357        |
| 4 -                       | 1:22.564        | 41.575                   | 2:04.139 (3)                        | 86.09        | 1.318 | 10:45:43.496        |
| 5 -                       | <b>1:21.519</b> | 41.420                   | 2:02.939 (2)                        | 86.93        | 0.118 | 10:47:46.435        |
| 6 -                       | 1:22.268        | 42.132                   | 2:04.400                            | 85.91        | 1.579 | 10:49:50.835        |
| 7 -                       | 1:21.553        | <b>41.268</b>            | <b>2:02.821 (1)</b>                 | <b>87.02</b> |       | <b>10:51:53.656</b> |

| <b>P22</b>                | <b>74 C</b>     | <b>Tom VAUGHAN</b>       | Yamaha R6 - Lamonde Automation Ltd, Smiths Mechanical Supl |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.566 |                 | BEST LAP TIME : 2:03.566 | DIFFERENCE : 0.000                                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.489        | 41.662                   | 2:08.151                                                   | 83.40        | 4.585 | 10:39:16.113        |
| 2 -                       | 1:22.804        | 41.097                   | 2:03.901 (2)                                               | 86.26        | 0.335 | 10:41:20.014        |
| 3 -                       | <b>1:22.523</b> | <b>41.043</b>            | <b>2:03.566 (1)</b>                                        | <b>86.49</b> |       | <b>10:43:23.580</b> |
| 4 -                       | 1:23.229        | 41.410                   | 2:04.639 (3)                                               | 85.75        | 1.073 | 10:45:28.219        |
| 5 -                       | 1:23.453        | 44.754                   | 2:08.207                                                   | 83.36        | 4.641 | 10:47:36.426        |

| <b>P23</b>                | <b>55</b>       | <b>Aditya BEHAL</b>      | Kawasaki ZX6R -     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.872 |                 | BEST LAP TIME : 2:03.872 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.199        | 43.297                   | 2:15.496 (3)        | 78.88        | 11.624 | 10:39:33.037        |
| 2 -                       | 1:23.061        | 42.087                   | 2:05.148 (2)        | 85.40        | 1.276  | 10:41:38.185        |
| 3 -                       | <b>1:22.554</b> | <b>41.318</b>            | <b>2:03.872 (1)</b> | <b>86.28</b> |        | <b>10:43:42.057</b> |
| 4 -                       | 1:23.153        | IN PIT                   | 2:51.707 P          | 62.24        | 47.835 | 10:46:33.764        |
| 5 -                       | OUTLAP          | 41.616                   | 2:07.070            | 84.11        | 3.198  | 10:48:40.834        |

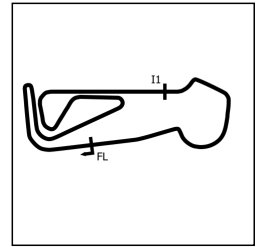
| <b>P24</b>                | <b>511 C</b>    | <b>William BARRETT</b>   | Triumph DAYTONA 675 - |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.919 |                 | BEST LAP TIME : 2:05.431 | DIFFERENCE : 0.512    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:29.120        | 43.865                   | 2:12.985              | 80.37        | 7.554  | 10:39:25.659        |
| 2 -                       | 1:23.798        | <b>42.211</b>            | 2:06.009 (3)          | 84.81        | 0.578  | 10:41:31.668        |
| 3 -                       | 1:24.072        | 42.262                   | 2:06.334              | 84.60        | 0.903  | 10:43:38.002        |
| 4 -                       | 1:23.778        | 42.575                   | 2:06.353              | 84.58        | 0.922  | 10:45:44.355        |
| 5 -                       | <b>1:22.708</b> | 42.850                   | 2:05.558 (2)          | 85.12        | 0.127  | 10:47:49.913        |
| 6 -                       | 1:23.182        | 42.249                   | <b>2:05.431 (1)</b>   | <b>85.21</b> |        | <b>10:49:55.344</b> |
| 7 -                       | 1:25.932        | 53.245                   | 2:19.177              | 76.79        | 13.746 | 10:52:14.521        |

| <b>P25</b>                | <b>38 C</b>     | <b>Paul COOMBS</b>       | Triumph 675R DAYTONA - |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.169 |                 | BEST LAP TIME : 2:05.540 | DIFFERENCE : 0.371     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.033        | 44.188                   | 2:18.221               | 77.32        | 12.681 | 10:39:31.015        |
| 2 -                       | 1:24.962        | 42.756                   | 2:07.718               | 83.68        | 2.178  | 10:41:38.733        |
| 3 -                       | 1:23.530        | 42.382                   | 2:05.912 (3)           | 84.88        | 0.372  | 10:43:44.645        |
| 4 -                       | 1:24.869        | 42.694                   | 2:07.563               | 83.78        | 2.023  | 10:45:52.208        |
| 5 -                       | 1:24.153        | 42.468                   | 2:06.621               | 84.41        | 1.081  | 10:47:58.829        |
| 6 -                       | 1:23.503        | <b>42.037</b>            | <b>2:05.540 (1)</b>    | <b>85.13</b> |        | <b>10:50:04.369</b> |
| 7 -                       | <b>1:23.132</b> | 42.454                   | 2:05.586 (2)           | 85.10        | 0.046  | 10:52:09.955        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                        |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|--------|---------------------|
| <b>P26 28 C</b>           |                 | <b>Tom WALKER</b>        |                     | Yamaha R6 - TRW Racing |        |                     |
| IDEAL LAP TIME : 2:04.316 |                 | BEST LAP TIME : 2:05.827 |                     | DIFFERENCE : 1.511     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                    | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.019        | 43.864                   | 2:16.883            | 78.08                  | 11.056 | 10:39:32.985        |
| 2 -                       | 1:26.476        | 42.233                   | 2:08.709            | 83.04                  | 2.882  | 10:41:41.694        |
| 3 -                       | 1:24.746        | <b>41.828</b>            | 2:06.574 (3)        | 84.44                  | 0.747  | 10:43:48.268        |
| 4 -                       | 1:24.885        | 42.120                   | 2:07.005            | 84.15                  | 1.178  | 10:45:55.273        |
| 5 -                       | 1:23.869        | 41.958                   | <b>2:05.827 (1)</b> | <b>84.94</b>           |        | <b>10:48:01.100</b> |
| 6 -                       | <b>1:22.488</b> | 52.496                   | 2:14.984            | 79.18                  | 9.157  | 10:50:16.084        |
| 7 -                       | 1:23.944        | 42.581                   | 2:06.525 (2)        | 84.47                  | 0.698  | 10:52:22.609        |

|                           |                 |                          |                     |                           |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| <b>P27 6 C</b>            |                 | <b>Gareth FAITH</b>      |                     | Kawasaki ZX6R - Sitramoto |        |                     |
| IDEAL LAP TIME : 2:05.982 |                 | BEST LAP TIME : 2:06.125 |                     | DIFFERENCE : 0.143        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.428        | 43.686                   | 2:18.114            | 77.38                     | 11.989 | 10:39:35.248        |
| 2 -                       | 1:25.600        | 43.035                   | 2:08.635            | 83.08                     | 2.510  | 10:41:43.883        |
| 3 -                       | 1:26.165        | 42.268                   | 2:08.433            | 83.21                     | 2.308  | 10:43:52.316        |
| 4 -                       | 1:24.204        | 43.668                   | 2:07.872            | 83.58                     | 1.747  | 10:46:00.188        |
| 5 -                       | 1:24.455        | <b>42.008</b>            | 2:06.463 (2)        | 84.51                     | 0.338  | 10:48:06.651        |
| 6 -                       | <b>1:23.974</b> | 42.151                   | <b>2:06.125 (1)</b> | <b>84.74</b>              |        | <b>10:50:12.776</b> |
| 7 -                       | 1:24.353        | 42.656                   | 2:07.009 (3)        | 84.15                     | 0.884  | 10:52:19.785        |

|                           |                 |                          |                     |                                                           |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------------|--------|---------------------|
| <b>P28 52 C</b>           |                 | <b>James EGGINTON</b>    |                     | Kawasaki ZX6R - Advance Computer Services - www.ACS.co.uk |        |                     |
| IDEAL LAP TIME : 2:06.357 |                 | BEST LAP TIME : 2:06.357 |                     | DIFFERENCE : 0.000                                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                       | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.430        | 44.353                   | 2:17.783            | 77.57                                                     | 11.426 | 10:39:34.862        |
| 2 -                       | 1:25.703        | 43.648                   | 2:09.351 (3)        | 82.62                                                     | 2.994  | 10:41:44.213        |
| 3 -                       | 1:25.257        | 42.737                   | 2:07.994 (2)        | 83.50                                                     | 1.637  | 10:43:52.207        |
| 4 -                       | 1:26.104        | 43.817                   | 2:09.921            | 82.26                                                     | 3.564  | 10:46:02.128        |
| 5 -                       | <b>1:23.813</b> | <b>42.544</b>            | <b>2:06.357 (1)</b> | <b>84.58</b>                                              |        | <b>10:48:08.485</b> |

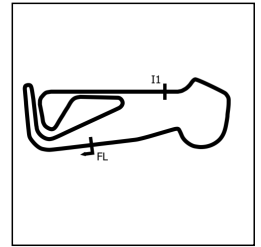
|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P29 71 C</b>           |                 | <b>David RANSOME</b>     |                     | Yamaha YZF R6 -    |        |                     |
| IDEAL LAP TIME : 2:06.378 |                 | BEST LAP TIME : 2:06.378 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.380        | 44.119                   | 2:17.499            | 77.73              | 11.121 | 10:39:34.000        |
| 2 -                       | 1:26.299        | 42.924                   | 2:09.223            | 82.71              | 2.845  | 10:41:43.223        |
| 3 -                       | 1:25.365        | 43.200                   | 2:08.565            | 83.13              | 2.187  | 10:43:51.788        |
| 4 -                       | 1:24.358        | 43.876                   | 2:08.234 (3)        | 83.34              | 1.856  | 10:46:00.022        |
| 5 -                       | <b>1:23.824</b> | <b>42.554</b>            | <b>2:06.378 (1)</b> | <b>84.57</b>       |        | <b>10:48:06.400</b> |
| 6 -                       | 1:25.029        | 50.358                   | 2:15.387            | 78.94              | 9.009  | 10:50:21.787        |
| 7 -                       | 1:24.015        | 43.422                   | 2:07.437 (2)        | 83.86              | 1.059  | 10:52:29.224        |

|                           |                 |                          |                     |                          |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| <b>P30 84 C</b>           |                 | <b>George HIGGINS</b>    |                     | Yamaha R6 - Aztec Racing |        |                     |
| IDEAL LAP TIME : 2:06.668 |                 | BEST LAP TIME : 2:06.668 |                     | DIFFERENCE : 0.000       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.201        | 44.239                   | 2:17.440            | 77.76                    | 10.772 | 10:39:31.665        |
| 2 -                       | 1:25.586        | 42.654                   | 2:08.240            | 83.34                    | 1.572  | 10:41:39.905        |
| 3 -                       | 1:25.289        | 42.531                   | 2:07.820            | 83.61                    | 1.152  | 10:43:47.725        |
| 4 -                       | 1:24.472        | 42.559                   | 2:07.031 (3)        | 84.13                    | 0.363  | 10:45:54.756        |
| 5 -                       | 1:24.284        | 42.735                   | 2:07.019 (2)        | 84.14                    | 0.351  | 10:48:01.775        |
| 6 -                       | <b>1:24.262</b> | <b>42.406</b>            | <b>2:06.668 (1)</b> | <b>84.37</b>             |        | <b>10:50:08.443</b> |
| 7 -                       | 1:24.705        | 43.599                   | 2:08.304            | 83.30                    | 1.636  | 10:52:16.747        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P31 85 C Jack WOLFF</b> Kawasaki ZX636 - James MZ Racing<br>IDEAL LAP TIME : 2:06.876 BEST LAP TIME : 2:07.156 DIFFERENCE : 0.280 |                 |               |                     |              |       |                     |
|--------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                                  | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                  | 1:28.621        | 43.188        | 2:11.809            | 81.08        | 4.653 | 10:39:22.457        |
| 2 -                                                                                                                                  | 1:24.327        | 42.829        | <b>2:07.156 (1)</b> | <b>84.05</b> |       | <b>10:41:29.613</b> |
| 3 -                                                                                                                                  | 1:25.010        | 43.210        | 2:08.220            | 83.35        | 1.064 | 10:43:37.833        |
| 4 -                                                                                                                                  | 1:24.830        | <b>42.639</b> | 2:07.469 <b>(3)</b> | 83.84        | 0.313 | 10:45:45.302        |
| 5 -                                                                                                                                  | 1:25.405        | 42.792        | 2:08.197            | 83.37        | 1.041 | 10:47:53.499        |
| 6 -                                                                                                                                  | <b>1:24.237</b> | 42.967        | 2:07.204 <b>(2)</b> | 84.02        | 0.048 | 10:50:00.703        |
| 7 -                                                                                                                                  | 1:24.920        | 43.197        | 2:08.117            | 83.42        | 0.961 | 10:52:08.820        |

| <b>P32 77 C Oliver HOBBS</b> Kawasaki ZX6R - Becki's Beauty ???????<br>IDEAL LAP TIME : 2:06.964 BEST LAP TIME : 2:07.422 DIFFERENCE : 0.458 |                 |               |                     |              |        |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                                          | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                          | 1:39.306        | 46.440        | 2:25.746            | 73.33        | 18.324 | 10:39:46.194        |
| 2 -                                                                                                                                          | 1:24.726        | 43.031        | 2:07.757            | 83.65        | 0.335  | 10:41:53.951        |
| 3 -                                                                                                                                          | 1:24.836        | <b>42.778</b> | 2:07.614 <b>(3)</b> | 83.75        | 0.192  | 10:44:01.565        |
| 4 -                                                                                                                                          | 1:25.733        | 43.378        | 2:09.111            | 82.78        | 1.689  | 10:46:10.676        |
| 5 -                                                                                                                                          | 1:24.610        | 42.826        | 2:07.436 <b>(2)</b> | 83.87        | 0.014  | 10:48:18.112        |
| 6 -                                                                                                                                          | 1:24.676        | 44.338        | 2:09.014            | 82.84        | 1.592  | 10:50:27.126        |
| 7 -                                                                                                                                          | <b>1:24.186</b> | 43.236        | <b>2:07.422 (1)</b> | <b>83.87</b> |        | <b>10:52:34.548</b> |

| <b>P33 115 C Brian MAHER</b> Yamaha R6 - Spraytech /Espresso Solutions<br>IDEAL LAP TIME : 2:07.560 BEST LAP TIME : 2:07.900 DIFFERENCE : 0.340 |                 |               |                     |              |       |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                                             | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                             | 1:33.228        | 43.674        | 2:16.902            | 78.07        | 9.002 | 10:39:32.522        |
| 2 -                                                                                                                                             | 1:27.262        | 43.090        | 2:10.352 <b>(3)</b> | 81.99        | 2.452 | 10:41:42.874        |
| 3 -                                                                                                                                             | 1:25.342        | <b>42.558</b> | <b>2:07.900 (1)</b> | <b>83.56</b> |       | <b>10:43:50.774</b> |
| 4 -                                                                                                                                             | <b>1:25.002</b> | 50.160        | 2:15.162            | 79.07        | 7.262 | 10:46:05.936        |
| 5 -                                                                                                                                             | 1:25.851        | 42.708        | 2:08.559 <b>(2)</b> | 83.13        | 0.659 | 10:48:14.495        |

| <b>P34 130 C Tom BARRETT</b> Yamaha R6 -<br>IDEAL LAP TIME : 2:08.706 BEST LAP TIME : 2:08.726 DIFFERENCE : 0.020 |                 |               |                     |              |        |                     |
|-------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                               | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                               | 1:35.871        | 45.386        | 2:21.257            | 75.66        | 12.531 | 10:39:40.331        |
| 2 -                                                                                                               | 1:26.645        | 43.697        | 2:10.342 <b>(3)</b> | 82.00        | 1.616  | 10:41:50.673        |
| 3 -                                                                                                               | 1:26.071        | 44.172        | 2:10.243 <b>(2)</b> | 82.06        | 1.517  | 10:44:00.916        |
| 4 -                                                                                                               | 1:26.924        | 44.346        | 2:11.270            | 81.42        | 2.544  | 10:46:12.186        |
| 5 -                                                                                                               | <b>1:25.187</b> | 43.539        | <b>2:08.726 (1)</b> | <b>83.02</b> |        | <b>10:48:20.912</b> |
| 6 -                                                                                                               | 1:27.850        | 44.307        | 2:12.157            | 80.87        | 3.431  | 10:50:33.069        |
| 7 -                                                                                                               | 1:27.214        | <b>43.519</b> | 2:10.733            | 81.75        | 2.007  | 10:52:43.802        |

| <b>P35 65 C Frank MONTINI</b> Triumph DAYTONA 675R - Sara Johnson<br>IDEAL LAP TIME : 2:06.591 BEST LAP TIME : 2:11.732 DIFFERENCE : 5.141 |          |               |                     |              |      |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------|--------------|------|---------------------|
| LAP                                                                                                                                        | SECTOR 1 | SECTOR 2      | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                                                                                                                                        | 1:26.933 | <b>44.799</b> | <b>2:11.732 (1)</b> | <b>81.13</b> |      | <b>10:39:53.636</b> |

| <b>P36 34 C Greg PYMM</b> Suzuki GSXR600 - Precision Installations, CMR, Grim Fabricatic<br>IDEAL LAP TIME : 2:14.988 BEST LAP TIME : 2:15.080 DIFFERENCE : 0.092 |                 |               |                     |              |        |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                                                               | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                                               | 1:38.533        | 46.754        | 2:25.287            | 73.56        | 10.207 | 10:39:40.113        |
| 2 -                                                                                                                                                               | 1:30.927        | IN PIT        | 3:13.085 <b>P</b>   | 55.35        | 58.005 | 10:42:53.198        |
| 3 -                                                                                                                                                               | OUTLAP          | <b>45.628</b> | 2:24.029            | 74.20        | 8.949  | 10:45:17.227        |
| 4 -                                                                                                                                                               | 1:33.215        | 45.773        | 2:18.988 <b>(3)</b> | 76.89        | 3.908  | 10:47:36.215        |
| 5 -                                                                                                                                                               | <b>1:29.360</b> | 45.720        | <b>2:15.080 (1)</b> | <b>79.12</b> |        | <b>10:49:51.295</b> |
| 6 -                                                                                                                                                               | 1:29.879        | 45.846        | 2:15.725 <b>(2)</b> | 78.74        | 0.645  | 10:52:07.020        |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:56.498 |       |
| 1        | 212 | 1:17.555 | 212      | 38.943 | 1                       | 212 | PALLET     | 1:56.498    | 1:56.537 | 0.039 |
| 2        | 44  | 1:17.634 | 3        | 39.058 | 2                       | 44  | DUTTON     | 1:56.802    | 1:56.833 | 0.031 |
| 3        | 141 | 1:18.129 | 44       | 39.168 | 3                       | 141 | ROSS       | 1:57.382    | 1:57.590 | 0.208 |
| 4        | 135 | 1:18.251 | 135      | 39.246 | 4                       | 3   | LAMBDEN    | 1:57.386    | 1:57.527 | 0.141 |
| 5        | 56  | 1:18.281 | 141      | 39.253 | 5                       | 135 | WESTON     | 1:57.497    | 1:57.497 | 0.000 |
| 6        | 3   | 1:18.328 | 56       | 39.380 | 6                       | 56  | MILLS      | 1:57.661    | 1:57.884 | 0.223 |
| 7        | 91  | 1:18.754 | 91       | 39.494 | 7                       | 91  | HIRST      | 1:58.248    | 1:58.512 | 0.264 |
| 8        | 169 | 1:19.248 | 164      | 39.820 | 8                       | 164 | TUSTIN     | 1:59.235    | 1:59.322 | 0.087 |
| 9        | 164 | 1:19.415 | 440      | 39.844 | 9                       | 169 | CUNNINGHAM | 1:59.313    | 1:59.463 | 0.150 |
| 10       | 440 | 1:20.074 | 48       | 39.849 | 10                      | 440 | EVERTON    | 1:59.918    | 2:00.450 | 0.532 |
| 11       | 178 | 1:20.134 | 35       | 39.978 | 11                      | 35  | DICKINSON  | 2:00.214    | 2:00.214 | 0.000 |
| 12       | 35  | 1:20.236 | 169      | 40.065 | 12                      | 48  | FORREST    | 2:00.282    | 2:00.542 | 0.260 |
| 13       | 48  | 1:20.433 | 178      | 40.395 | 13                      | 178 | BLOOMFIELD | 2:00.529    | 2:00.529 | 0.000 |
| 14       | 153 | 1:20.620 | 87       | 40.526 | 14                      | 153 | HICKMOTT   | 2:01.164    | 2:01.196 | 0.032 |
| 15       | 78  | 1:20.778 | 153      | 40.544 | 15                      | 78  | POVAH      | 2:01.435    | 2:02.284 | 0.849 |
| 16       | 54  | 1:20.855 | 81       | 40.654 | 16                      | 87  | DOOLAN     | 2:01.653    | 2:01.653 | 0.000 |
| 17       | 565 | 1:21.028 | 78       | 40.657 | 17                      | 54  | ANDERTON   | 2:01.685    | 2:02.027 | 0.342 |
| 18       | 67  | 1:21.051 | 54       | 40.830 | 18                      | 67  | ANSELL     | 2:01.968    | 2:01.968 | 0.000 |
| 19       | 87  | 1:21.127 | 67       | 40.917 | 19                      | 565 | KERSHAW    | 2:02.486    | 2:02.486 | 0.000 |
| 20       | 998 | 1:21.519 | 74       | 41.043 | 20                      | 81  | MCMULLAN   | 2:02.585    | 2:02.718 | 0.133 |
| 21       | 65  | 1:21.792 | 998      | 41.268 | 21                      | 998 | RYBICKI    | 2:02.787    | 2:02.821 | 0.034 |
| 22       | 81  | 1:21.931 | 55       | 41.318 | 22                      | 74  | VAUGHAN    | 2:03.566    | 2:03.566 | 0.000 |
| 23       | 28  | 1:22.488 | 565      | 41.458 | 23                      | 55  | BEHAL      | 2:03.872    | 2:03.872 | 0.000 |
| 24       | 74  | 1:22.523 | 28       | 41.828 | 24                      | 28  | WALKER     | 2:04.316    | 2:05.827 | 1.511 |
| 25       | 55  | 1:22.554 | 6        | 42.008 | 25                      | 511 | BARRETT    | 2:04.919    | 2:05.431 | 0.512 |
| 26       | 511 | 1:22.708 | 38       | 42.037 | 26                      | 38  | COOMBS     | 2:05.169    | 2:05.540 | 0.371 |
| 27       | 38  | 1:23.132 | 511      | 42.211 | 27                      | 6   | FAITH      | 2:05.982    | 2:06.125 | 0.143 |
| 28       | 52  | 1:23.813 | 84       | 42.406 | 28                      | 52  | EGGINTON   | 2:06.357    | 2:06.357 | 0.000 |
| 29       | 71  | 1:23.824 | 52       | 42.544 | 29                      | 71  | RANSOME    | 2:06.378    | 2:06.378 | 0.000 |
| 30       | 6   | 1:23.974 | 71       | 42.554 | 30                      | 65  | MONTINI    | 2:06.591    | 2:11.732 | 5.141 |
| 31       | 77  | 1:24.186 | 115      | 42.558 | 31                      | 84  | HIGGINS    | 2:06.668    | 2:06.668 | 0.000 |
| 32       | 85  | 1:24.237 | 85       | 42.639 | 32                      | 85  | WOLFF      | 2:06.876    | 2:07.156 | 0.280 |
| 33       | 84  | 1:24.262 | 77       | 42.778 | 33                      | 77  | HOBBS      | 2:06.964    | 2:07.422 | 0.458 |
| 34       | 115 | 1:25.002 | 130      | 43.519 | 34                      | 115 | MAHER      | 2:07.560    | 2:07.900 | 0.340 |
| 35       | 130 | 1:25.187 | 65       | 44.799 | 35                      | 130 | BARRETT    | 2:08.706    | 2:08.726 | 0.020 |
| 36       | 34  | 1:29.360 | 34       | 45.628 | 36                      | 34  | PYMM       | 2:14.988    | 2:15.080 | 0.092 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

QUALIFYING - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 36                        |
| Planned Start          | 2025-05-03 @ 10:31:00.000 |
| Actual Start           | 2025-05-03 @ 10:36:55.335 |
| Finish Time            | 2025-05-03 @ 10:51:51.843 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 251                       |
| Total Distance Covered | 745.1968mi.               |

Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|----|--------------|----------|--------------|-----|----------------|
| 212 |    | Matt PALLETT | 2:02.402 | 10:39:06.673 | 1   | Kawasaki ZX636 |
| 212 |    | Matt PALLETT | 1:59.487 | 10:41:06.160 | 2   | Kawasaki ZX636 |
| 3   |    | Joey LAMBDEN | 1:58.464 | 10:41:08.215 | 2   | Kawasaki 636   |
| 212 |    | Matt PALLETT | 1:58.107 | 10:43:04.267 | 3   | Kawasaki ZX636 |
| 44  |    | James DUTTON | 1:57.853 | 10:43:06.879 | 3   | Yamaha R6      |
| 135 |    | Zack WESTON  | 1:57.497 | 10:47:02.444 | 5   | Yamaha R6      |
| 44  |    | James DUTTON | 1:57.049 | 10:47:03.169 | 5   | Yamaha R6      |
| 212 |    | Matt PALLETT | 1:56.537 | 10:48:57.748 | 6   | Kawasaki ZX636 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:36:55.335 |
| FINISH | 10:51:51.843 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 8          | 16:54.967  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - STATISTICS

CLASS :

14 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|--------------|----------|--------------|-----|----------------|
| 212 | Matt PALLETT | 2:02.402 | 10:39:06.673 | 1   | Kawasaki ZX636 |
| 212 | Matt PALLETT | 1:59.487 | 10:41:06.160 | 2   | Kawasaki ZX636 |
| 3   | Joey LAMBDEN | 1:58.464 | 10:41:08.215 | 2   | Kawasaki 636   |
| 212 | Matt PALLETT | 1:58.107 | 10:43:04.267 | 3   | Kawasaki ZX636 |
| 44  | James DUTTON | 1:57.853 | 10:43:06.879 | 3   | Yamaha R6      |
| 135 | Zack WESTON  | 1:57.497 | 10:47:02.444 | 5   | Yamaha R6      |
| 44  | James DUTTON | 1:57.049 | 10:47:03.169 | 5   | Yamaha R6      |
| 212 | Matt PALLETT | 1:56.537 | 10:48:57.748 | 6   | Kawasaki ZX636 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### QUALIFYING - STATISTICS

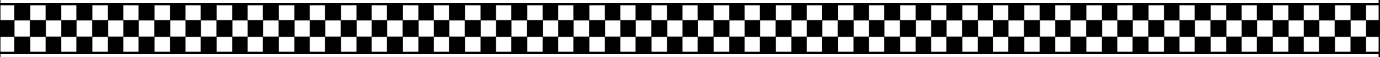
CLASS : C

22 Starters

#### Fastest Lap History

| NO  | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|----------------|----------|--------------|-----|----------------|
| 91  | Sam HIRST      | 2:04.787 | 10:39:11.146 | 1   | Kawasaki ZX636 |
| 164 | Michael TUSTIN | 2:04.617 | 10:39:18.731 | 1   | Yamaha R6      |
| 91  | Sam HIRST      | 1:58.822 | 10:41:09.968 | 2   | Kawasaki ZX636 |
| 91  | Sam HIRST      | 1:58.641 | 10:43:08.609 | 3   | Kawasaki ZX636 |
| 91  | Sam HIRST      | 1:58.512 | 10:50:26.319 | 6   | Kawasaki ZX636 |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**DART MRO 600 inc Clubman 600 & GP2/EVO**  
**RACE 8 - GRID (10 Laps)**

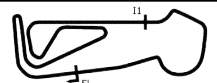
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
|--------------------------------------------------------------------------------------|----|-----|-----------------|----|-----|-------------------|----|-----|----------------|
| ROW 13                                                                               |    |     |                 | 37 | 910 | Harry GOWER       |    |     |                |
| ROW 12                                                                               | 36 | 34  | Greg PYMM       | 35 | 65  | Frank MONTINI     | 34 | 130 | Tom BARRETT    |
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
| ROW 11                                                                               |    |     |                 | 33 | 115 | Brian MAHER       | 32 | 77  | Oliver HOBBS   |
|                                                                                      |    |     |                 |    |     |                   | 31 | 85  | Jack WOLFF     |
| ROW 10                                                                               | 30 | 84  | George HIGGINS  | 29 | 71  | David RANSOME     | 28 | 52  | James EGGINTON |
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
| ROW 9                                                                                |    |     |                 | 27 | 6   | Gareth FAITH      | 26 | 28  | Tom WALKER     |
|                                                                                      |    |     |                 |    |     |                   | 25 | 38  | Paul COOMBS    |
| ROW 8                                                                                | 24 | 511 | William BARRETT | 23 | 55  | Aditya BEHAL      | 22 | 74  | Tom VAUGHAN    |
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
| ROW 7                                                                                |    |     |                 | 21 | 998 | Ben RYBICKI       | 20 | 81  | Fred McMULLAN  |
|                                                                                      |    |     |                 |    |     |                   | 19 | 565 | Louis KERSHAW  |
| ROW 6                                                                                | 18 | 78  | Keith POVAH     | 17 | 54  | Jake ANDERTON     | 16 | 67  | Edward ANSELL  |
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
| ROW 5                                                                                |    |     |                 | 15 | 87  | Ben DOOLAN        | 14 | 153 | Aaron HICKMOTT |
|                                                                                      |    |     |                 |    |     |                   | 13 | 48  | Rhys FORREST   |
| ROW 4                                                                                | 12 | 178 | Paul BLOOMFIELD | 11 | 440 | Elijah EVERTON    | 10 | 35  | Kai DICKINSON  |
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
| ROW 3                                                                                |    |     |                 | 9  | 169 | Gareth CUNNINGHAM | 8  | 164 | Michael TUSTIN |
|                                                                                      |    |     |                 |    |     |                   | 7  | 91  | Sam HIRST      |
| ROW 2                                                                                | 6  | 56  | Michael MILLS   | 5  | 141 | Henry ROSS        | 4  | 3   | Joey LAMBDEN   |
|                                                                                      |    |     |                 |    |     |                   |    |     |                |
| ROW 1                                                                                |    |     |                 | 3  | 135 | Zack WESTON       | 2  | 44  | James DUTTON   |
|                                                                                      |    |     |                 |    |     |                   | 1  | 212 | Matt PALLETT   |
| Pole                                                                                 |    |     |                 |    |     |                   |    |     |                |
|  |    |     |                 |    |     |                   |    |     |                |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:55 Saturday, 03 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - CLASSIFICATION - AMENDED

Race Distance: 10 Laps / 29.68 miles

| POS | NO  | CL | PIC | NAME              | ENTRY                                                     | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|-----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 44  |    | 1   | James DUTTON      | Yamaha R6 - AMR Motorcycles                               | 10   | 19:41.314 |          |        | 90.47 | 1:56.678 | 9  | 2   | 1  |
| 2   | 56  |    | 2   | Michael MILLS     | Yamaha R6 - A51 Racing, The Wokingham Bar Company         | 10   | 19:48.267 | 6.953    | 6.953  | 89.94 | 1:57.438 | 6  | 6   | 4  |
| 3   | 141 |    | 3   | Henry ROSS        | Yamaha R6 -                                               | 10   | 19:48.333 | 7.019    | 0.066  | 89.94 | 1:57.229 | 5  | 5   | 2  |
| 4   | 3   |    | 4   | Joey LAMBDEN      | Kawasaki 636 -                                            | 10   | 19:48.498 | 7.184    | 0.165  | 89.92 | 1:57.407 | 6  | 4   | 0  |
| 5   | 135 |    | 5   | Zack WESTON       | Yamaha R6 - Speedy Freight - NW Racing                    | 10   | 19:52.308 | 10.994   | 3.810  | 89.64 | 1:57.277 | 6  | 3   | -2 |
| 6   | 164 |    | 6   | Michael TUSTIN    | Yamaha R6 - Keder Greenhouse                              | 10   | 19:53.405 | 12.091   | 1.097  | 89.55 | 1:57.114 | 9  | 8   | 2  |
| 7   | 91  |    | 7   | Sam HIRST         | Kawasaki ZX636 - Team Valley Racing                       | 10   | 19:55.998 | 14.684   | 2.593  | 89.36 | 1:58.233 | 8  | 7   | 0  |
| 8   | 48  | C  | 1   | Rhys FORREST      | Kawasaki 600 -                                            | 10   | 20:07.749 | 26.435   | 11.751 | 88.49 | 1:59.601 | 4  | 13  | 5  |
| 9   | 169 |    | 8   | Gareth CUNNINGHAM | Yamaha R6 -                                               | 10   | 20:07.816 | 26.502   | 0.067  | 88.49 | 1:59.358 | 5  | 9   | 0  |
| 10  | 35  |    | 9   | Kai DICKINSON     | Yamaha R6 - Dad                                           | 10   | 20:09.350 | 28.036   | 1.534  | 88.37 | 1:58.003 | 10 | 10  | 0  |
| 11  | 440 |    | 10  | Elijah EVERTON    | Kawasaki Ninja 600 -                                      | 10   | 20:14.930 | 33.616   | 5.580  | 87.97 | 1:58.730 | 8  | 11  | 0  |
| 12  | 178 | C  | 2   | Paul BLOOMFIELD   | Yamaha R6 - Martello transport                            | 10   | 20:20.267 | 38.953   | 5.337  | 87.58 | 2:00.304 | 9  | 12  | 0  |
| 13  | 153 | C  | 3   | Aaron HICKMOTT    | Kawasaki ZX6R - Me, Myself & I                            | 10   | 20:21.970 | 40.656   | 1.703  | 87.46 | 2:00.630 | 10 | 14  | 1  |
| 14  | 55  |    | 11  | Aditya BEHAL      | Kawasaki ZX6R -                                           | 10   | 20:42.387 | 1:01.073 | 20.417 | 86.02 | 2:02.709 | 9  | 23  | 9  |
| 15  | 81  |    | 12  | Fred McMULLAN     | Kawasaki ZX636 - Orwell Motorcycles Ipswich               | 10   | 20:42.598 | 1:01.284 | 0.211  | 86.01 | 2:02.346 | 10 | 20  | 5  |
| 16  | 54  | C  | 4   | Jake ANDERTON     | Yamaha R6 - Hunter Racing                                 | 10   | 20:42.684 | 1:01.370 | 0.086  | 86.00 | 2:02.369 | 4  | 17  | 1  |
| 17  | 28  | C  | 5   | Tom WALKER        | Yamaha R6 - TRW Racing                                    | 10   | 20:43.998 | 1:02.684 | 1.314  | 85.91 | 2:01.915 | 10 | 26  | 9  |
| 18  | 67  | C  | 6   | Edward ANSELL     | Triumph 675 - ketchup Racing                              | 10   | 20:44.790 | 1:03.476 | 0.792  | 85.86 | 2:02.551 | 8  | 16  | -2 |
| 19  | 74  | C  | 7   | Tom VAUGHAN       | Yamaha R6 - Lamonde Automation Ltd, Smiths Mechanical     | 10   | 20:49.916 | 1:08.602 | 5.126  | 85.51 | 2:02.944 | 9  | 22  | 3  |
| 20  | 65  | C  | 8   | Frank MONTINI     | Triumph DAYTONA 675R - Sara Johnson                       | 10   | 20:57.716 | 1:16.402 | 7.800  | 84.98 | 2:02.760 | 6  | 35  | 15 |
| 21  | 38  | C  | 9   | Paul COOMBS       | Triumph 675R DAYTONA -                                    | 10   | 21:00.132 | 1:18.818 | 2.416  | 84.81 | 2:03.568 | 8  | 25  | 4  |
| 22  | 115 | C  | 10  | Brian MAHER       | Yamaha R6 - Spraytech /Espresso Solutions                 | 10   | 21:07.586 | 1:26.272 | 7.454  | 84.31 | 2:04.639 | 7  | 33  | 11 |
| 23  | 511 | C  | 11  | William BARRETT   | Triumph DAYTONA 675 -                                     | 10   | 21:09.004 | 1:27.690 | 1.418  | 84.22 | 2:04.800 | 9  | 24  | 1  |
| 24  | 85  | C  | 12  | Jack WOLFF        | Kawasaki ZX636 - James MZ Racing                          | 10   | 21:19.758 | 1:38.444 | 10.754 | 83.51 | 2:06.214 | 10 | 31  | 7  |
| 25  | 6   | C  | 13  | Gareth FAITH      | Kawasaki ZX6R - Sitramoto                                 | 10   | 21:19.832 | 1:38.518 | 0.074  | 83.51 | 2:06.007 | 8  | 27  | 2  |
| 26  | 71  | C  | 14  | David RANSOME     | Yamaha YZF R6 -                                           | 10   | 21:20.677 | 1:39.363 | 0.845  | 83.45 | 2:05.532 | 10 | 29  | 3  |
| 27  | 52  | C  | 15  | James EGGINTON    | Kawasaki ZX6R - Advance Computer Services - www.ACS.c     | 10   | 21:40.029 | 1:58.715 | 19.352 | 82.21 | 2:06.742 | 5  | 28  | 1  |
| 28  | 77  | C  | 16  | Oliver HOBBS      | Kawasaki ZX6R - Becki's Beauty ????????                   | 10   | 21:46.104 | 2:04.790 | 6.075  | 81.83 | 2:08.371 | 7  | 32  | 4  |
| 29  | 84  | C  | 17  | George HIGGINS    | Yamaha R6 - Aztec Racing                                  | 10   | 21:46.713 | 2:05.399 | 0.609  | 81.79 | 2:08.432 | 9  | 30  | 1  |
| 30  | 34  | C  | 18  | Greg PYMM         | Suzuki GSXR600 - Precision Installations, CMR, Grim Fabri | 9    | 19:53.684 | 1 Lap    | 1 Lap  | 80.58 | 2:08.770 | 7  | 36  | 6  |

#### NOT CLASSIFIED

|     |     |   |  |               |                                                          |   |           |        |        |       |          |   |    |  |
|-----|-----|---|--|---------------|----------------------------------------------------------|---|-----------|--------|--------|-------|----------|---|----|--|
| DNF | 87  | C |  | Ben DOOLAN    | Yamaha R6 - My Wallet                                    | 8 | 16:43.112 | 2 Laps | 1 Lap  | 85.23 | 2:03.231 | 5 | 15 |  |
| DNF | 130 | C |  | Tom BARRETT   | Yamaha R6 -                                              | 6 | 13:14.673 | 4 Laps | 2 Laps | 80.69 | 2:09.834 | 5 | 34 |  |
| DNF | 212 |   |  | Matt PALLETT  | Kawasaki ZX636 - In:timber                               | 4 | 7:56.194  | 6 Laps | 2 Laps | 89.77 | 1:56.469 | 3 | 1  |  |
| DNF | 565 |   |  | Louis KERSHAW | Kawasaki 636 - Shape Associates/Kingfisher Farm Antique: | 2 | 4:15.123  | 8 Laps | 2 Laps | 83.78 | 2:03.622 | 2 | 19 |  |
| DNF | 78  |   |  | Keith POVAH   | Yamaha R6 - @crap.sack give us a follow!                 | 1 | 2:10.693  | 9 Laps | 1 Lap  | 81.78 |          |   | 18 |  |
| DNF | 998 |   |  | Ben RYBICKI   | Yamaha R6 - Car events diamondbrite                      | 0 |           |        |        |       |          |   | 21 |  |

#### FASTEST LAP

|     |   |  |  |              |                            |   |          |  |           |  |            |  |  |  |
|-----|---|--|--|--------------|----------------------------|---|----------|--|-----------|--|------------|--|--|--|
| 212 |   |  |  | Matt PALLETT | Kawasaki ZX636 - In:timber | 3 | 1:56.469 |  | 91.76 mph |  | 147.68 kph |  |  |  |
| 48  | C |  |  | Rhys FORREST | Kawasaki 600 -             | 4 | 1:59.601 |  | 89.36 mph |  | 143.81 kph |  |  |  |

Result Amended - Change of class to No. 91 & 164

Class - 92.5% of Race Speed = 83.68 mph  
Class C - 92.5% of Race Speed = 81.85 mph

Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 14:32 Finish: 14:52  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:00 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

RACE 8 - LAP CHART

| LAP 1 @ 14:34:54.470 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 44  |        | 2:04.029 |
| 3   | 0.010  | 2:04.039 |
| 212 | 0.148  | 2:04.177 |
| 56  | 0.803  | 2:04.832 |
| 135 | 0.817  | 2:04.846 |
| 91  | 1.676  | 2:05.705 |
| 141 | 2.058  | 2:06.087 |
| 164 | 2.267  | 2:06.296 |
| 169 | 3.052  | 2:07.081 |
| 48  | 3.326  | 2:07.355 |
| 440 | 5.067  | 2:09.096 |
| 178 | 5.614  | 2:09.643 |
| 35  | 5.766  | 2:09.795 |
| 153 | 5.990  | 2:10.019 |
| 78  | 6.664  | 2:10.693 |
| 565 | 7.472  | 2:11.501 |
| 55  | 8.222  | 2:12.251 |
| 67  | 8.306  | 2:12.335 |
| 87  | 8.837  | 2:12.866 |
| 54  | 9.286  | 2:13.315 |
| 28  | 9.621  | 2:13.650 |
| 81  | 9.764  | 2:13.793 |
| 74  | 10.952 | 2:14.981 |
| 38  | 12.021 | 2:16.050 |
| 511 | 12.032 | 2:16.061 |
| 115 | 12.262 | 2:16.291 |
| 85  | 13.091 | 2:17.120 |
| 65  | 13.105 | 2:17.134 |
| 71  | 14.236 | 2:18.265 |
| 6   | 14.471 | 2:18.500 |
| 52  | 15.295 | 2:19.324 |
| 84  | 17.300 | 2:21.329 |
| 77  | 17.843 | 2:21.872 |
| 130 | 18.638 | 2:22.667 |
| 34  | 19.777 | 2:23.806 |

| LAP 2 @ 14:36:52.822 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 44  |        | 1:58.352 |
| 3   | 0.554  | 1:58.896 |
| 212 | 0.765  | 1:58.969 |
| 135 | 0.845  | 1:58.380 |
| 56  | 0.950  | 1:58.499 |
| 91  | 2.385  | 1:59.061 |
| 141 | 2.729  | 1:59.023 |
| 164 | 3.149  | 1:59.234 |
| 169 | 4.740  | 2:00.040 |
| 48  | 5.116  | 2:00.142 |
| 440 | 7.823  | 2:01.108 |
| 178 | 8.778  | 2:01.516 |
| 35  | 8.951  | 2:01.537 |
| 153 | 9.639  | 2:02.001 |
| 565 | 12.742 | 2:03.622 |
| 55  | 12.995 | 2:03.125 |
| 67  | 14.922 | 2:04.968 |
| 54  | 15.000 | 2:04.066 |
| 87  | 15.475 | 2:04.990 |
| 28  | 15.868 | 2:04.599 |
| 81  | 16.121 | 2:04.709 |
| 74  | 16.760 | 2:04.160 |
| 511 | 20.235 | 2:06.555 |
| 38  | 20.346 | 2:06.677 |
| 115 | 20.985 | 2:07.075 |

|     |        |          |
|-----|--------|----------|
| 65  | 22.020 | 2:07.267 |
| 85  | 22.157 | 2:07.418 |
| 71  | 24.101 | 2:08.217 |
| 6   | 24.137 | 2:08.018 |
| 52  | 24.909 | 2:07.966 |
| 84  | 29.721 | 2:10.773 |
| 77  | 30.201 | 2:10.710 |
| 130 | 31.196 | 2:10.910 |
| 34  | 35.320 | 2:13.895 |

| LAP 3 @ 14:38:50.056 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 212 |        | 1:56.469 |
| 44  | 0.760  | 1:57.994 |
| 135 | 1.036  | 1:57.425 |
| 3   | 1.911  | 1:58.591 |
| 56  | 2.041  | 1:58.325 |
| 91  | 4.540  | 1:59.389 |
| 141 | 4.678  | 1:59.183 |
| 164 | 4.984  | 1:59.069 |
| 169 | 7.497  | 1:59.991 |
| 48  | 7.556  | 1:59.674 |
| 440 | 12.299 | 2:01.710 |
| 35  | 12.509 | 2:00.792 |
| 178 | 13.557 | 2:02.013 |
| 153 | 14.338 | 2:01.933 |
| 55  | 19.207 | 2:03.446 |
| 67  | 21.823 | 2:04.135 |
| 54  | 22.169 | 2:04.403 |
| 87  | 22.568 | 2:04.327 |
| 81  | 23.414 | 2:04.527 |
| 28  | 23.438 | 2:04.804 |
| 74  | 23.863 | 2:04.337 |
| 38  | 29.018 | 2:05.906 |
| 511 | 29.608 | 2:06.607 |
| 115 | 30.041 | 2:06.290 |
| 65  | 30.354 | 2:05.568 |
| 85  | 31.711 | 2:06.788 |
| 6   | 34.225 | 2:07.322 |
| 71  | 36.260 | 2:09.393 |
| 52  | 36.385 | 2:08.710 |
| 77  | 42.889 | 2:09.922 |
| 84  | 43.611 | 2:11.124 |
| 130 | 44.972 | 2:11.010 |
| 34  | 50.925 | 2:12.839 |

| LAP 4 @ 14:40:46.635 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 212 |        | 1:56.579 |
| 44  | 1.653  | 1:57.472 |
| 135 | 2.162  | 1:57.705 |
| 3   | 3.384  | 1:58.052 |
| 56  | 3.714  | 1:58.252 |
| 91  | 6.560  | 1:58.599 |
| 141 | 6.900  | 1:58.801 |
| 164 | 8.032  | 1:59.627 |
| 48  | 10.578 | 1:59.601 |
| 169 | 11.889 | 2:00.971 |
| 440 | 17.099 | 2:01.379 |
| 35  | 17.255 | 2:01.325 |
| 178 | 19.217 | 2:02.239 |
| 153 | 19.498 | 2:01.739 |
| 55  | 26.534 | 2:03.906 |
| 54  | 27.959 | 2:02.369 |
| 67  | 28.813 | 2:03.569 |

|     |          |          |
|-----|----------|----------|
| 81  | 29.930   | 2:03.095 |
| 87  | 30.495   | 2:04.506 |
| 28  | 31.189   | 2:04.330 |
| 74  | 31.852   | 2:04.568 |
| 38  | 37.859   | 2:05.420 |
| 511 | 39.264   | 2:06.235 |
| 65  | 39.494   | 2:05.719 |
| 115 | 39.702   | 2:06.240 |
| 85  | 42.253   | 2:07.121 |
| 6   | 44.508   | 2:06.862 |
| 71  | 47.006   | 2:07.325 |
| 52  | 47.496   | 2:07.690 |
| 77  | 57.187   | 2:10.877 |
| 84  | 57.789   | 2:10.757 |
| 130 | 58.447   | 2:10.054 |
| 34  | 1:06.806 | 2:12.460 |

| LAP 5 @ 14:42:46.537 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 44  |          | 1:58.249 |
| 135 | 0.350    | 1:58.090 |
| 3   | 1.961    | 1:58.479 |
| 56  | 2.326    | 1:58.514 |
| 141 | 4.227    | 1:57.229 |
| 91  | 5.612    | 1:58.954 |
| 164 | 5.980    | 1:57.850 |
| 48  | 10.764   | 2:00.088 |
| 169 | 11.345   | 1:59.358 |
| 35  | 18.911   | 2:01.558 |
| 440 | 18.955   | 2:01.758 |
| 178 | 20.428   | 2:01.113 |
| 153 | 21.046   | 2:01.450 |
| 55  | 30.300   | 2:03.668 |
| 54  | 30.919   | 2:02.862 |
| 67  | 32.248   | 2:03.337 |
| 81  | 32.711   | 2:02.683 |
| 87  | 33.824   | 2:03.231 |
| 28  | 34.259   | 2:02.972 |
| 74  | 35.794   | 2:03.844 |
| 38  | 42.900   | 2:04.943 |
| 511 | 45.139   | 2:05.777 |
| 65  | 45.407   | 2:05.815 |
| 115 | 45.672   | 2:05.872 |
| 85  | 49.397   | 2:07.046 |
| 6   | 51.355   | 2:06.749 |
| 71  | 53.865   | 2:06.761 |
| 52  | 54.336   | 2:06.742 |
| 84  | 1:06.557 | 2:08.670 |
| 77  | 1:06.780 | 2:09.495 |
| 130 | 1:08.379 | 2:09.834 |
| 34  | 1:17.983 | 2:11.079 |

| LAP 6 @ 14:44:43.784 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 44  |        | 1:57.247 |
| 135 | 0.380  | 1:57.277 |
| 3   | 2.121  | 1:57.407 |
| 56  | 2.517  | 1:57.438 |
| 141 | 4.629  | 1:57.649 |
| 91  | 7.040  | 1:58.675 |
| 164 | 7.516  | 1:58.783 |
| 48  | 13.595 | 2:00.078 |
| 169 | 14.025 | 1:59.927 |
| 35  | 21.369 | 1:59.705 |
| 440 | 21.884 | 2:00.176 |

|     |          |          |
|-----|----------|----------|
| 178 | 24.279   | 2:01.098 |
| 153 | 24.797   | 2:00.998 |
| 55  | 36.485   | 2:03.432 |
| 54  | 36.814   | 2:03.142 |
| 81  | 39.390   | 2:03.926 |
| 67  | 39.397   | 2:04.396 |
| 28  | 40.128   | 2:03.116 |
| 87  | 41.280   | 2:04.703 |
| 74  | 43.255   | 2:04.708 |
| 38  | 50.631   | 2:04.978 |
| 65  | 50.920   | 2:02.760 |
| 511 | 53.583   | 2:05.691 |
| 115 | 53.632   | 2:05.207 |
| 85  | 59.809   | 2:07.659 |
| 6   | 1:00.140 | 2:06.032 |
| 71  | 1:03.092 | 2:06.474 |
| 52  | 1:15.477 | 2:18.388 |
| 77  | 1:18.344 | 2:08.811 |
| 84  | 1:19.011 | 2:09.701 |
| 130 | 1:21.330 | 2:10.198 |
| 34  | 1:31.524 | 2:10.788 |

| LAP 7 @ 14:46:40.836 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 44  |          | 1:57.052 |
| 3   | 2.862    | 1:57.793 |
| 56  | 3.227    | 1:57.762 |
| 141 | 4.991    | 1:57.414 |
| 135 | 5.567    | 2:02.239 |
| 91  | 9.299    | 1:59.311 |
| 164 | 9.624    | 1:59.160 |
| 48  | 16.677   | 2:00.134 |
| 169 | 17.187   | 2:00.214 |
| 35  | 23.553   | 1:59.236 |
| 440 | 23.849   | 1:59.017 |
| 178 | 28.360   | 2:01.133 |
| 153 | 28.503   | 2:00.758 |
| 55  | 42.797   | 2:03.364 |
| 54  | 43.117   | 2:03.355 |
| 81  | 44.862   | 2:02.524 |
| 28  | 45.589   | 2:02.513 |
| 67  | 46.036   | 2:03.691 |
| 87  | 48.473   | 2:04.245 |
| 74  | 49.598   | 2:03.395 |
| 65  | 57.206   | 2:03.338 |
| 38  | 57.846   | 2:04.267 |
| 115 | 1:01.219 | 2:04.639 |
| 511 | 1:02.788 | 2:06.257 |
| 85  | 1:09.950 | 2:07.193 |
| 6   | 1:10.132 | 2:07.044 |
| 71  | 1:12.287 | 2:06.247 |
| 52  | 1:26.691 | 2:08.266 |
| 77  | 1:29.663 | 2:08.371 |
| 84  | 1:30.489 | 2:08.530 |
| 34  | 1:43.242 | 2:08.770 |

| LAP 8 @ 14:48:37.851 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 44  |        | 1:57.015 |
| 3   | 3.982  | 1:58.135 |
| 56  | 4.363  | 1:58.151 |
| 141 | 5.611  | 1:57.635 |
| 135 | 7.055  | 1:58.503 |
| 91  | 10.517 | 1:58.233 |
| 164 | 10.804 | 1:58.195 |

|     |          |          |
|-----|----------|----------|
| 48  | 19.533   | 1:59.871 |
| 169 | 20.225   | 2:00.053 |
| 35  | 25.046   | 1:58.508 |
| 440 | 25.564   | 1:58.730 |
| 178 | 32.090   | 2:00.745 |
| 153 | 32.959   | 2:01.471 |
| 55  | 49.105   | 2:03.323 |
| 54  | 49.435   | 2:03.333 |
| 81  | 50.228   | 2:02.381 |
| 28  | 51.425   | 2:02.851 |
| 67  | 51.572   | 2:02.551 |
| 87  | 55.702   | 2:04.244 |
| 74  | 55.812   | 2:03.229 |
| 65  | 1:03.600 | 2:03.409 |
| 38  | 1:04.399 | 2:03.568 |
| 115 | 1:09.465 | 2:05.261 |
| 511 | 1:10.620 | 2:04.847 |
| 6   | 1:19.124 | 2:06.007 |
| 85  | 1:19.607 | 2:06.672 |
| 71  | 1:21.380 | 2:06.108 |
| 52  | 1:37.878 | 2:08.202 |
| 77  | 1:41.495 | 2:08.847 |
| 84  | 1:42.352 | 2:08.878 |
| 34  | 1:56.281 | 2:10.054 |

| LAP 9 @ 14:50:34.529 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 44  |          | 1:56.678 |
| 3   | 5.070    | 1:57.766 |
| 56  | 5.644    | 1:57.959 |
| 141 | 6.245    | 1:57.312 |
| 135 | 9.041    | 1:58.664 |
| 164 | 11.240   | 1:57.114 |
| 91  | 12.521   | 1:58.682 |
| 48  | 22.892   | 2:00.037 |
| 169 | 23.219   | 1:59.672 |
| 35  | 27.259   | 1:58.891 |
| 440 | 27.924   | 1:59.038 |
| 178 | 35.716   | 2:00.304 |
| 153 | 37.252   | 2:00.971 |
| 55  | 55.136   | 2:02.709 |
| 54  | 55.523   | 2:02.766 |
| 81  | 56.164   | 2:02.614 |
| 28  | 57.995   | 2:03.248 |
| 67  | 58.117   | 2:03.223 |
| 74  | 1:02.078 | 2:02.944 |
| 65  | 1:10.200 | 2:03.278 |
| 38  | 1:11.646 | 2:03.925 |
| 115 | 1:18.441 | 2:05.654 |
| 511 | 1:18.742 | 2:04.800 |
| 6   | 1:28.581 | 2:06.135 |
| 85  | 1:29.456 | 2:06.527 |
| 71  | 1:31.057 | 2:06.355 |
| 52  | 1:48.991 | 2:07.791 |
| 77  | 1:53.423 | 2:08.606 |
| 84  | 1:54.106 | 2:08.432 |

| LAP 10 @ 14:52:31.755 |        |          |
|-----------------------|--------|----------|
| NO                    | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 44  |        | 1:57.226 |
| 56  | 6.953  | 1:58.535 |
| 141 | 7.019  | 1:58.000 |
| 3   | 7.184  | 1:59.340 |
| 135 | 10.994 | 1:59.179 |
| 164 | 12.091 | 1:58.077 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - LAP CHART

|            |          |          |
|------------|----------|----------|
| <b>34</b>  | 1 Lap    | 2:09.993 |
| <b>91</b>  | 14.684   | 1:59.389 |
| <b>48</b>  | 26.435   | 2:00.769 |
| <b>169</b> | 26.502   | 2:00.509 |
| <b>35</b>  | 28.036   | 1:58.003 |
| <b>440</b> | 33.616   | 2:02.918 |
| <b>178</b> | 38.953   | 2:00.463 |
| <b>153</b> | 40.656   | 2:00.630 |
| <b>55</b>  | 1:01.073 | 2:03.163 |
| <b>81</b>  | 1:01.284 | 2:02.346 |
| <b>54</b>  | 1:01.370 | 2:03.073 |
| <b>28</b>  | 1:02.684 | 2:01.915 |
| <b>67</b>  | 1:03.476 | 2:02.585 |
| <b>74</b>  | 1:08.602 | 2:03.750 |
| <b>65</b>  | 1:16.402 | 2:03.428 |
| <b>38</b>  | 1:18.818 | 2:04.398 |
| <b>115</b> | 1:26.272 | 2:05.057 |
| <b>511</b> | 1:27.690 | 2:06.174 |
| <b>85</b>  | 1:38.444 | 2:06.214 |
| <b>6</b>   | 1:38.518 | 2:07.163 |
| <b>71</b>  | 1:39.363 | 2:05.532 |
| <b>52</b>  | 1:58.715 | 2:06.950 |
| <b>77</b>  | 2:04.790 | 2:08.593 |
| <b>84</b>  | 2:05.399 | 2:08.519 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

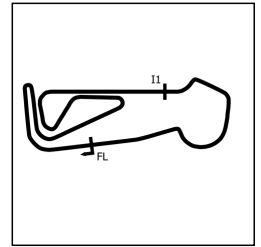
RACE 8 - POSITION CHART

| No  | Name       | Lap |     |     |     |     |     |     |     |     |     |     |
|-----|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|     |            | Pos | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  |
| 212 | PALLET     | 1   | 44  | 44  | 212 | 212 | 44  | 44  | 44  | 44  | 44  | 44  |
| 44  | DUTTON     | 2   | 3   | 3   | 44  | 44  | 135 | 135 | 3   | 3   | 3   | 56  |
| 135 | WESTON     | 3   | 212 | 212 | 135 | 135 | 3   | 3   | 56  | 56  | 56  | 141 |
| 3   | LAMBDEN    | 4   | 56  | 135 | 3   | 3   | 56  | 56  | 141 | 141 | 141 | 3   |
| 141 | ROSS       | 5   | 135 | 56  | 56  | 56  | 141 | 141 | 135 | 135 | 135 | 135 |
| 56  | MILLS      | 6   | 91  | 91  | 91  | 91  | 91  | 91  | 91  | 91  | 164 | 164 |
| 91  | HIRST      | 7   | 141 | 141 | 141 | 141 | 164 | 164 | 164 | 164 | 91  | 91  |
| 164 | TUSTIN     | 8   | 164 | 164 | 164 | 164 | 48  | 48  | 48  | 48  | 48  | 48  |
| 169 | CUNNINGHAM | 9   | 169 | 169 | 169 | 48  | 169 | 169 | 169 | 169 | 169 | 169 |
| 35  | DICKINSON  | 10  | 48  | 48  | 48  | 169 | 35  | 35  | 35  | 35  | 35  | 35  |
| 440 | EVERTON    | 11  | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 |
| 178 | BLOOMFIELD | 12  | 178 | 178 | 35  | 35  | 178 | 178 | 178 | 178 | 178 | 178 |
| 48  | FORREST    | 13  | 35  | 35  | 178 | 178 | 153 | 153 | 153 | 153 | 153 | 153 |
| 153 | HICKMOTT   | 14  | 153 | 153 | 153 | 153 | 55  | 55  | 55  | 55  | 55  | 55  |
| 87  | DOOLAN     | 15  | 78  | 565 | 55  | 55  | 54  | 54  | 54  | 54  | 54  | 81  |
| 67  | ANSELL     | 16  | 565 | 55  | 67  | 54  | 67  | 81  | 81  | 81  | 81  | 54  |
| 54  | ANDERTON   | 17  | 55  | 67  | 54  | 67  | 81  | 67  | 28  | 28  | 28  | 28  |
| 78  | POVAH      | 18  | 67  | 54  | 87  | 81  | 87  | 28  | 67  | 67  | 67  | 67  |
| 565 | KERSHAW    | 19  | 87  | 87  | 81  | 87  | 28  | 87  | 87  | 87  | 74  | 74  |
| 81  | McMULLAN   | 20  | 54  | 28  | 28  | 28  | 74  | 74  | 74  | 74  | 65  | 65  |
| 998 | RYBICKI    | 21  | 28  | 81  | 74  | 74  | 38  | 38  | 65  | 65  | 38  | 38  |
| 74  | VAUGHAN    | 22  | 81  | 74  | 38  | 38  | 511 | 65  | 38  | 38  | 115 | 115 |
| 55  | BEHAL      | 23  | 74  | 511 | 511 | 511 | 65  | 511 | 115 | 115 | 511 | 511 |
| 511 | BARRETT    | 24  | 38  | 38  | 115 | 65  | 115 | 115 | 511 | 511 | 6   | 85  |
| 38  | COOMBS     | 25  | 511 | 115 | 65  | 115 | 85  | 85  | 85  | 6   | 85  | 6   |
| 28  | WALKER     | 26  | 115 | 65  | 85  | 85  | 6   | 6   | 6   | 85  | 71  | 71  |
| 6   | FAITH      | 27  | 85  | 85  | 6   | 6   | 71  | 71  | 71  | 71  | 52  | 52  |
| 52  | EGGINTON   | 28  | 65  | 71  | 71  | 71  | 52  | 52  | 52  | 52  | 77  | 77  |
| 71  | RANSOME    | 29  | 71  | 6   | 52  | 52  | 84  | 77  | 77  | 77  | 84  | 84  |
| 84  | HIGGINS    | 30  | 6   | 52  | 77  | 77  | 77  | 84  | 84  | 84  | 34  |     |
| 85  | WOLFF      | 31  | 52  | 84  | 84  | 84  | 130 | 130 | 34  | 34  |     |     |
| 77  | HOBBS      | 32  | 84  | 77  | 130 | 130 | 34  | 34  |     |     |     |     |
| 115 | MAHER      | 33  | 77  | 130 | 34  | 34  |     |     |     |     |     |     |
| 130 | BARRETT    | 34  | 130 | 34  |     |     |     |     |     |     |     |     |
| 65  | MONTINI    | 35  | 34  |     |     |     |     |     |     |     |     |     |
| 34  | PYMM       | 36  |     |     |     |     |     |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P1 44 James DUTTON        |          | Yamaha R6 - AMR Motorcycles |              |                    |       |              |
|---------------------------|----------|-----------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:56.676 |          | BEST LAP TIME : 1:56.678    |              | DIFFERENCE : 0.002 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                    | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 39.762                      | 2:04.029     | 86.17              | 7.351 | 14:34:54.470 |
| 2 -                       | 1:18.441 | 39.911                      | 1:58.352     | 90.30              | 1.674 | 14:36:52.822 |
| 3 -                       | 1:18.645 | 39.349                      | 1:57.994     | 90.58              | 1.316 | 14:38:50.816 |
| 4 -                       | 1:17.979 | 39.493                      | 1:57.472     | 90.98              | 0.794 | 14:40:48.288 |
| 5 -                       | 1:18.633 | 39.616                      | 1:58.249     | 90.38              | 1.571 | 14:42:46.537 |
| 6 -                       | 1:18.020 | 39.227                      | 1:57.247     | 91.15              | 0.569 | 14:44:43.784 |
| 7 -                       | 1:17.875 | 39.177                      | 1:57.052 (3) | 91.31              | 0.374 | 14:46:40.836 |
| 8 -                       | 1:17.955 | 39.060                      | 1:57.015 (2) | 91.33              | 0.337 | 14:48:37.851 |
| 9 -                       | 1:17.616 | 39.062                      | 1:56.678 (1) | 91.60              |       | 14:50:34.529 |
| 10 -                      | 1:17.905 | 39.321                      | 1:57.226     | 91.17              | 0.548 | 14:52:31.755 |

| P2 56 Michael MILLS       |          | Yamaha R6 - A51 Racing, The Wokingham Bar Company |              |                    |       |              |
|---------------------------|----------|---------------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:57.438 |          | BEST LAP TIME : 1:57.438                          |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                                          | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 39.895                                            | 2:04.832     | 85.61              | 7.394 | 14:34:55.273 |
| 2 -                       | 1:18.679 | 39.820                                            | 1:58.499     | 90.19              | 1.061 | 14:36:53.772 |
| 3 -                       | 1:18.970 | 39.355                                            | 1:58.325     | 90.32              | 0.887 | 14:38:52.097 |
| 4 -                       | 1:18.719 | 39.533                                            | 1:58.252     | 90.38              | 0.814 | 14:40:50.349 |
| 5 -                       | 1:19.132 | 39.382                                            | 1:58.514     | 90.18              | 1.076 | 14:42:48.863 |
| 6 -                       | 1:18.237 | 39.201                                            | 1:57.438 (1) | 91.01              |       | 14:44:46.301 |
| 7 -                       | 1:18.439 | 39.323                                            | 1:57.762 (2) | 90.76              | 0.324 | 14:46:44.063 |
| 8 -                       | 1:18.530 | 39.621                                            | 1:58.151     | 90.46              | 0.713 | 14:48:42.214 |
| 9 -                       | 1:18.708 | 39.251                                            | 1:57.959 (3) | 90.60              | 0.521 | 14:50:40.173 |
| 10 -                      | 1:18.783 | 39.752                                            | 1:58.535     | 90.16              | 1.097 | 14:52:38.708 |

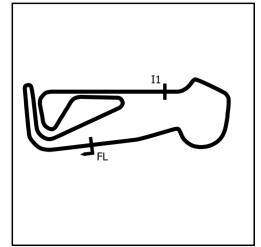
| P3 141 Henry ROSS         |          | Yamaha R6 -              |              |                    |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:56.984 |          | BEST LAP TIME : 1:57.229 |              | DIFFERENCE : 0.245 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 39.983                   | 2:06.087     | 84.76              | 8.858 | 14:34:56.528 |
| 2 -                       | 1:19.634 | 39.389                   | 1:59.023     | 89.79              | 1.794 | 14:36:55.551 |
| 3 -                       | 1:19.595 | 39.588                   | 1:59.183     | 89.67              | 1.954 | 14:38:54.734 |
| 4 -                       | 1:19.424 | 39.377                   | 1:58.801     | 89.96              | 1.572 | 14:40:53.535 |
| 5 -                       | 1:18.048 | 39.181                   | 1:57.229 (1) | 91.17              |       | 14:42:50.764 |
| 6 -                       | 1:18.424 | 39.225                   | 1:57.649     | 90.84              | 0.420 | 14:44:48.413 |
| 7 -                       | 1:18.387 | 39.027                   | 1:57.414 (3) | 91.02              | 0.185 | 14:46:45.827 |
| 8 -                       | 1:18.699 | 38.936                   | 1:57.635     | 90.85              | 0.406 | 14:48:43.462 |
| 9 -                       | 1:18.309 | 39.003                   | 1:57.312 (2) | 91.10              | 0.083 | 14:50:40.774 |
| 10 -                      | 1:18.434 | 39.566                   | 1:58.000     | 90.57              | 0.771 | 14:52:38.774 |

| P4 3                      |          | Joey LAMBDEN             |              | Kawasaki 636 -     |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:57.392 |          | BEST LAP TIME : 1:57.407 |              | DIFFERENCE : 0.015 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 39.392                   | 2:04.039     | 86.16              | 6.632 | 14:34:54.480 |
| 2 -                       | 1:18.824 | 40.072                   | 1:58.896     | 89.89              | 1.489 | 14:36:53.376 |
| 3 -                       | 1:19.200 | 39.391                   | 1:58.591     | 90.12              | 1.184 | 14:38:51.967 |
| 4 -                       | 1:18.906 | 39.146                   | 1:58.052     | 90.53              | 0.645 | 14:40:50.019 |
| 5 -                       | 1:19.464 | 39.015                   | 1:58.479     | 90.21              | 1.072 | 14:42:48.498 |
| 6 -                       | 1:18.412 | 38.995                   | 1:57.407 (1) | 91.03              |       | 14:44:45.905 |
| 7 -                       | 1:18.397 | 39.396                   | 1:57.793 (3) | 90.73              | 0.386 | 14:46:43.698 |
| 8 -                       | 1:18.903 | 39.232                   | 1:58.135     | 90.47              | 0.728 | 14:48:41.833 |
| 9 -                       | 1:18.624 | 39.142                   | 1:57.766 (2) | 90.75              | 0.359 | 14:50:39.599 |
| 10 -                      | 1:19.419 | 39.921                   | 1:59.340     | 89.55              | 1.933 | 14:52:38.939 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P5 135 Zack WESTON        |                 | Yamaha R6 - Speedy Freight - NW Racing |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.978 |                 | BEST LAP TIME : 1:57.277               |                     | DIFFERENCE : 0.299 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.874                                 | 2:04.846            | 85.61              | 7.569 | 14:34:55.287        |
| 2 -                       | 1:18.241        | 40.139                                 | 1:58.380            | 90.28              | 1.103 | 14:36:53.667        |
| 3 -                       | 1:18.219        | 39.206                                 | 1:57.425 (2)        | 91.02              | 0.148 | 14:38:51.092        |
| 4 -                       | 1:18.574        | <b>39.131</b>                          | 1:57.705 (3)        | 90.80              | 0.428 | 14:40:48.797        |
| 5 -                       | 1:18.284        | 39.806                                 | 1:58.090            | 90.50              | 0.813 | 14:42:46.887        |
| 6 -                       | <b>1:17.847</b> | 39.430                                 | <b>1:57.277 (1)</b> | <b>91.13</b>       |       | <b>14:44:44.164</b> |
| 7 -                       | 1:22.646        | 39.593                                 | 2:02.239            | 87.43              | 4.962 | 14:46:46.403        |
| 8 -                       | 1:18.809        | 39.694                                 | 1:58.503            | 90.19              | 1.226 | 14:48:44.906        |
| 9 -                       | 1:19.317        | 39.347                                 | 1:58.664            | 90.07              | 1.387 | 14:50:43.570        |
| 10 -                      | 1:19.337        | 39.842                                 | 1:59.179            | 89.68              | 1.902 | 14:52:42.749        |

| P6 164 C Michael TUSTIN   |                 | Yamaha R6 - Keder Greenhouse |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.114 |                 | BEST LAP TIME : 1:57.114     |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                     | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.795                       | 2:06.296            | 84.62              | 9.182 | 14:34:56.737        |
| 2 -                       | 1:19.788        | 39.446                       | 1:59.234            | 89.63              | 2.120 | 14:36:55.971        |
| 3 -                       | 1:19.513        | 39.556                       | 1:59.069            | 89.76              | 1.955 | 14:38:55.040        |
| 4 -                       | 1:19.326        | 40.301                       | 1:59.627            | 89.34              | 2.513 | 14:40:54.667        |
| 5 -                       | 1:18.707        | 39.143                       | 1:57.850 (2)        | 90.69              | 0.736 | 14:42:52.517        |
| 6 -                       | 1:19.072        | 39.711                       | 1:58.783            | 89.97              | 1.669 | 14:44:51.300        |
| 7 -                       | 1:18.986        | 40.174                       | 1:59.160            | 89.69              | 2.046 | 14:46:50.460        |
| 8 -                       | 1:18.992        | 39.203                       | 1:58.195            | 90.42              | 1.081 | 14:48:48.655        |
| 9 -                       | <b>1:18.189</b> | <b>38.925</b>                | <b>1:57.114 (1)</b> | <b>91.26</b>       |       | <b>14:50:45.769</b> |
| 10 -                      | 1:18.597        | 39.480                       | 1:58.077 (3)        | 90.51              | 0.963 | 14:52:43.846        |

| P7 91 C Sam HIRST         |                 | Kawasaki ZX636 - Team Valley Racing |                     |                    |       |                     |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:58.233 |                 | BEST LAP TIME : 1:58.233            |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.817                              | 2:05.705            | 85.02              | 7.472 | 14:34:56.146        |
| 2 -                       | 1:19.288        | 39.773                              | 1:59.061            | 89.76              | 0.828 | 14:36:55.207        |
| 3 -                       | 1:19.566        | 39.823                              | 1:59.389            | 89.52              | 1.156 | 14:38:54.596        |
| 4 -                       | 1:18.884        | 39.715                              | 1:58.599 (2)        | 90.11              | 0.366 | 14:40:53.195        |
| 5 -                       | 1:19.132        | 39.822                              | 1:58.954            | 89.85              | 0.721 | 14:42:52.149        |
| 6 -                       | 1:18.962        | 39.713                              | 1:58.675 (3)        | 90.06              | 0.442 | 14:44:50.824        |
| 7 -                       | 1:19.154        | 40.157                              | 1:59.311            | 89.58              | 1.078 | 14:46:50.135        |
| 8 -                       | <b>1:18.814</b> | <b>39.419</b>                       | <b>1:58.233 (1)</b> | <b>90.39</b>       |       | <b>14:48:48.368</b> |
| 9 -                       | 1:18.982        | 39.700                              | 1:58.682            | 90.05              | 0.449 | 14:50:47.050        |
| 10 -                      | 1:19.245        | 40.144                              | 1:59.389            | 89.52              | 1.156 | 14:52:46.439        |

| P8 48 C Rhys FORREST      |                 | Kawasaki 600 -           |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.425 |                 | BEST LAP TIME : 1:59.601 |                     | DIFFERENCE : 0.176 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.171                   | 2:07.355            | 83.92              | 7.754 | 14:34:57.796        |
| 2 -                       | 1:19.985        | 40.157                   | 2:00.142            | 88.96              | 0.541 | 14:36:57.938        |
| 3 -                       | <b>1:19.781</b> | 39.893                   | 1:59.674 (2)        | 89.30              | 0.073 | 14:38:57.612        |
| 4 -                       | 1:19.957        | <b>39.644</b>            | <b>1:59.601 (1)</b> | <b>89.36</b>       |       | <b>14:40:57.213</b> |
| 5 -                       | 1:20.279        | 39.809                   | 2:00.088            | 89.00              | 0.487 | 14:42:57.301        |
| 6 -                       | 1:20.079        | 39.999                   | 2:00.078            | 89.00              | 0.477 | 14:44:57.379        |
| 7 -                       | 1:20.214        | 39.920                   | 2:00.134            | 88.96              | 0.533 | 14:46:57.513        |
| 8 -                       | 1:20.158        | 39.713                   | 1:59.871 (3)        | 89.16              | 0.270 | 14:48:57.384        |
| 9 -                       | 1:20.314        | 39.723                   | 2:00.037            | 89.03              | 0.436 | 14:50:57.421        |
| 10 -                      | 1:19.904        | 40.865                   | 2:00.769            | 88.50              | 1.168 | 14:52:58.190        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P9 169 Gareth CUNNINGHAM  |                 | Yamaha R6 -              |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.358 |                 | BEST LAP TIME : 1:59.358 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.026                   | 2:07.081            | 84.10              | 7.723 | 14:34:57.522        |
| 2 -                       | 1:19.885        | 40.155                   | 2:00.040            | 89.03              | 0.682 | 14:36:57.562        |
| 3 -                       | 1:19.761        | 40.230                   | 1:59.991            | 89.07              | 0.633 | 14:38:57.553        |
| 4 -                       | 1:20.742        | 40.229                   | 2:00.971            | 88.35              | 1.613 | 14:40:58.524        |
| 5 -                       | <b>1:19.594</b> | <b>39.764</b>            | <b>1:59.358 (1)</b> | <b>89.54</b>       |       | <b>14:42:57.882</b> |
| 6 -                       | 1:19.808        | 40.119                   | 1:59.927 (3)        | 89.12              | 0.569 | 14:44:57.809        |
| 7 -                       | 1:20.132        | 40.082                   | 2:00.214            | 88.90              | 0.856 | 14:46:58.023        |
| 8 -                       | 1:19.919        | 40.134                   | 2:00.053            | 89.02              | 0.695 | 14:48:58.076        |
| 9 -                       | 1:19.897        | 39.775                   | 1:59.672 (2)        | 89.31              | 0.314 | 14:50:57.748        |
| 10 -                      | 1:19.829        | 40.680                   | 2:00.509            | 88.69              | 1.151 | 14:52:58.257        |

| P10 35 Kai DICKINSON      |                 | Yamaha R6 - Dad          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.987 |                 | BEST LAP TIME : 1:58.003 |                     | DIFFERENCE : 0.016 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.499                   | 2:09.795            | 82.34              | 11.792 | 14:35:00.236        |
| 2 -                       | 1:20.693        | 40.844                   | 2:01.537            | 87.94              | 3.534  | 14:37:01.773        |
| 3 -                       | 1:20.583        | 40.209                   | 2:00.792            | 88.48              | 2.789  | 14:39:02.565        |
| 4 -                       | 1:20.517        | 40.808                   | 2:01.325            | 88.09              | 3.322  | 14:41:03.890        |
| 5 -                       | 1:21.059        | 40.499                   | 2:01.558            | 87.92              | 3.555  | 14:43:05.448        |
| 6 -                       | 1:19.847        | 39.858                   | 1:59.705            | 89.28              | 1.702  | 14:45:05.153        |
| 7 -                       | 1:19.450        | 39.786                   | 1:59.236            | 89.63              | 1.233  | 14:47:04.389        |
| 8 -                       | <b>1:18.847</b> | 39.661                   | 1:58.508 (2)        | 90.18              | 0.505  | 14:49:02.897        |
| 9 -                       | 1:19.254        | 39.637                   | 1:58.891 (3)        | 89.89              | 0.888  | 14:51:01.788        |
| 10 -                      | 1:18.863        | <b>39.140</b>            | <b>1:58.003 (1)</b> | <b>90.57</b>       |        | <b>14:52:59.791</b> |

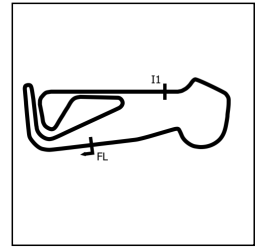
| P11 440 Elijah EVERTON    |                 | Kawasaki Ninja 600 -     |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.730 |                 | BEST LAP TIME : 1:58.730 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.986                   | 2:09.096            | 82.79              | 10.366 | 14:34:59.537        |
| 2 -                       | 1:20.149        | 40.959                   | 2:01.108            | 88.25              | 2.378  | 14:37:00.645        |
| 3 -                       | 1:20.687        | 41.023                   | 2:01.710            | 87.81              | 2.980  | 14:39:02.355        |
| 4 -                       | 1:20.278        | 41.101                   | 2:01.379            | 88.05              | 2.649  | 14:41:03.734        |
| 5 -                       | 1:20.900        | 40.858                   | 2:01.758            | 87.78              | 3.028  | 14:43:05.492        |
| 6 -                       | 1:19.990        | 40.186                   | 2:00.176            | 88.93              | 1.446  | 14:45:05.668        |
| 7 -                       | 1:18.886        | 40.131                   | 1:59.017 (2)        | 89.80              | 0.287  | 14:47:04.685        |
| 8 -                       | <b>1:18.783</b> | <b>39.947</b>            | <b>1:58.730 (1)</b> | <b>90.02</b>       |        | <b>14:49:03.415</b> |
| 9 -                       | 1:18.908        | 40.130                   | 1:59.038 (3)        | 89.78              | 0.308  | 14:51:02.453        |
| 10 -                      | 1:21.195        | 41.723                   | 2:02.918            | 86.95              | 4.188  | 14:53:05.371        |

| P12 178 C Paul BLOOMFIELD |                 | Yamaha R6 - Martello transport |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.304 |                 | BEST LAP TIME : 2:00.304       |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                       | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.967                         | 2:09.643            | 82.44              | 9.339 | 14:35:00.084        |
| 2 -                       | 1:20.493        | 41.023                         | 2:01.516            | 87.95              | 1.212 | 14:37:01.600        |
| 3 -                       | 1:21.551        | 40.462                         | 2:02.013            | 87.59              | 1.709 | 14:39:03.613        |
| 4 -                       | 1:21.267        | 40.972                         | 2:02.239            | 87.43              | 1.935 | 14:41:05.852        |
| 5 -                       | 1:20.752        | 40.361                         | 2:01.113            | 88.24              | 0.809 | 14:43:06.965        |
| 6 -                       | 1:20.778        | 40.320                         | 2:01.098            | 88.25              | 0.794 | 14:45:08.063        |
| 7 -                       | 1:20.476        | 40.657                         | 2:01.133            | 88.23              | 0.829 | 14:47:09.196        |
| 8 -                       | 1:20.518        | 40.227                         | 2:00.745 (3)        | 88.51              | 0.441 | 14:49:09.941        |
| 9 -                       | <b>1:20.157</b> | <b>40.147</b>                  | <b>2:00.304 (1)</b> | <b>88.84</b>       |       | <b>14:51:10.245</b> |
| 10 -                      | 1:20.311        | 40.152                         | 2:00.463 (2)        | 88.72              | 0.159 | 14:53:10.708        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P13 153 C                 |                 | Aaron HICKMOTT           |                     | Kawasaki ZX6R - Me, Myself & I |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.514 |                 | BEST LAP TIME : 2:00.630 |                     | DIFFERENCE : 0.116             |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.235                   | 2:10.019            | 82.20                          | 9.389 | 14:35:00.460        |
| 2 -                       | 1:20.905        | 41.096                   | 2:02.001            | 87.60                          | 1.371 | 14:37:02.461        |
| 3 -                       | 1:21.039        | 40.894                   | 2:01.933            | 87.65                          | 1.303 | 14:39:04.394        |
| 4 -                       | 1:20.777        | 40.962                   | 2:01.739            | 87.79                          | 1.109 | 14:41:06.133        |
| 5 -                       | 1:20.997        | 40.453                   | 2:01.450            | 88.00                          | 0.820 | 14:43:07.583        |
| 6 -                       | 1:20.504        | 40.494                   | 2:00.998            | 88.33                          | 0.368 | 14:45:08.581        |
| 7 -                       | 1:20.546        | <b>40.212</b>            | 2:00.758 (2)        | 88.50                          | 0.128 | 14:47:09.339        |
| 8 -                       | 1:21.017        | 40.454                   | 2:01.471            | 87.98                          | 0.841 | 14:49:10.810        |
| 9 -                       | 1:20.470        | 40.501                   | 2:00.971 (3)        | 88.35                          | 0.341 | 14:51:11.781        |
| 10 -                      | <b>1:20.302</b> | 40.328                   | <b>2:00.630 (1)</b> | <b>88.60</b>                   |       | <b>14:53:12.411</b> |

| P14 55                    |                 | Aditya BEHAL             |                     | Kawasaki ZX6R -    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.504 |                 | BEST LAP TIME : 2:02.709 |                     | DIFFERENCE : 0.205 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.379                   | 2:12.251            | 80.81              | 9.542 | 14:35:02.692        |
| 2 -                       | 1:21.638        | 41.487                   | 2:03.125 (2)        | 86.80              | 0.416 | 14:37:05.817        |
| 3 -                       | 1:22.087        | 41.359                   | 2:03.446            | 86.58              | 0.737 | 14:39:09.263        |
| 4 -                       | 1:22.404        | 41.502                   | 2:03.906            | 86.25              | 1.197 | 14:41:13.169        |
| 5 -                       | 1:22.611        | 41.057                   | 2:03.668            | 86.42              | 0.959 | 14:43:16.837        |
| 6 -                       | 1:22.145        | 41.287                   | 2:03.432            | 86.59              | 0.723 | 14:45:20.269        |
| 7 -                       | 1:22.211        | 41.153                   | 2:03.364            | 86.63              | 0.655 | 14:47:23.633        |
| 8 -                       | 1:21.922        | 41.401                   | 2:03.323            | 86.66              | 0.614 | 14:49:26.956        |
| 9 -                       | <b>1:21.459</b> | 41.250                   | <b>2:02.709 (1)</b> | <b>87.10</b>       |       | <b>14:51:29.665</b> |
| 10 -                      | 1:22.118        | <b>41.045</b>            | 2:03.163 (3)        | 86.77              | 0.454 | 14:53:32.828        |

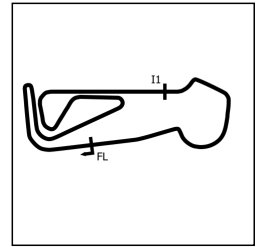
| P15 81                    |                 | Fred McMULLAN            |                     | Kawasaki ZX636 - Orwell Motorcycles Ipswich |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.187 |                 | BEST LAP TIME : 2:02.346 |                     | DIFFERENCE : 0.159                          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.755                   | 2:13.793            | 79.88                                       | 11.447 | 14:35:04.234        |
| 2 -                       | 1:23.323        | 41.386                   | 2:04.709            | 85.70                                       | 2.363  | 14:37:08.943        |
| 3 -                       | 1:22.681        | 41.846                   | 2:04.527            | 85.82                                       | 2.181  | 14:39:13.470        |
| 4 -                       | 1:22.068        | 41.027                   | 2:03.095            | 86.82                                       | 0.749  | 14:41:16.565        |
| 5 -                       | 1:21.619        | 41.064                   | 2:02.683            | 87.11                                       | 0.337  | 14:43:19.248        |
| 6 -                       | 1:22.528        | 41.398                   | 2:03.926            | 86.24                                       | 1.580  | 14:45:23.174        |
| 7 -                       | 1:21.642        | 40.882                   | 2:02.524 (3)        | 87.23                                       | 0.178  | 14:47:25.698        |
| 8 -                       | <b>1:21.407</b> | 40.974                   | 2:02.381 (2)        | 87.33                                       | 0.035  | 14:49:28.079        |
| 9 -                       | 1:21.775        | 40.839                   | 2:02.614            | 87.16                                       | 0.268  | 14:51:30.693        |
| 10 -                      | 1:21.566        | <b>40.780</b>            | <b>2:02.346 (1)</b> | <b>87.35</b>                                |        | <b>14:53:33.039</b> |

| P16 54 C                  |                 | Jake ANDERTON            |                     | Yamaha R6 - Hunter Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.065 |                 | BEST LAP TIME : 2:02.369 |                     | DIFFERENCE : 0.304        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.719                   | 2:13.315            | 80.17                     | 10.946 | 14:35:03.756        |
| 2 -                       | 1:22.324        | 41.742                   | 2:04.066            | 86.14                     | 1.697  | 14:37:07.822        |
| 3 -                       | 1:22.811        | 41.592                   | 2:04.403            | 85.91                     | 2.034  | 14:39:12.225        |
| 4 -                       | <b>1:21.380</b> | 40.989                   | <b>2:02.369 (1)</b> | <b>87.34</b>              |        | <b>14:41:14.594</b> |
| 5 -                       | 1:21.830        | 41.032                   | 2:02.862 (3)        | 86.99                     | 0.493  | 14:43:17.456        |
| 6 -                       | 1:22.128        | 41.014                   | 2:03.142            | 86.79                     | 0.773  | 14:45:20.598        |
| 7 -                       | 1:21.963        | 41.392                   | 2:03.355            | 86.64                     | 0.986  | 14:47:23.953        |
| 8 -                       | 1:21.788        | 41.545                   | 2:03.333            | 86.66                     | 0.964  | 14:49:27.286        |
| 9 -                       | 1:22.081        | <b>40.685</b>            | 2:02.766 (2)        | 87.06                     | 0.397  | 14:51:30.052        |
| 10 -                      | 1:22.266        | 40.807                   | 2:03.073            | 86.84                     | 0.704  | 14:53:33.125        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P17 28 C                  |          | Tom WALKER               |              | Yamaha R6 - TRW Racing |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------|--------|--------------|
| IDEAL LAP TIME : 2:01.915 |          | BEST LAP TIME : 2:01.915 |              | DIFFERENCE : 0.000     |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                    | DIFF   | TIME OF DAY  |
| 1 -                       |          | 41.905                   | 2:13.650     | 79.97                  | 11.735 | 14:35:04.091 |
| 2 -                       | 1:23.074 | 41.525                   | 2:04.599     | 85.77                  | 2.684  | 14:37:08.690 |
| 3 -                       | 1:22.884 | 41.920                   | 2:04.804     | 85.63                  | 2.889  | 14:39:13.494 |
| 4 -                       | 1:22.404 | 41.926                   | 2:04.330     | 85.96                  | 2.415  | 14:41:17.824 |
| 5 -                       | 1:21.901 | 41.071                   | 2:02.972     | 86.91                  | 1.057  | 14:43:20.796 |
| 6 -                       | 1:21.664 | 41.452                   | 2:03.116     | 86.81                  | 1.201  | 14:45:23.912 |
| 7 -                       | 1:21.513 | 41.000                   | 2:02.513 (2) | 87.24                  | 0.598  | 14:47:26.425 |
| 8 -                       | 1:21.285 | 41.566                   | 2:02.851 (3) | 87.00                  | 0.936  | 14:49:29.276 |
| 9 -                       | 1:22.021 | 41.227                   | 2:03.248     | 86.72                  | 1.333  | 14:51:32.524 |
| 10 -                      | 1:21.120 | 40.795                   | 2:01.915 (1) | 87.66                  |        | 14:53:34.439 |

| P18 67 C                  |          | Edward ANSELL            |              | Triumph 675 - ketchup Racing |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:02.100 |          | BEST LAP TIME : 2:02.551 |              | DIFFERENCE : 0.451           |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                          | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.497                   | 2:12.335     | 80.76                        | 9.784 | 14:35:02.776 |
| 2 -                       | 1:22.804 | 42.164                   | 2:04.968     | 85.52                        | 2.417 | 14:37:07.744 |
| 3 -                       | 1:22.313 | 41.822                   | 2:04.135     | 86.10                        | 1.584 | 14:39:11.879 |
| 4 -                       | 1:22.181 | 41.388                   | 2:03.569     | 86.49                        | 1.018 | 14:41:15.448 |
| 5 -                       | 1:22.063 | 41.274                   | 2:03.337     | 86.65                        | 0.786 | 14:43:18.785 |
| 6 -                       | 1:22.848 | 41.548                   | 2:04.396     | 85.91                        | 1.845 | 14:45:23.181 |
| 7 -                       | 1:22.720 | 40.971                   | 2:03.691     | 86.40                        | 1.140 | 14:47:26.872 |
| 8 -                       | 1:21.129 | 41.422                   | 2:02.551 (1) | 87.21                        |       | 14:49:29.423 |
| 9 -                       | 1:22.060 | 41.163                   | 2:03.223 (3) | 86.73                        | 0.672 | 14:51:32.646 |
| 10 -                      | 1:21.333 | 41.252                   | 2:02.585 (2) | 87.18                        | 0.034 | 14:53:35.231 |

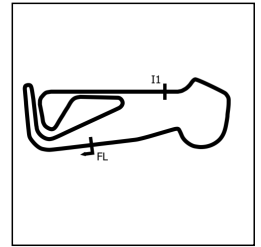
| P19 74 C                  |          | Tom VAUGHAN              |              | Yamaha R6 - Lamonde Automation Ltd, Smiths Mechanical Supl |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.841 |          | BEST LAP TIME : 2:02.944 |              | DIFFERENCE : 0.103                                         |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                        | DIFF   | TIME OF DAY  |
| 1 -                       |          | 41.814                   | 2:14.981     | 79.18                                                      | 12.037 | 14:35:05.422 |
| 2 -                       | 1:23.130 | 41.030                   | 2:04.160     | 86.08                                                      | 1.216  | 14:37:09.582 |
| 3 -                       | 1:23.217 | 41.120                   | 2:04.337     | 85.96                                                      | 1.393  | 14:39:13.919 |
| 4 -                       | 1:23.359 | 41.209                   | 2:04.568     | 85.80                                                      | 1.624  | 14:41:18.487 |
| 5 -                       | 1:22.756 | 41.088                   | 2:03.844     | 86.30                                                      | 0.900  | 14:43:22.331 |
| 6 -                       | 1:23.333 | 41.375                   | 2:04.708     | 85.70                                                      | 1.764  | 14:45:27.039 |
| 7 -                       | 1:22.402 | 40.993                   | 2:03.395 (3) | 86.61                                                      | 0.451  | 14:47:30.434 |
| 8 -                       | 1:21.950 | 41.279                   | 2:03.229 (2) | 86.73                                                      | 0.285  | 14:49:33.663 |
| 9 -                       | 1:21.848 | 41.096                   | 2:02.944 (1) | 86.93                                                      |        | 14:51:36.607 |
| 10 -                      | 1:22.277 | 41.473                   | 2:03.750     | 86.36                                                      | 0.806  | 14:53:40.357 |

| P20 65 C                  |          | Frank MONTINI            |              | Triumph DAYTONA 675R - Sara Johnson |        |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.760 |          | BEST LAP TIME : 2:02.760 |              | DIFFERENCE : 0.000                  |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                 | DIFF   | TIME OF DAY  |
| 1 -                       |          | 41.910                   | 2:17.134     | 77.93                               | 14.374 | 14:35:07.575 |
| 2 -                       | 1:23.738 | 43.529                   | 2:07.267     | 83.98                               | 4.507  | 14:37:14.842 |
| 3 -                       | 1:23.754 | 41.814                   | 2:05.568     | 85.11                               | 2.808  | 14:39:20.410 |
| 4 -                       | 1:23.332 | 42.387                   | 2:05.719     | 85.01                               | 2.959  | 14:41:26.129 |
| 5 -                       | 1:23.595 | 42.220                   | 2:05.815     | 84.95                               | 3.055  | 14:43:31.944 |
| 6 -                       | 1:21.685 | 41.075                   | 2:02.760 (1) | 87.06                               |        | 14:45:34.704 |
| 7 -                       | 1:22.190 | 41.148                   | 2:03.338 (3) | 86.65                               | 0.578  | 14:47:38.042 |
| 8 -                       | 1:21.886 | 41.523                   | 2:03.409     | 86.60                               | 0.649  | 14:49:41.451 |
| 9 -                       | 1:22.051 | 41.227                   | 2:03.278 (2) | 86.69                               | 0.518  | 14:51:44.729 |
| 10 -                      | 1:22.290 | 41.138                   | 2:03.428     | 86.59                               | 0.668  | 14:53:48.157 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P21 38 C Paul COOMBS      |                 | Triumph 675R DAYTONA -   |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.568 |                 | BEST LAP TIME : 2:03.568 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.557                   | 2:16.050            | 78.55              | 12.482 | 14:35:06.491        |
| 2 -                       | 1:24.508        | 42.169                   | 2:06.677            | 84.37              | 3.109  | 14:37:13.168        |
| 3 -                       | 1:23.856        | 42.050                   | 2:05.906            | 84.88              | 2.338  | 14:39:19.074        |
| 4 -                       | 1:22.992        | 42.428                   | 2:05.420            | 85.21              | 1.852  | 14:41:24.494        |
| 5 -                       | 1:22.756        | 42.187                   | 2:04.943            | 85.54              | 1.375  | 14:43:29.437        |
| 6 -                       | 1:23.013        | 41.965                   | 2:04.978            | 85.51              | 1.410  | 14:45:34.415        |
| 7 -                       | 1:22.432        | 41.835                   | 2:04.267 (3)        | 86.00              | 0.699  | 14:47:38.682        |
| 8 -                       | <b>1:21.983</b> | <b>41.585</b>            | <b>2:03.568 (1)</b> | <b>86.49</b>       |        | <b>14:49:42.250</b> |
| 9 -                       | 1:22.083        | 41.842                   | 2:03.925 (2)        | 86.24              | 0.357  | 14:51:46.175        |
| 10 -                      | 1:22.355        | 42.043                   | 2:04.398            | 85.91              | 0.830  | 14:53:50.573        |

| P22 115 C Brian MAHER     |                 | Yamaha R6 - Spraytech /Espresso Solutions |                     |                    |        |                     |
|---------------------------|-----------------|-------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.445 |                 | BEST LAP TIME : 2:04.639                  |                     | DIFFERENCE : 0.194 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.185                                    | 2:16.291            | 78.42              | 11.652 | 14:35:06.732        |
| 2 -                       | 1:24.351        | 42.724                                    | 2:07.075            | 84.10              | 2.436  | 14:37:13.807        |
| 3 -                       | 1:23.792        | 42.498                                    | 2:06.290            | 84.63              | 1.651  | 14:39:20.097        |
| 4 -                       | 1:23.638        | 42.602                                    | 2:06.240            | 84.66              | 1.601  | 14:41:26.337        |
| 5 -                       | 1:23.523        | 42.349                                    | 2:05.872            | 84.91              | 1.233  | 14:43:32.209        |
| 6 -                       | 1:23.443        | 41.764                                    | 2:05.207 (3)        | 85.36              | 0.568  | 14:45:37.416        |
| 7 -                       | <b>1:22.857</b> | 41.782                                    | <b>2:04.639 (1)</b> | <b>85.75</b>       |        | <b>14:47:42.055</b> |
| 8 -                       | 1:23.673        | <b>41.588</b>                             | 2:05.261            | 85.32              | 0.622  | 14:49:47.316        |
| 9 -                       | 1:23.815        | 41.839                                    | 2:05.654            | 85.05              | 1.015  | 14:51:52.970        |
| 10 -                      | 1:23.306        | 41.751                                    | 2:05.057 (2)        | 85.46              | 0.418  | 14:53:58.027        |

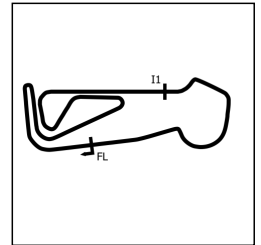
| P23 511 C William BARRETT |                 | Triumph DAYTONA 675 -    |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.480 |                 | BEST LAP TIME : 2:04.800 |                     | DIFFERENCE : 0.320 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.993                   | 2:16.061            | 78.55              | 11.261 | 14:35:06.502        |
| 2 -                       | 1:24.247        | 42.308                   | 2:06.555            | 84.45              | 1.755  | 14:37:13.057        |
| 3 -                       | 1:24.022        | 42.585                   | 2:06.607            | 84.41              | 1.807  | 14:39:19.664        |
| 4 -                       | 1:23.705        | 42.530                   | 2:06.235            | 84.66              | 1.435  | 14:41:25.899        |
| 5 -                       | 1:23.423        | 42.354                   | 2:05.777            | 84.97              | 0.977  | 14:43:31.676        |
| 6 -                       | 1:23.744        | 41.947                   | 2:05.691 (3)        | 85.03              | 0.891  | 14:45:37.367        |
| 7 -                       | 1:24.162        | 42.095                   | 2:06.257            | 84.65              | 1.457  | 14:47:43.624        |
| 8 -                       | 1:23.159        | <b>41.688</b>            | 2:04.847 (2)        | 85.60              | 0.047  | 14:49:48.471        |
| 9 -                       | <b>1:22.792</b> | 42.008                   | <b>2:04.800 (1)</b> | <b>85.64</b>       |        | <b>14:51:53.271</b> |
| 10 -                      | 1:23.504        | 42.670                   | 2:06.174            | 84.70              | 1.374  | 14:53:59.445        |

| P24 85 C Jack WOLFF       |                 | Kawasaki ZX636 - James MZ Racing |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.214 |                 | BEST LAP TIME : 2:06.214         |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                         | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.896                           | 2:17.120            | 77.94              | 10.906 | 14:35:07.561        |
| 2 -                       | 1:24.699        | 42.719                           | 2:07.418            | 83.88              | 1.204  | 14:37:14.979        |
| 3 -                       | 1:24.322        | 42.466                           | 2:06.788            | 84.29              | 0.574  | 14:39:21.767        |
| 4 -                       | 1:24.147        | 42.974                           | 2:07.121            | 84.07              | 0.907  | 14:41:28.888        |
| 5 -                       | 1:24.244        | 42.802                           | 2:07.046            | 84.12              | 0.832  | 14:43:35.934        |
| 6 -                       | 1:25.042        | 42.617                           | 2:07.659            | 83.72              | 1.445  | 14:45:43.593        |
| 7 -                       | 1:24.771        | 42.422                           | 2:07.193            | 84.03              | 0.979  | 14:47:50.786        |
| 8 -                       | 1:24.484        | 42.188                           | 2:06.672 (3)        | 84.37              | 0.458  | 14:49:57.458        |
| 9 -                       | 1:24.337        | 42.190                           | 2:06.527 (2)        | 84.47              | 0.313  | 14:52:03.985        |
| 10 -                      | <b>1:24.084</b> | <b>42.130</b>                    | <b>2:06.214 (1)</b> | <b>84.68</b>       |        | <b>14:54:10.199</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P25 6 C Gareth FAITH      |                 | Kawasaki ZX6R - Sitramoto |                     |                    |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.579 |                 | BEST LAP TIME : 2:06.007  |                     | DIFFERENCE : 0.428 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.691                    | 2:18.500            | 77.17              | 12.493 | 14:35:08.941        |
| 2 -                       | 1:25.452        | 42.566                    | 2:08.018            | 83.48              | 2.011  | 14:37:16.959        |
| 3 -                       | 1:24.763        | 42.559                    | 2:07.322            | 83.94              | 1.315  | 14:39:24.281        |
| 4 -                       | 1:24.733        | 42.129                    | 2:06.862            | 84.24              | 0.855  | 14:41:31.143        |
| 5 -                       | 1:24.633        | 42.116                    | 2:06.749            | 84.32              | 0.742  | 14:43:37.892        |
| 6 -                       | 1:24.089        | 41.943                    | 2:06.032 (2)        | 84.80              | 0.025  | 14:45:43.924        |
| 7 -                       | 1:24.906        | 42.138                    | 2:07.044            | 84.12              | 1.037  | 14:47:50.968        |
| 8 -                       | <b>1:23.954</b> | 42.053                    | <b>2:06.007 (1)</b> | <b>84.82</b>       |        | <b>14:49:56.975</b> |
| 9 -                       | 1:24.510        | <b>41.625</b>             | 2:06.135 (3)        | 84.73              | 0.128  | 14:52:03.110        |
| 10 -                      | 1:24.971        | 42.192                    | 2:07.163            | 84.05              | 1.156  | 14:54:10.273        |

| P26 71 C David RANSOME    |                 | Yamaha YZF R6 -          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.435 |                 | BEST LAP TIME : 2:05.532 |                     | DIFFERENCE : 0.097 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.900                   | 2:18.265            | 77.30              | 12.733 | 14:35:08.706        |
| 2 -                       | 1:24.688        | 43.529                   | 2:08.217            | 83.35              | 2.685  | 14:37:16.923        |
| 3 -                       | 1:25.637        | 43.756                   | 2:09.393            | 82.60              | 3.861  | 14:39:26.316        |
| 4 -                       | 1:24.112        | 43.213                   | 2:07.325            | 83.94              | 1.793  | 14:41:33.641        |
| 5 -                       | 1:24.014        | 42.747                   | 2:06.761            | 84.31              | 1.229  | 14:43:40.402        |
| 6 -                       | 1:23.847        | 42.627                   | 2:06.474            | 84.50              | 0.942  | 14:45:46.876        |
| 7 -                       | 1:23.591        | 42.656                   | 2:06.247 (3)        | 84.66              | 0.715  | 14:47:53.123        |
| 8 -                       | 1:23.497        | 42.611                   | 2:06.108 (2)        | 84.75              | 0.576  | 14:49:59.231        |
| 9 -                       | 1:24.169        | <b>42.186</b>            | 2:06.355            | 84.58              | 0.823  | 14:52:05.586        |
| 10 -                      | <b>1:23.249</b> | 42.283                   | <b>2:05.532 (1)</b> | <b>85.14</b>       |        | <b>14:54:11.118</b> |

| P27 52 C James EGGINTON   |                 | Kawasaki ZX6R - Advance Computer Services - www.ACS.co.uk |                     |                    |        |                     |
|---------------------------|-----------------|-----------------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.742 |                 | BEST LAP TIME : 2:06.742                                  |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.199                                                    | 2:19.324            | 76.71              | 12.582 | 14:35:09.765        |
| 2 -                       | 1:24.925        | 43.041                                                    | 2:07.966            | 83.52              | 1.224  | 14:37:17.731        |
| 3 -                       | 1:25.126        | 43.584                                                    | 2:08.710            | 83.04              | 1.968  | 14:39:26.441        |
| 4 -                       | 1:24.427        | 43.263                                                    | 2:07.690 (3)        | 83.70              | 0.948  | 14:41:34.131        |
| 5 -                       | <b>1:24.166</b> | <b>42.576</b>                                             | <b>2:06.742 (1)</b> | <b>84.32</b>       |        | <b>14:43:40.873</b> |
| 6 -                       | 1:24.719        | 53.669                                                    | 2:18.388            | 77.23              | 11.646 | 14:45:59.261        |
| 7 -                       | 1:25.634        | 42.632                                                    | 2:08.266            | 83.32              | 1.524  | 14:48:07.527        |
| 8 -                       | 1:24.961        | 43.241                                                    | 2:08.202            | 83.36              | 1.460  | 14:50:15.729        |
| 9 -                       | 1:25.121        | 42.670                                                    | 2:07.791            | 83.63              | 1.049  | 14:52:23.520        |
| 10 -                      | 1:24.363        | 42.587                                                    | 2:06.950 (2)        | 84.19              | 0.208  | 14:54:30.470        |

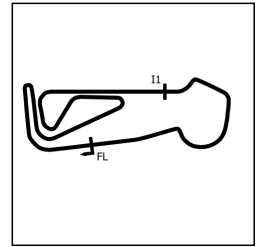
| P28 77 C Oliver HOBBS     |                 | Kawasaki ZX6R - Becki's Beauty ??????? |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.916 |                 | BEST LAP TIME : 2:08.371               |                     | DIFFERENCE : 0.455 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.940                                 | 2:21.872            | 75.33              | 13.501 | 14:35:12.313        |
| 2 -                       | 1:27.065        | 43.645                                 | 2:10.710            | 81.76              | 2.339  | 14:37:23.023        |
| 3 -                       | 1:25.994        | 43.928                                 | 2:09.922            | 82.26              | 1.551  | 14:39:32.945        |
| 4 -                       | 1:26.780        | 44.097                                 | 2:10.877            | 81.66              | 2.506  | 14:41:43.822        |
| 5 -                       | 1:26.484        | <b>43.011</b>                          | 2:09.495            | 82.53              | 1.124  | 14:43:53.317        |
| 6 -                       | 1:25.265        | 43.546                                 | 2:08.811            | 82.97              | 0.440  | 14:46:02.128        |
| 7 -                       | 1:25.065        | 43.306                                 | <b>2:08.371 (1)</b> | <b>83.25</b>       |        | <b>14:48:10.499</b> |
| 8 -                       | 1:25.614        | 43.233                                 | 2:08.847            | 82.95              | 0.476  | 14:50:19.346        |
| 9 -                       | <b>1:24.905</b> | 43.701                                 | 2:08.606 (3)        | 83.10              | 0.235  | 14:52:27.952        |
| 10 -                      | 1:24.998        | 43.595                                 | 2:08.593 (2)        | 83.11              | 0.222  | 14:54:36.545        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P29 84 C                  |                 | George HIGGINS           |                     | Yamaha R6 - Aztec Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.746 |                 | BEST LAP TIME : 2:08.432 |                     | DIFFERENCE : 0.686       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.769                   | 2:21.329            | 75.62                    | 12.897 | 14:35:11.770        |
| 2 -                       | 1:27.316        | 43.457                   | 2:10.773            | 81.73                    | 2.341  | 14:37:22.543        |
| 3 -                       | 1:27.296        | 43.828                   | 2:11.124            | 81.51                    | 2.692  | 14:39:33.667        |
| 4 -                       | 1:26.586        | 44.171                   | 2:10.757            | 81.74                    | 2.325  | 14:41:44.424        |
| 5 -                       | 1:25.670        | 43.000                   | 2:08.670            | 83.06                    | 0.238  | 14:43:53.094        |
| 6 -                       | 1:26.210        | 43.491                   | 2:09.701            | 82.40                    | 1.269  | 14:46:02.795        |
| 7 -                       | 1:25.491        | 43.039                   | 2:08.530 (3)        | 83.15                    | 0.098  | 14:48:11.325        |
| 8 -                       | 1:25.942        | 42.936                   | 2:08.878            | 82.93                    | 0.446  | 14:50:20.203        |
| 9 -                       | 1:25.580        | <b>42.852</b>            | <b>2:08.432 (1)</b> | <b>83.21</b>             |        | <b>14:52:28.635</b> |
| 10 -                      | <b>1:24.894</b> | 43.625                   | 2:08.519 (2)        | 83.16                    | 0.087  | 14:54:37.154        |

| P30 34 C                  |                 | Greg PYMM                |                     | Suzuki GSXR600 - Precision Installations, CMR, Grim Fabricatic |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.770 |                 | BEST LAP TIME : 2:08.770 |                     | DIFFERENCE : 0.000                                             |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                            | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.496                   | 2:23.806            | 74.32                                                          | 15.036 | 14:35:14.247        |
| 2 -                       | 1:28.540        | 45.355                   | 2:13.895            | 79.82                                                          | 5.125  | 14:37:28.142        |
| 3 -                       | 1:27.942        | 44.897                   | 2:12.839            | 80.45                                                          | 4.069  | 14:39:40.981        |
| 4 -                       | 1:28.000        | 44.460                   | 2:12.460            | 80.68                                                          | 3.690  | 14:41:53.441        |
| 5 -                       | 1:27.145        | 43.934                   | 2:11.079            | 81.53                                                          | 2.309  | 14:44:04.520        |
| 6 -                       | 1:26.766        | 44.022                   | 2:10.788            | 81.72                                                          | 2.018  | 14:46:15.308        |
| 7 -                       | <b>1:25.476</b> | <b>43.294</b>            | <b>2:08.770 (1)</b> | <b>83.00</b>                                                   |        | <b>14:48:24.078</b> |
| 8 -                       | 1:26.157        | 43.897                   | 2:10.054 (3)        | 82.18                                                          | 1.284  | 14:50:34.132        |
| 9 -                       | 1:26.444        | 43.549                   | 2:09.993 (2)        | 82.22                                                          | 1.223  | 14:52:44.125        |

| P31 87 C                  |                 | Ben DOOLAN               |                     | Yamaha R6 - My Wallet |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.231 |                 | BEST LAP TIME : 2:03.231 |                     | DIFFERENCE : 0.000    |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.589                   | 2:12.866            | 80.44                 | 9.635 | 14:35:03.307        |
| 2 -                       | 1:22.944        | 42.046                   | 2:04.990            | 85.51                 | 1.759 | 14:37:08.297        |
| 3 -                       | 1:23.024        | 41.303                   | 2:04.327            | 85.96                 | 1.096 | 14:39:12.624        |
| 4 -                       | 1:23.299        | 41.207                   | 2:04.506            | 85.84                 | 1.275 | 14:41:17.130        |
| 5 -                       | <b>1:22.236</b> | <b>40.995</b>            | <b>2:03.231 (1)</b> | <b>86.73</b>          |       | <b>14:43:20.361</b> |
| 6 -                       | 1:23.227        | 41.476                   | 2:04.703            | 85.70                 | 1.472 | 14:45:25.064        |
| 7 -                       | 1:22.940        | 41.305                   | 2:04.245 (3)        | 86.02                 | 1.014 | 14:47:29.309        |
| 8 -                       | 1:22.646        | 41.598                   | 2:04.244 (2)        | 86.02                 | 1.013 | 14:49:33.553        |

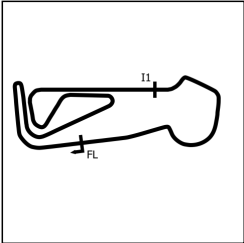
| P32 130 C                 |          | Tom BARRETT              |                     | Yamaha R6 -        |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.346 |          | BEST LAP TIME : 2:09.834 |                     | DIFFERENCE : 0.488 |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |          | 44.067                   | 2:22.667            | 74.91              | 12.833 | 14:35:13.108        |
| 2 -                       | 1:27.614 | 43.296                   | 2:10.910            | 81.64              | 1.076  | 14:37:24.018        |
| 3 -                       | 1:26.936 | 44.074                   | 2:11.010            | 81.58              | 1.176  | 14:39:35.028        |
| 4 -                       | 1:26.397 | 43.657                   | 2:10.054 (2)        | 82.18              | 0.220  | 14:41:45.082        |
| 5 -                       | 1:26.863 | <b>42.971</b>            | <b>2:09.834 (1)</b> | <b>82.32</b>       |        | <b>14:43:54.916</b> |
| 6 -                       | 1:27.150 | 43.048                   | 2:10.198 (3)        | 82.09              | 0.364  | 14:46:05.114        |

| P33 212                   |                 | Matt PALLETT             |                     | Kawasaki ZX636 - In:timber |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.409 |                 | BEST LAP TIME : 1:56.469 |                     | DIFFERENCE : 0.060         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.802                   | 2:04.177            | 86.07                      | 7.708 | 14:34:54.618        |
| 2 -                       | 1:18.575        | 40.394                   | 1:58.969 (3)        | 89.83                      | 2.500 | 14:36:53.587        |
| 3 -                       | 1:17.814        | <b>38.655</b>            | <b>1:56.469 (1)</b> | <b>91.76</b>               |       | <b>14:38:50.056</b> |
| 4 -                       | <b>1:17.754</b> | 38.825                   | 1:56.579 (2)        | 91.68                      | 0.110 | 14:40:46.635        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

RACE 8 - SECTOR ANALYSIS



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

|                           |          |                          |                     |                                                              |       |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------------------------------------------------|-------|---------------------|
| <b>P34 565</b>            |          | <b>Louis KERSHAW</b>     |                     | Kawasaki 636 - Shape Associates/Kingfisher Farm Antiques/Jur |       |                     |
| IDEAL LAP TIME : 2:01.581 |          | BEST LAP TIME : 2:03.622 |                     | DIFFERENCE : 2.041                                           |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                                                          | DIFF  | TIME OF DAY         |
| 1 -                       |          | <b>41.068</b>            | 2:11.501            | 81.27                                                        | 7.879 | 14:35:01.942        |
| 2 -                       | 1:21.969 | 41.653                   | <b>2:03.622 (1)</b> | <b>86.45</b>                                                 |       | <b>14:37:05.564</b> |

|                  |          |                    |          |                                          |      |              |
|------------------|----------|--------------------|----------|------------------------------------------|------|--------------|
| <b>P35 78</b>    |          | <b>Keith POVAH</b> |          | Yamaha R6 - @crap.sack give us a follow! |      |              |
| IDEAL LAP TIME : |          | BEST LAP TIME :    |          | DIFFERENCE :                             |      |              |
| LAP              | SECTOR 1 | SECTOR 2           | LAP TIME | MPH                                      | DIFF | TIME OF DAY  |
| 1 -              |          | <b>40.787</b>      | 2:10.693 | 81.78                                    |      | 14:35:01.134 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

RACE 8 - BEST SECTORS

| SECTOR 1 |     |          |     |        | SECTOR 2 |     |            |          |          | IDEAL / BEST COMPARISON |                      |  |  |  |
|----------|-----|----------|-----|--------|----------|-----|------------|----------|----------|-------------------------|----------------------|--|--|--|
| POS      | NO  | TIME     | NO  | TIME   | POS      | NO  | NAME       | IDEAL    | BEST     | DIFF                    |                      |  |  |  |
|          |     |          |     |        |          |     |            |          |          |                         | PERFECT LAP 1:56.271 |  |  |  |
| 1        | 44  | 1:17.616 | 212 | 38.655 | 1        | 212 | PALLET     | 1:56.409 | 1:56.469 | 0.060                   |                      |  |  |  |
| 2        | 212 | 1:17.754 | 164 | 38.925 | 2        | 44  | DUTTON     | 1:56.676 | 1:56.678 | 0.002                   |                      |  |  |  |
| 3        | 135 | 1:17.847 | 141 | 38.936 | 3        | 135 | WESTON     | 1:56.978 | 1:57.277 | 0.299                   |                      |  |  |  |
| 4        | 141 | 1:18.048 | 3   | 38.995 | 4        | 141 | ROSS       | 1:56.984 | 1:57.229 | 0.245                   |                      |  |  |  |
| 5        | 164 | 1:18.189 | 44  | 39.060 | 5        | 164 | TUSTIN     | 1:57.114 | 1:57.114 | 0.000                   |                      |  |  |  |
| 6        | 56  | 1:18.237 | 135 | 39.131 | 6        | 3   | LAMB DEN   | 1:57.392 | 1:57.407 | 0.015                   |                      |  |  |  |
| 7        | 3   | 1:18.397 | 35  | 39.140 | 7        | 56  | MILLS      | 1:57.438 | 1:57.438 | 0.000                   |                      |  |  |  |
| 8        | 440 | 1:18.783 | 56  | 39.201 | 8        | 35  | DICKINSON  | 1:57.987 | 1:58.003 | 0.016                   |                      |  |  |  |
| 9        | 91  | 1:18.814 | 91  | 39.419 | 9        | 91  | HIRST      | 1:58.233 | 1:58.233 | 0.000                   |                      |  |  |  |
| 10       | 35  | 1:18.847 | 48  | 39.644 | 10       | 440 | EVERTON    | 1:58.730 | 1:58.730 | 0.000                   |                      |  |  |  |
| 11       | 169 | 1:19.594 | 169 | 39.764 | 11       | 169 | CUNNINGHAM | 1:59.358 | 1:59.358 | 0.000                   |                      |  |  |  |
| 12       | 48  | 1:19.781 | 440 | 39.947 | 12       | 48  | FORREST    | 1:59.425 | 1:59.601 | 0.176                   |                      |  |  |  |
| 13       | 178 | 1:20.157 | 178 | 40.147 | 13       | 178 | BLOOMFIELD | 2:00.304 | 2:00.304 | 0.000                   |                      |  |  |  |
| 14       | 153 | 1:20.302 | 153 | 40.212 | 14       | 153 | HICKMOTT   | 2:00.514 | 2:00.630 | 0.116                   |                      |  |  |  |
| 15       | 565 | 1:20.513 | 54  | 40.685 | 15       | 565 | KERSHAW    | 2:01.581 | 2:03.622 | 2.041                   |                      |  |  |  |
| 16       | 28  | 1:21.120 | 81  | 40.780 | 16       | 28  | WALKER     | 2:01.915 | 2:01.915 | 0.000                   |                      |  |  |  |
| 17       | 67  | 1:21.129 | 78  | 40.787 | 17       | 54  | ANDERTON   | 2:02.065 | 2:02.369 | 0.304                   |                      |  |  |  |
| 18       | 54  | 1:21.380 | 28  | 40.795 | 18       | 67  | ANSELL     | 2:02.100 | 2:02.551 | 0.451                   |                      |  |  |  |
| 19       | 81  | 1:21.407 | 67  | 40.971 | 19       | 81  | McMULLAN   | 2:02.187 | 2:02.346 | 0.159                   |                      |  |  |  |
| 20       | 55  | 1:21.459 | 74  | 40.993 | 20       | 55  | BEHAL      | 2:02.504 | 2:02.709 | 0.205                   |                      |  |  |  |
| 21       | 65  | 1:21.685 | 87  | 40.995 | 21       | 65  | MONTINI    | 2:02.760 | 2:02.760 | 0.000                   |                      |  |  |  |
| 22       | 74  | 1:21.848 | 55  | 41.045 | 22       | 74  | VAUGHAN    | 2:02.841 | 2:02.944 | 0.103                   |                      |  |  |  |
| 23       | 38  | 1:21.983 | 565 | 41.068 | 23       | 87  | DOOLAN     | 2:03.231 | 2:03.231 | 0.000                   |                      |  |  |  |
| 24       | 87  | 1:22.236 | 65  | 41.075 | 24       | 38  | COOMBS     | 2:03.568 | 2:03.568 | 0.000                   |                      |  |  |  |
| 25       | 511 | 1:22.792 | 38  | 41.585 | 25       | 115 | MAHER      | 2:04.445 | 2:04.639 | 0.194                   |                      |  |  |  |
| 26       | 115 | 1:22.857 | 115 | 41.588 | 26       | 511 | BARRETT    | 2:04.480 | 2:04.800 | 0.320                   |                      |  |  |  |
| 27       | 71  | 1:23.249 | 6   | 41.625 | 27       | 71  | RANSOME    | 2:05.435 | 2:05.532 | 0.097                   |                      |  |  |  |
| 28       | 6   | 1:23.954 | 511 | 41.688 | 28       | 6   | FAITH      | 2:05.579 | 2:06.007 | 0.428                   |                      |  |  |  |
| 29       | 85  | 1:24.084 | 85  | 42.130 | 29       | 85  | WOLFF      | 2:06.214 | 2:06.214 | 0.000                   |                      |  |  |  |
| 30       | 52  | 1:24.166 | 71  | 42.186 | 30       | 52  | EGGINTON   | 2:06.742 | 2:06.742 | 0.000                   |                      |  |  |  |
| 31       | 84  | 1:24.894 | 52  | 42.576 | 31       | 84  | HIGGINS    | 2:07.746 | 2:08.432 | 0.686                   |                      |  |  |  |
| 32       | 77  | 1:24.905 | 84  | 42.852 | 32       | 77  | HOBBS      | 2:07.916 | 2:08.371 | 0.455                   |                      |  |  |  |
| 33       | 34  | 1:25.476 | 130 | 42.971 | 33       | 34  | PYMM       | 2:08.770 | 2:08.770 | 0.000                   |                      |  |  |  |
| 34       | 130 | 1:26.375 | 77  | 43.011 | 34       | 130 | BARRETT    | 2:09.346 | 2:09.834 | 0.488                   |                      |  |  |  |
| 35       |     |          | 34  | 43.294 | 35       | 78  | POVAH      |          |          |                         |                      |  |  |  |
| 36       |     |          |     |        |          |     |            |          |          |                         |                      |  |  |  |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

RACE 8 - STATISTICS

Competitors Started 36

Planned Start 2025-05-03 @ 14:10:00.000

Actual Start 2025-05-03 @ 14:32:50.441

Finish Time 2025-05-03 @ 14:52:31.754

Track Length 2.9689mi.

Total Laps 320

Total Distance Covered 950.0516mi.

Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|----|--------------|----------|--------------|-----|----------------|
| 44  |    | James DUTTON | 1:58.352 | 14:36:52.822 | 2   | Yamaha R6      |
| 212 |    | Matt PALLETT | 1:56.469 | 14:38:50.056 | 3   | Kawasaki ZX636 |

Session Leader History

| NO  | CL | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|-----|----|--------------|----------|----------|-------------|----------------|
| 44  |    | James DUTTON | 1        | 2        | 5.93 miles  | Yamaha R6      |
| 212 |    | Matt PALLETT | 3        | 2        | 5.93 miles  | Kawasaki ZX636 |
| 44  |    | James DUTTON | 5        | 6        | 17.81 miles | Yamaha R6      |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:32:50.441 |
| FINISH | 14:52:31.754 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 10         | 22:00.258  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - STATISTICS

**CLASS :**

14 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|--------------|----------|--------------|-----|----------------|
| 44  | James DUTTON | 1:58.352 | 14:36:52.822 | 2   | Yamaha R6      |
| 212 | Matt PALLETT | 1:56.469 | 14:38:50.056 | 3   | Kawasaki ZX636 |

#### Leader History

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|-----|--------------|----------|----------|-------------|----------------|
| 44  | James DUTTON | 1        | 2        | 5.93 miles  | Yamaha R6      |
| 212 | Matt PALLETT | 3        | 2        | 5.93 miles  | Kawasaki ZX636 |
| 44  | James DUTTON | 5        | 6        | 17.81 miles | Yamaha R6      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - STATISTICS

CLASS : C

22 Starters

#### Fastest Lap History

| NO  | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|----------------|----------|--------------|-----|----------------|
| 91  | Sam HIRST      | 1:59.061 | 14:36:55.207 | 2   | Kawasaki ZX636 |
| 91  | Sam HIRST      | 1:58.599 | 14:40:53.195 | 4   | Kawasaki ZX636 |
| 164 | Michael TUSTIN | 1:57.850 | 14:42:52.517 | 5   | Yamaha R6      |
| 164 | Michael TUSTIN | 1:57.114 | 14:50:45.769 | 9   | Yamaha R6      |

#### Leader History

| NO  | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|-----|----------------|----------|----------|-------------|----------------|
| 91  | Sam HIRST      | 1        | 8        | 23.75 miles | Kawasaki ZX636 |
| 164 | Michael TUSTIN | 9        | 2        | 5.93 miles  | Yamaha R6      |

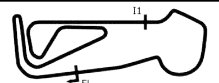
**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**DART MRO 600 inc Clubman 600 & GP2/EVO**  
**RACE 8 - GRID (7 Laps)**

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME              | ENTRY                                                      | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|------------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 44  |    | 1   | James DUTTON      | Yamaha R6 - AMR Motorcycles                                | 5    | 9:55.677  |          |        | 89.71 | 1:57.411 | 5  | 2   | 1  |
| 2   | 141 |    | 2   | Henry ROSS        | Yamaha R6 -                                                | 5    | 9:55.924  | 0.247    | 0.247  | 89.67 | 1:56.733 | 4  | 4   | 2  |
| 3   | 135 |    | 3   | Zack WESTON       | Yamaha R6 - Speedy Freight - NW Racing                     | 5    | 9:56.446  | 0.769    | 0.522  | 89.59 | 1:57.448 | 4  | 5   | 2  |
| 4   | 212 |    | 4   | Matt PALLETT      | Kawasaki ZX636 - Intimber                                  | 5    | 9:56.471  | 0.794    | 0.025  | 89.59 | 1:57.910 | 2  | 1   | -3 |
| 5   | 164 |    | 5   | Michael TUSTIN    | Yamaha R6 - Keder Greenhouse                               | 5    | 9:59.012  | 3.335    | 2.541  | 89.21 | 1:58.173 | 3  | 3   | -2 |
| 6   | 91  |    | 6   | Sam HIRST         | Kawasaki ZX636 - Team Valley Racing                        | 5    | 10:05.046 | 9.369    | 6.034  | 88.32 | 1:58.593 | 2  | 9   | 3  |
| 7   | 48  | C  | 1   | Rhys FORREST      | Kawasaki 600 -                                             | 5    | 10:09.222 | 13.545   | 4.176  | 87.71 | 1:59.389 | 4  | 12  | 5  |
| 8   | 3   |    | 7   | Joey LAMBDEN      | Kawasaki 636 -                                             | 5    | 10:09.321 | 13.644   | 0.099  | 87.70 | 1:59.288 | 2  | 6   | -2 |
| 9   | 178 | C  | 2   | Paul BLOOMFIELD   | Yamaha R6 - Martello transport                             | 5    | 10:16.478 | 20.801   | 7.157  | 86.68 | 2:01.198 | 2  | 13  | 4  |
| 10  | 169 |    | 8   | Gareth CUNNINGHAM | Yamaha R6 -                                                | 5    | 10:16.654 | 20.977   | 0.176  | 86.66 | 2:01.230 | 2  | 11  | 1  |
| 11  | 56  |    | 9   | Michael MILLS     | Yamaha R6 - A51 Racing, The Wokingham Bar Company          | 5    | 10:21.789 | 26.112   | 5.135  | 85.94 | 2:01.270 | 5  | 7   | -4 |
| 12  | 35  |    | 10  | Kai DICKINSON     | Yamaha R6 - Dad                                            | 5    | 10:23.716 | 28.039   | 1.927  | 85.68 | 2:01.578 | 4  | 8   | -4 |
| 13  | 440 |    | 11  | Elijah EVERTON    | Kawasaki Ninja 600 -                                       | 5    | 10:23.730 | 28.053   | 0.014  | 85.67 | 2:01.752 | 2  | 10  | -3 |
| 14  | 54  | C  | 3   | Jake ANDERTON     | Yamaha R6 - Hunter Racing                                  | 5    | 10:24.042 | 28.365   | 0.312  | 85.63 | 2:01.731 | 4  | 17  | 3  |
| 15  | 28  | C  | 4   | Tom WALKER        | Yamaha R6 - TRW Racing                                     | 5    | 10:27.225 | 31.548   | 3.183  | 85.20 | 2:02.830 | 4  | 15  | 0  |
| 16  | 153 | C  | 5   | Aaron HICKMOTT    | Kawasaki ZX6R - Me, Myself & I                             | 5    | 10:30.251 | 34.574   | 3.026  | 84.79 | 2:03.750 | 5  | 14  | -2 |
| 17  | 74  | C  | 6   | Tom VAUGHAN       | Yamaha R6 - Lamonde Automation Ltd, Smiths Mechanical S    | 5    | 10:42.123 | 46.446   | 11.872 | 83.22 | 2:05.474 | 4  | 21  | 4  |
| 18  | 65  | C  | 7   | Frank MONTINI     | Triumph DAYTONA 675R - Sara Johnson                        | 5    | 10:43.375 | 47.698   | 1.252  | 83.06 | 2:06.733 | 4  | 20  | 2  |
| 19  | 115 | C  | 8   | Brian MAHER       | Yamaha R6 - Spraytech /Espresso Solutions                  | 5    | 10:43.729 | 48.052   | 0.354  | 83.01 | 2:05.926 | 5  | 26  | 7  |
| 20  | 71  | C  | 9   | David RANSOME     | Yamaha YZF R6 -                                            | 5    | 10:55.576 | 59.899   | 11.847 | 81.51 | 2:07.730 | 3  | 29  | 9  |
| 21  | 77  | C  | 10  | Oliver HOBBS      | Kawasaki ZX6R - Becki's Beauty ???????                     | 5    | 11:09.803 | 1:14.126 | 14.227 | 79.78 | 2:11.242 | 4  | 33  | 12 |
| 22  | 38  | C  | 11  | Paul COOMBS       | Triumph 675R DAYTONA -                                     | 5    | 11:09.889 | 1:14.212 | 0.086  | 79.77 | 2:11.405 | 5  | 23  | 1  |
| 23  | 34  | C  | 12  | Greg PYMM         | Suzuki GSXR600 - Precision Installations, CMR, Grim Fabric | 5    | 11:13.250 | 1:17.573 | 3.361  | 79.37 | 2:11.403 | 3  | 35  | 12 |
| 24  | 910 | C  | 13  | Harry GOWER       | Triumph DAYTONA 765 - RG Racing                            | 5    | 11:32.258 | 1:36.581 | 19.008 | 77.19 | 2:14.742 | 3  | 37  | 13 |

#### NOT CLASSIFIED

|     |     |   |  |                |                                     |   |          |        |        |       |          |   |    |  |
|-----|-----|---|--|----------------|-------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 67  | C |  | Edward ANSELL  | Triumph 675 - ketchup Racing        | 4 | 8:25.574 | 1 Lap  | 1 Lap  | 84.56 | 2:03.572 | 4 | 18 |  |
| DNF | 998 |   |  | Ben RYBICKI    | Yamaha R6 - Car events diamondbrite | 4 | 8:36.104 | 1 Lap  | 10.530 | 82.83 | 2:05.047 | 4 | 27 |  |
| DNF | 55  |   |  | Aditya BEHAL   | Kawasaki ZX6R -                     | 1 | 2:13.278 | 4 Laps | 3 Laps | 80.19 |          |   | 19 |  |
| DNF | 84  | C |  | George HIGGINS | Yamaha R6 - Aztec Racing            | 1 | 2:22.501 | 4 Laps | 9.223  | 75.00 |          |   | 34 |  |
| DNF | 6   | C |  | Gareth FAITH   | Kawasaki ZX6R - Sitramoto           | 0 |          |        |        |       |          |   | 30 |  |
| DNF | 85  | C |  | Jack WOLFF     | Kawasaki ZX636 - James MZ Racing    | 0 |          |        |        |       |          |   | 31 |  |

#### FASTEST LAP

|     |   |  |  |              |                |   |          |  |           |  |  |            |  |  |
|-----|---|--|--|--------------|----------------|---|----------|--|-----------|--|--|------------|--|--|
| 141 |   |  |  | Henry ROSS   | Yamaha R6 -    | 4 | 1:56.733 |  | 91.56 mph |  |  | 147.35 kph |  |  |
| 48  | C |  |  | Rhys FORREST | Kawasaki 600 - | 4 | 1:59.389 |  | 89.52 mph |  |  | 144.07 kph |  |  |

Class - 92.5% of Race Speed = 82.98 mph  
Class C - 92.5% of Race Speed = 81.13 mph

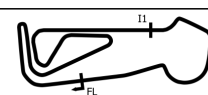
Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 13:58 Finish: 14:08  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:15 Sunday, 04 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

RACE 8 - LAP CHART

| LAP 1 @ 14:00:30.221 | LAP 2 @ 14:02:28.131 | LAP 3 @ 14:04:26.559 | LAP 4 @ 14:06:24.477  | LAP 5 @ 14:08:22.112  |
|----------------------|----------------------|----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 212 2:03.786         | 212 1:57.910         | 212 1:58.428         | 212 1:57.918          | 44 1:57.411           |
| 44 0.888 2:04.674    | 44 1.120 1:58.142    | 44 0.687 1:57.995    | 44 0.224 1:57.455     | 141 0.247 1:57.299    |
| 164 1.322 2:05.108   | 135 1.630 1:58.120   | 135 1.046 1:57.844   | 135 0.576 1:57.448    | 135 0.769 1:57.828    |
| 135 1.420 2:05.206   | 164 1.898 1:58.486   | 164 1.643 1:58.173   | 141 0.583 1:56.733    | 212 0.794 1:58.429    |
| 141 1.864 2:05.650   | 141 2.264 1:58.310   | 141 1.768 1:57.932   | 164 1.995 1:58.270    | 164 3.335 1:58.975    |
| 91 4.042 2:07.828    | 91 4.725 1:58.593    | 91 5.404 1:59.107    | 91 6.628 1:59.142     | 91 9.369 2:00.376     |
| 3 4.226 2:08.012     | 3 5.604 1:59.288     | 3 8.150 2:00.974     | 3 9.970 1:59.738      | 48 13.545 2:00.338    |
| 48 5.441 2:09.227    | 48 7.700 2:00.169    | 48 9.371 2:00.099    | 48 10.842 1:59.389    | 3 13.644 2:01.309     |
| 169 6.783 2:10.569   | 169 10.103 2:01.230  | 178 13.092 2:01.253  | 178 16.936 2:01.762   | 178 20.801 2:01.500   |
| 178 6.979 2:10.765   | 178 10.267 2:01.198  | 169 13.362 2:01.687  | 169 17.156 2:01.712   | 169 20.977 2:01.456   |
| 56 7.995 2:11.781    | 440 12.200 2:01.752  | 440 16.027 2:02.255  | 56 22.477 2:01.847    | 56 26.112 2:01.270    |
| 440 8.358 2:12.144   | 56 14.265 2:04.180   | 56 18.548 2:02.711   | 440 22.507 2:04.398   | 35 28.039 2:02.720    |
| 54 9.420 2:13.206    | 35 15.139 2:03.573   | 35 19.294 2:02.583   | 35 22.954 2:01.578    | 440 28.053 2:03.181   |
| 35 9.476 2:13.262    | 54 15.710 2:04.200   | 54 19.729 2:02.447   | 54 23.542 2:01.731    | 54 28.365 2:02.458    |
| 55 9.492 2:13.278    | 28 16.079 2:04.239   | 28 20.931 2:03.280   | 28 25.843 2:02.830    | 28 31.548 2:03.340    |
| 28 9.750 2:13.536    | 153 16.563 2:04.295  | 67 21.878 2:03.648   | 67 27.532 2:03.572    | 153 34.574 2:03.750   |
| 153 10.178 2:13.964  | 67 16.658 2:04.327   | 153 22.408 2:04.273  | 153 28.459 2:03.969   | 74 46.446 2:05.987    |
| 67 10.241 2:14.027   | 65 20.954 2:06.970   | 65 29.556 2:07.030   | 998 38.062 2:05.047   | 65 47.698 2:06.962    |
| 65 11.894 2:15.680   | 74 22.805 2:07.716   | 74 30.538 2:06.161   | 74 38.094 2:05.474    | 115 48.052 2:05.926   |
| 115 12.327 2:16.113  | 115 23.201 2:08.784  | 998 30.933 2:05.765  | 65 38.371 2:06.733    | 71 59.899 2:10.230    |
| 74 12.999 2:16.785   | 998 23.596 2:08.163  | 115 31.555 2:06.782  | 115 39.761 2:06.124   | 77 1:14.126 2:12.831  |
| 998 13.343 2:17.129  | 71 28.159 2:08.764   | 71 37.461 2:07.730   | 71 47.304 2:07.761    | 38 1:14.212 2:11.405  |
| 71 17.305 2:21.091   | 38 32.013 2:12.116   | 77 45.606 2:11.902   | 77 58.930 2:11.242    | 34 1:17.573 2:11.540  |
| 38 17.807 2:21.593   | 77 32.132 2:11.757   | 38 45.951 2:12.366   | 38 1:00.442 2:12.409  | 910 1:36.581 2:23.854 |
| 77 18.285 2:22.071   | 910 36.920 2:15.477  | 34 50.063 2:11.403   | 34 1:03.668 2:11.523  |                       |
| 84 18.715 2:22.501   | 34 37.088 2:14.558   | 910 53.234 2:14.742  | 910 1:10.362 2:15.046 |                       |
| 910 19.353 2:23.139  |                      |                      |                       |                       |
| 34 20.440 2:24.226   |                      |                      |                       |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

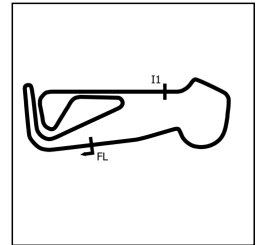
RACE 8 - POSITION CHART

| No  | Name       | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|------------|-----|-----|-----|-----|-----|-----|
|     |            | Pos |     |     |     |     |     |
| 212 | PALLET     | 1   | 212 | 212 | 212 | 212 | 44  |
| 44  | DUTTON     | 2   | 44  | 44  | 44  | 44  | 141 |
| 164 | TUSTIN     | 3   | 164 | 135 | 135 | 135 | 135 |
| 141 | ROSS       | 4   | 135 | 164 | 164 | 141 | 212 |
| 135 | WESTON     | 5   | 141 | 141 | 141 | 164 | 164 |
| 3   | LAMBDEN    | 6   | 91  | 91  | 91  | 91  | 91  |
| 56  | MILLS      | 7   | 3   | 3   | 3   | 3   | 48  |
| 35  | DICKINSON  | 8   | 48  | 48  | 48  | 48  | 3   |
| 91  | HIRST      | 9   | 169 | 169 | 178 | 178 | 178 |
| 440 | EVERTON    | 10  | 178 | 178 | 169 | 169 | 169 |
| 169 | CUNNINGHAM | 11  | 56  | 440 | 440 | 56  | 56  |
| 48  | FORREST    | 12  | 440 | 56  | 56  | 440 | 35  |
| 178 | BLOOMFIELD | 13  | 54  | 35  | 35  | 35  | 440 |
| 153 | HICKMOTT   | 14  | 35  | 54  | 54  | 54  | 54  |
| 28  | WALKER     | 15  | 55  | 28  | 28  | 28  | 28  |
| 54  | ANDERTON   | 16  | 28  | 153 | 67  | 67  | 153 |
| 67  | ANSELL     | 17  | 153 | 67  | 153 | 153 | 74  |
| 55  | BEHAL      | 18  | 67  | 65  | 65  | 998 | 65  |
| 65  | MONTINI    | 19  | 65  | 74  | 74  | 74  | 115 |
| 74  | VAUGHAN    | 20  | 115 | 115 | 998 | 65  | 71  |
| 38  | COOMBS     | 21  | 74  | 998 | 115 | 115 | 77  |
| 115 | MAHER      | 22  | 998 | 71  | 71  | 71  | 38  |
| 998 | RYBICKI    | 23  | 71  | 38  | 77  | 77  | 34  |
| 71  | RANSOME    | 24  | 38  | 77  | 38  | 38  | 910 |
| 6   | FAITH      | 25  | 77  | 910 | 34  | 34  |     |
| 85  | WOLFF      | 26  | 84  | 34  | 910 | 910 |     |
| 77  | HOBBS      | 27  | 910 |     |     |     |     |
| 84  | HIGGINS    | 28  | 34  |     |     |     |     |
| 34  | PYMM       | 29  |     |     |     |     |     |
| 910 | GOWER      | 30  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>44</b>       | <b>James DUTTON</b>      | Yamaha R6 - AMR Motorcycles |              |       |                     |
| IDEAL LAP TIME : 1:57.381 |                 | BEST LAP TIME : 1:57.411 | DIFFERENCE : 0.030          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.874                   | 2:04.674                    | 85.72        | 7.263 | 14:00:31.109        |
| 2 -                       | 1:18.620        | 39.522                   | 1:58.142                    | 90.46        | 0.731 | 14:02:29.251        |
| 3 -                       | 1:18.610        | 39.385                   | 1:57.995 (3)                | 90.58        | 0.584 | 14:04:27.246        |
| 4 -                       | <b>1:18.113</b> | 39.342                   | 1:57.455 (2)                | 90.99        | 0.044 | 14:06:24.701        |
| 5 -                       | 1:18.143        | <b>39.268</b>            | <b>1:57.411 (1)</b>         | <b>91.03</b> |       | <b>14:08:22.112</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>141</b>      | <b>Henry ROSS</b>        | Yamaha R6 -         |              |       |                     |
| IDEAL LAP TIME : 1:56.686 |                 | BEST LAP TIME : 1:56.733 | DIFFERENCE : 0.047  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.659                   | 2:05.650            | 85.06        | 8.917 | 14:00:32.085        |
| 2 -                       | 1:18.891        | 39.419                   | 1:58.310            | 90.33        | 1.577 | 14:02:30.395        |
| 3 -                       | 1:18.680        | 39.252                   | 1:57.932 (3)        | 90.62        | 1.199 | 14:04:28.327        |
| 4 -                       | <b>1:17.859</b> | 38.874                   | <b>1:56.733 (1)</b> | <b>91.56</b> |       | <b>14:06:25.060</b> |
| 5 -                       | 1:18.472        | <b>38.827</b>            | 1:57.299 (2)        | 91.11        | 0.566 | 14:08:22.359        |

|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>135</b>      | <b>Zack WESTON</b>       | Yamaha R6 - Speedy Freight - NW Racing |              |       |                     |
| IDEAL LAP TIME : 1:57.125 |                 | BEST LAP TIME : 1:57.448 | DIFFERENCE : 0.323                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.437                   | 2:05.206                               | 85.36        | 7.758 | 14:00:31.641        |
| 2 -                       | 1:18.227        | 39.893                   | 1:58.120                               | 90.48        | 0.672 | 14:02:29.761        |
| 3 -                       | 1:18.271        | 39.573                   | 1:57.844 (3)                           | 90.69        | 0.396 | 14:04:27.605        |
| 4 -                       | <b>1:17.831</b> | 39.617                   | <b>1:57.448 (1)</b>                    | <b>91.00</b> |       | <b>14:06:25.053</b> |
| 5 -                       | 1:18.534        | <b>39.294</b>            | 1:57.828 (2)                           | 90.70        | 0.380 | 14:08:22.881        |

|                           |                 |                          |                            |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>212</b>      | <b>Matt PALLETT</b>      | Kawasaki ZX636 - In:timber |              |       |                     |
| IDEAL LAP TIME : 1:57.770 |                 | BEST LAP TIME : 1:57.910 | DIFFERENCE : 0.140         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.383                   | 2:03.786                   | 86.34        | 5.876 | 14:00:30.221        |
| 2 -                       | 1:18.588        | <b>39.322</b>            | <b>1:57.910 (1)</b>        | <b>90.64</b> |       | <b>14:02:28.131</b> |
| 3 -                       | 1:18.813        | 39.615                   | 1:58.428 (3)               | 90.24        | 0.518 | 14:04:26.559        |
| 4 -                       | <b>1:18.448</b> | 39.470                   | 1:57.918 (2)               | 90.63        | 0.008 | 14:06:24.477        |
| 5 -                       | 1:18.594        | 39.835                   | 1:58.429                   | 90.24        | 0.519 | 14:08:22.906        |

|                           |                 |                          |                              |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>164</b>      | <b>Michael TUSTIN</b>    | Yamaha R6 - Keder Greenhouse |              |       |                     |
| IDEAL LAP TIME : 1:58.159 |                 | BEST LAP TIME : 1:58.173 | DIFFERENCE : 0.014           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.650                   | 2:05.108                     | 85.43        | 6.935 | 14:00:31.543        |
| 2 -                       | 1:19.363        | 39.123                   | 1:58.486 (3)                 | 90.20        | 0.313 | 14:02:30.029        |
| 3 -                       | 1:19.066        | <b>39.107</b>            | <b>1:58.173 (1)</b>          | <b>90.44</b> |       | <b>14:04:28.202</b> |
| 4 -                       | <b>1:19.052</b> | 39.218                   | 1:58.270 (2)                 | 90.37        | 0.097 | 14:06:26.472        |
| 5 -                       | 1:19.192        | 39.783                   | 1:58.975                     | 89.83        | 0.802 | 14:08:25.447        |

|                           |                 |                          |                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>91</b>       | <b>Sam HIRST</b>         | Kawasaki ZX636 - Team Valley Racing |              |       |                     |
| IDEAL LAP TIME : 1:58.593 |                 | BEST LAP TIME : 1:58.593 | DIFFERENCE : 0.000                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.215                   | 2:07.828                            | 83.61        | 9.235 | 14:00:34.263        |
| 2 -                       | <b>1:19.105</b> | <b>39.488</b>            | <b>1:58.593 (1)</b>                 | <b>90.12</b> |       | <b>14:02:32.856</b> |
| 3 -                       | 1:19.290        | 39.817                   | 1:59.107 (2)                        | 89.73        | 0.514 | 14:04:31.963        |
| 4 -                       | 1:19.401        | 39.741                   | 1:59.142 (3)                        | 89.70        | 0.549 | 14:06:31.105        |
| 5 -                       | 1:20.200        | 40.176                   | 2:00.376                            | 88.78        | 1.783 | 14:08:31.481        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P7 48 C Rhys FORREST      |                 | Kawasaki 600 -           |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.389 |                 | BEST LAP TIME : 1:59.389 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.081                   | 2:09.227            | 82.70              | 9.838 | 14:00:35.662        |
| 2 -                       | 1:20.404        | 39.765                   | 2:00.169 (3)        | 88.94              | 0.780 | 14:02:35.831        |
| 3 -                       | 1:20.331        | 39.768                   | 2:00.099 (2)        | 88.99              | 0.710 | 14:04:35.930        |
| 4 -                       | <b>1:19.915</b> | <b>39.474</b>            | <b>1:59.389 (1)</b> | <b>89.52</b>       |       | <b>14:06:35.319</b> |
| 5 -                       | 1:20.126        | 40.212                   | 2:00.338            | 88.81              | 0.949 | 14:08:35.657        |

| P8 3 Joey LAMBDEN         |                 | Kawasaki 636 -           |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.288 |                 | BEST LAP TIME : 1:59.288 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.281                   | 2:08.012            | 83.49              | 8.724 | 14:00:34.447        |
| 2 -                       | <b>1:19.781</b> | <b>39.507</b>            | <b>1:59.288 (1)</b> | <b>89.59</b>       |       | <b>14:02:33.735</b> |
| 3 -                       | 1:21.298        | 39.676                   | 2:00.974 (3)        | 88.35              | 1.686 | 14:04:34.709        |
| 4 -                       | 1:20.007        | 39.731                   | 1:59.738 (2)        | 89.26              | 0.450 | 14:06:34.447        |
| 5 -                       | 1:20.800        | 40.509                   | 2:01.309            | 88.10              | 2.021 | 14:08:35.756        |

| P9 178 C Paul BLOOMFIELD  |                 | Yamaha R6 - Martello transport |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.149 |                 | BEST LAP TIME : 2:01.198       |                     | DIFFERENCE : 0.049 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                       | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.745                         | 2:10.765            | 81.73              | 9.567 | 14:00:37.200        |
| 2 -                       | <b>1:20.587</b> | 40.611                         | <b>2:01.198 (1)</b> | <b>88.18</b>       |       | <b>14:02:38.398</b> |
| 3 -                       | 1:20.691        | <b>40.562</b>                  | 2:01.253 (2)        | 88.14              | 0.055 | 14:04:39.651        |
| 4 -                       | 1:21.091        | 40.671                         | 2:01.762            | 87.77              | 0.564 | 14:06:41.413        |
| 5 -                       | 1:20.861        | 40.639                         | 2:01.500 (3)        | 87.96              | 0.302 | 14:08:42.913        |

| P10 169 Gareth CUNNINGHAM |                 | Yamaha R6 -              |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.092 |                 | BEST LAP TIME : 2:01.230 |                     | DIFFERENCE : 0.138 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.591                   | 2:10.569            | 81.85              | 9.339 | 14:00:37.004        |
| 2 -                       | <b>1:20.634</b> | 40.596                   | <b>2:01.230 (1)</b> | <b>88.16</b>       |       | <b>14:02:38.234</b> |
| 3 -                       | 1:21.081        | 40.606                   | 2:01.687 (3)        | 87.83              | 0.457 | 14:04:39.921        |
| 4 -                       | 1:21.254        | <b>40.458</b>            | 2:01.712            | 87.81              | 0.482 | 14:06:41.633        |
| 5 -                       | 1:20.785        | 40.671                   | 2:01.456 (2)        | 87.99              | 0.226 | 14:08:43.089        |

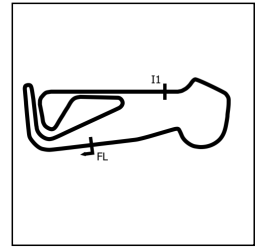
| P11 56 Michael MILLS      |                 | Yamaha R6 - A51 Racing, The Wokingham Bar Company |                     |                    |        |                     |
|---------------------------|-----------------|---------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.238 |                 | BEST LAP TIME : 2:01.270                          |                     | DIFFERENCE : 0.032 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                          | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.964                                            | 2:11.781            | 81.10              | 10.511 | 14:00:38.216        |
| 2 -                       | 1:23.046        | 41.134                                            | 2:04.180            | 86.06              | 2.910  | 14:02:42.396        |
| 3 -                       | 1:21.990        | 40.721                                            | 2:02.711 (3)        | 87.09              | 1.441  | 14:04:45.107        |
| 4 -                       | <b>1:21.189</b> | 40.658                                            | 2:01.847 (2)        | 87.71              | 0.577  | 14:06:46.954        |
| 5 -                       | 1:21.221        | <b>40.049</b>                                     | <b>2:01.270 (1)</b> | <b>88.13</b>       |        | <b>14:08:48.224</b> |

| P12 35 Kai DICKINSON      |                 | Yamaha R6 - Dad          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.578 |                 | BEST LAP TIME : 2:01.578 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.974                   | 2:13.262            | 80.20              | 11.684 | 14:00:39.697        |
| 2 -                       | 1:22.817        | 40.756                   | 2:03.573            | 86.49              | 1.995  | 14:02:43.270        |
| 3 -                       | 1:21.637        | 40.946                   | 2:02.583 (2)        | 87.19              | 1.005  | 14:04:45.853        |
| 4 -                       | <b>1:21.116</b> | <b>40.462</b>            | <b>2:01.578 (1)</b> | <b>87.91</b>       |        | <b>14:06:47.431</b> |
| 5 -                       | 1:21.518        | 41.202                   | 2:02.720 (3)        | 87.09              | 1.142  | 14:08:50.151        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

| P13 440                   |                 | Elijah EVERTON           |                     | Kawasaki Ninja 600 - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.752 |                 | BEST LAP TIME : 2:01.752 |                     | DIFFERENCE : 0.000   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.525                   | 2:12.144            | 80.88                | 10.392 | 14:00:38.579        |
| 2 -                       | <b>1:20.641</b> | <b>41.111</b>            | <b>2:01.752 (1)</b> | <b>87.78</b>         |        | <b>14:02:40.331</b> |
| 3 -                       | 1:20.927        | 41.328                   | 2:02.255 (2)        | 87.42                | 0.503  | 14:04:42.586        |
| 4 -                       | 1:22.249        | 42.149                   | 2:04.398            | 85.91                | 2.646  | 14:06:46.984        |
| 5 -                       | 1:21.562        | 41.619                   | 2:03.181 (3)        | 86.76                | 1.429  | 14:08:50.165        |

| P14 54 C                  |                 | Jake ANDERTON            |                     | Yamaha R6 - Hunter Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.731 |                 | BEST LAP TIME : 2:01.731 |                     | DIFFERENCE : 0.000        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.799                   | 2:13.206            | 80.23                     | 11.475 | 14:00:39.641        |
| 2 -                       | 1:23.241        | 40.959                   | 2:04.200            | 86.05                     | 2.469  | 14:02:43.841        |
| 3 -                       | 1:21.634        | 40.813                   | 2:02.447 (2)        | 87.28                     | 0.716  | 14:04:46.288        |
| 4 -                       | <b>1:21.124</b> | <b>40.607</b>            | <b>2:01.731 (1)</b> | <b>87.80</b>              |        | <b>14:06:48.019</b> |
| 5 -                       | 1:21.412        | 41.046                   | 2:02.458 (3)        | 87.27                     | 0.727  | 14:08:50.477        |

| P15 28 C                  |                 | Tom WALKER               |                     | Yamaha R6 - TRW Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.825 |                 | BEST LAP TIME : 2:02.830 |                     | DIFFERENCE : 0.005     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.902                   | 2:13.536            | 80.03                  | 10.706 | 14:00:39.971        |
| 2 -                       | 1:22.796        | 41.443                   | 2:04.239            | 86.02                  | 1.409  | 14:02:44.210        |
| 3 -                       | 1:22.131        | <b>41.149</b>            | 2:03.280 (2)        | 86.69                  | 0.450  | 14:04:47.490        |
| 4 -                       | <b>1:21.676</b> | 41.154                   | <b>2:02.830 (1)</b> | <b>87.01</b>           |        | <b>14:06:50.320</b> |
| 5 -                       | 1:21.927        | 41.413                   | 2:03.340 (3)        | 86.65                  | 0.510  | 14:08:53.660        |

| P16 153 C                 |                 | Aaron HICKMOTT           |                     | Kawasaki ZX6R - Me, Myself & I |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.264 |                 | BEST LAP TIME : 2:03.750 |                     | DIFFERENCE : 0.486             |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.131                   | 2:13.964            | 79.78                          | 10.214 | 14:00:40.399        |
| 2 -                       | 1:23.024        | 41.271                   | 2:04.295            | 85.98                          | 0.545  | 14:02:44.694        |
| 3 -                       | 1:22.564        | 41.709                   | 2:04.273 (3)        | 86.00                          | 0.523  | 14:04:48.967        |
| 4 -                       | <b>1:22.085</b> | 41.884                   | 2:03.969 (2)        | 86.21                          | 0.219  | 14:06:52.936        |
| 5 -                       | 1:22.571        | <b>41.179</b>            | <b>2:03.750 (1)</b> | <b>86.36</b>                   |        | <b>14:08:56.686</b> |

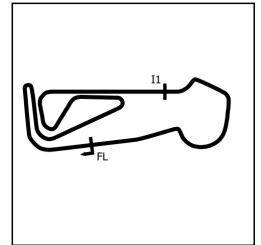
| P17 74 C                  |                 | Tom VAUGHAN              |                     | Yamaha R6 - Lamonde Automation Ltd, Smiths Mechanical Supl |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.696 |                 | BEST LAP TIME : 2:05.474 |                     | DIFFERENCE : 0.778                                         |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                        | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.436                   | 2:16.785            | 78.13                                                      | 11.311 | 14:00:43.220        |
| 2 -                       | 1:25.354        | 42.362                   | 2:07.716            | 83.68                                                      | 2.242  | 14:02:50.936        |
| 3 -                       | 1:24.421        | 41.740                   | 2:06.161 (3)        | 84.71                                                      | 0.687  | 14:04:57.097        |
| 4 -                       | <b>1:23.331</b> | 42.143                   | <b>2:05.474 (1)</b> | <b>85.18</b>                                               |        | <b>14:07:02.571</b> |
| 5 -                       | 1:24.622        | <b>41.365</b>            | 2:05.987 (2)        | 84.83                                                      | 0.513  | 14:09:08.558        |

| P18 65 C                  |                 | Frank MONTINI            |                     | Triumph DAYTONA 675R - Sara Johnson |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.925 |                 | BEST LAP TIME : 2:06.733 |                     | DIFFERENCE : 0.808                  |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                 | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.162                   | 2:15.680            | 78.77                               | 8.947 | 14:00:42.115        |
| 2 -                       | 1:24.802        | 42.168                   | 2:06.970 (3)        | 84.17                               | 0.237 | 14:02:49.085        |
| 3 -                       | <b>1:24.487</b> | 42.543                   | 2:07.030            | 84.13                               | 0.297 | 14:04:56.115        |
| 4 -                       | 1:24.874        | 41.859                   | <b>2:06.733 (1)</b> | <b>84.33</b>                        |       | <b>14:07:02.848</b> |
| 5 -                       | 1:25.524        | <b>41.438</b>            | 2:06.962 (2)        | 84.18                               | 0.229 | 14:09:09.810        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

|                           |                 |                          |                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>115 C</b>    | <b>Brian MAHER</b>       | Yamaha R6 - Spraytech /Espresso Solutions |              |        |                     |
| IDEAL LAP TIME : 2:05.926 |                 | BEST LAP TIME : 2:05.926 | DIFFERENCE : 0.000                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.614                   | 2:16.113                                  | 78.52        | 10.187 | 14:00:42.548        |
| 2 -                       | 1:25.745        | 43.039                   | 2:08.784                                  | 82.99        | 2.858  | 14:02:51.332        |
| 3 -                       | 1:24.867        | 41.915                   | 2:06.782 (3)                              | 84.30        | 0.856  | 14:04:58.114        |
| 4 -                       | 1:24.393        | 41.731                   | 2:06.124 (2)                              | 84.74        | 0.198  | 14:07:04.238        |
| 5 -                       | <b>1:24.271</b> | <b>41.655</b>            | <b>2:05.926 (1)</b>                       | <b>84.87</b> |        | <b>14:09:10.164</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>71 C</b>     | <b>David RANSOME</b>     | Yamaha YZF R6 -     |              |        |                     |
| IDEAL LAP TIME : 2:07.440 |                 | BEST LAP TIME : 2:07.730 | DIFFERENCE : 0.290  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.010                   | 2:21.091            | 75.75        | 13.361 | 14:00:47.526        |
| 2 -                       | 1:25.566        | 43.198                   | 2:08.764 (3)        | 83.00        | 1.034  | 14:02:56.290        |
| 3 -                       | <b>1:24.528</b> | 43.202                   | <b>2:07.730 (1)</b> | <b>83.67</b> |        | <b>14:05:04.020</b> |
| 4 -                       | 1:24.849        | <b>42.912</b>            | 2:07.761 (2)        | 83.65        | 0.031  | 14:07:11.781        |
| 5 -                       | 1:26.773        | 43.457                   | 2:10.230            | 82.07        | 2.500  | 14:09:22.011        |

|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>77 C</b>     | <b>Oliver HOBBS</b>      | Kawasaki ZX6R - Becki's Beauty ??????? |              |        |                     |
| IDEAL LAP TIME : 2:09.719 |                 | BEST LAP TIME : 2:11.242 | DIFFERENCE : 1.523                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.763                   | 2:22.071                               | 75.23        | 10.829 | 14:00:48.506        |
| 2 -                       | 1:27.870        | 43.887                   | 2:11.757 (2)                           | 81.11        | 0.515  | 14:03:00.263        |
| 3 -                       | 1:27.073        | 44.829                   | 2:11.902 (3)                           | 81.03        | 0.660  | 14:05:12.165        |
| 4 -                       | <b>1:25.969</b> | 45.273                   | <b>2:11.242 (1)</b>                    | <b>81.43</b> |        | <b>14:07:23.407</b> |
| 5 -                       | 1:29.081        | <b>43.750</b>            | 2:12.831                               | 80.46        | 1.589  | 14:09:36.238        |

|                           |                 |                          |                        |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|--------|---------------------|
| <b>P22</b>                | <b>38 C</b>     | <b>Paul COOMBS</b>       | Triumph 675R DAYTONA - |              |        |                     |
| IDEAL LAP TIME : 2:11.405 |                 | BEST LAP TIME : 2:11.405 | DIFFERENCE : 0.000     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.655                   | 2:21.593               | 75.48        | 10.188 | 14:00:48.028        |
| 2 -                       | 1:28.001        | 44.115                   | 2:12.116 (2)           | 80.89        | 0.711  | 14:03:00.144        |
| 3 -                       | 1:27.806        | 44.560                   | 2:12.366 (3)           | 80.74        | 0.961  | 14:05:12.510        |
| 4 -                       | 1:28.094        | 44.315                   | 2:12.409               | 80.72        | 1.004  | 14:07:24.919        |
| 5 -                       | <b>1:27.360</b> | <b>44.045</b>            | <b>2:11.405 (1)</b>    | <b>81.33</b> |        | <b>14:09:36.324</b> |

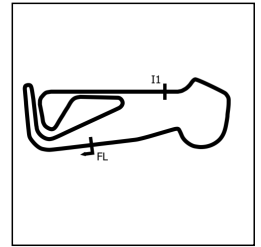
|                           |                 |                          |                                                                |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>34 C</b>     | <b>Greg PYMM</b>         | Suzuki GSXR600 - Precision Installations, CMR, Grim Fabricatic |              |        |                     |
| IDEAL LAP TIME : 2:10.620 |                 | BEST LAP TIME : 2:11.403 | DIFFERENCE : 0.783                                             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.824                   | 2:24.226                                                       | 74.10        | 12.823 | 14:00:50.661        |
| 2 -                       | 1:29.815        | 44.743                   | 2:14.558                                                       | 79.43        | 3.155  | 14:03:05.219        |
| 3 -                       | <b>1:26.779</b> | 44.624                   | <b>2:11.403 (1)</b>                                            | <b>81.33</b> |        | <b>14:05:16.622</b> |
| 4 -                       | 1:27.682        | <b>43.841</b>            | 2:11.523 (2)                                                   | 81.26        | 0.120  | 14:07:28.145        |
| 5 -                       | 1:27.606        | 43.934                   | 2:11.540 (3)                                                   | 81.25        | 0.137  | 14:09:39.685        |

|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P24</b>                | <b>910 C</b>    | <b>Harry GOWER</b>       | Triumph DAYTONA 765 - RG Racing |              |       |                     |
| IDEAL LAP TIME : 2:14.531 |                 | BEST LAP TIME : 2:14.742 | DIFFERENCE : 0.211              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.579                   | 2:23.139                        | 74.66        | 8.397 | 14:00:49.574        |
| 2 -                       | 1:30.269        | 45.208                   | 2:15.477 (3)                    | 78.89        | 0.735 | 14:03:05.051        |
| 3 -                       | 1:30.326        | <b>44.416</b>            | <b>2:14.742 (1)</b>             | <b>79.32</b> |       | <b>14:05:19.793</b> |
| 4 -                       | <b>1:30.115</b> | 44.931                   | 2:15.046 (2)                    | 79.14        | 0.304 | 14:07:34.839        |
| 5 -                       | 1:33.693        | 50.161                   | 2:23.854                        | 74.29        | 9.112 | 14:09:58.693        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - SECTOR ANALYSIS



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

|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>67 C</b>     | <b>Edward ANSELL</b>     | Triumph 675 - ketchup Racing |              |        |                     |
| IDEAL LAP TIME : 2:02.918 |                 | BEST LAP TIME : 2:03.572 | DIFFERENCE : 0.654           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.169                   | 2:14.027                     | 79.74        | 10.455 | 14:00:40.462        |
| 2 -                       | 1:23.095        | <b>41.232</b>            | 2:04.327 <b>(3)</b>          | 85.96        | 0.755  | 14:02:44.789        |
| 3 -                       | 1:22.409        | 41.239                   | 2:03.648 <b>(2)</b>          | 86.43        | 0.076  | 14:04:48.437        |
| 4 -                       | <b>1:21.686</b> | 41.886                   | <b>2:03.572 (1)</b>          | <b>86.49</b> |        | <b>14:06:52.009</b> |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P26</b>                | <b>998</b>      | <b>Ben RYBICKI</b>       | Yamaha R6 - Car events diamondbrite |              |        |                     |
| IDEAL LAP TIME : 2:05.047 |                 | BEST LAP TIME : 2:05.047 | DIFFERENCE : 0.000                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.432                   | 2:17.129                            | 77.94        | 12.082 | 14:00:43.564        |
| 2 -                       | 1:25.223        | 42.940                   | 2:08.163 <b>(3)</b>                 | 83.39        | 3.116  | 14:02:51.727        |
| 3 -                       | 1:23.862        | 41.903                   | 2:05.765 <b>(2)</b>                 | 84.98        | 0.718  | 14:04:57.492        |
| 4 -                       | <b>1:23.147</b> | <b>41.900</b>            | <b>2:05.047 (1)</b>                 | <b>85.47</b> |        | <b>14:07:02.539</b> |

|                  |           |                     |                 |       |      |              |
|------------------|-----------|---------------------|-----------------|-------|------|--------------|
| <b>P27</b>       | <b>55</b> | <b>Aditya BEHAL</b> | Kawasaki ZX6R - |       |      |              |
| IDEAL LAP TIME : |           | BEST LAP TIME :     | DIFFERENCE :    |       |      |              |
| LAP              | SECTOR 1  | SECTOR 2            | LAP TIME        | MPH   | DIFF | TIME OF DAY  |
| 1 -              |           | <b>41.789</b>       | 2:13.278        | 80.19 |      | 14:00:39.713 |

|                  |             |                       |                          |       |      |              |
|------------------|-------------|-----------------------|--------------------------|-------|------|--------------|
| <b>P28</b>       | <b>84 C</b> | <b>George HIGGINS</b> | Yamaha R6 - Aztec Racing |       |      |              |
| IDEAL LAP TIME : |             | BEST LAP TIME :       | DIFFERENCE :             |       |      |              |
| LAP              | SECTOR 1    | SECTOR 2              | LAP TIME                 | MPH   | DIFF | TIME OF DAY  |
| 1 -              |             | <b>44.603</b>         | 2:22.501                 | 75.00 |      | 14:00:48.936 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DART MRO 600 inc Clubman 600 & GP2/EVO

RACE 8 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:56.658 |       |
| 1        | 135 | 1:17.831 | 141      | 38.827 | 1                       | 141 | ROSS       | 1:56.686    | 1:56.733 | 0.047 |
| 2        | 141 | 1:17.859 | 164      | 39.107 | 2                       | 135 | WESTON     | 1:57.125    | 1:57.448 | 0.323 |
| 3        | 44  | 1:18.113 | 44       | 39.268 | 3                       | 44  | DUTTON     | 1:57.381    | 1:57.411 | 0.030 |
| 4        | 212 | 1:18.448 | 135      | 39.294 | 4                       | 212 | PALLET     | 1:57.770    | 1:57.910 | 0.140 |
| 5        | 164 | 1:19.052 | 212      | 39.322 | 5                       | 164 | TUSTIN     | 1:58.159    | 1:58.173 | 0.014 |
| 6        | 91  | 1:19.105 | 48       | 39.474 | 6                       | 91  | HIRST      | 1:58.593    | 1:58.593 | 0.000 |
| 7        | 3   | 1:19.781 | 91       | 39.488 | 7                       | 3   | LAMBDEN    | 1:59.288    | 1:59.288 | 0.000 |
| 8        | 48  | 1:19.915 | 3        | 39.507 | 8                       | 48  | FORREST    | 1:59.389    | 1:59.389 | 0.000 |
| 9        | 178 | 1:20.587 | 56       | 40.049 | 9                       | 169 | CUNNINGHAM | 2:01.092    | 2:01.230 | 0.138 |
| 10       | 169 | 1:20.634 | 169      | 40.458 | 10                      | 178 | BLOOMFIELD | 2:01.149    | 2:01.198 | 0.049 |
| 11       | 440 | 1:20.641 | 35       | 40.462 | 11                      | 56  | MILLS      | 2:01.238    | 2:01.270 | 0.032 |
| 12       | 35  | 1:21.116 | 178      | 40.562 | 12                      | 35  | DICKINSON  | 2:01.578    | 2:01.578 | 0.000 |
| 13       | 54  | 1:21.124 | 54       | 40.607 | 13                      | 54  | ANDERTON   | 2:01.731    | 2:01.731 | 0.000 |
| 14       | 56  | 1:21.189 | 440      | 41.111 | 14                      | 440 | EVERTON    | 2:01.752    | 2:01.752 | 0.000 |
| 15       | 28  | 1:21.676 | 28       | 41.149 | 15                      | 28  | WALKER     | 2:02.825    | 2:02.830 | 0.005 |
| 16       | 67  | 1:21.686 | 153      | 41.179 | 16                      | 67  | ANSELL     | 2:02.918    | 2:03.572 | 0.654 |
| 17       | 153 | 1:22.085 | 67       | 41.232 | 17                      | 153 | HICKMOTT   | 2:03.264    | 2:03.750 | 0.486 |
| 18       | 998 | 1:23.147 | 74       | 41.365 | 18                      | 74  | VAUGHAN    | 2:04.696    | 2:05.474 | 0.778 |
| 19       | 74  | 1:23.331 | 65       | 41.438 | 19                      | 998 | RYBICKI    | 2:05.047    | 2:05.047 | 0.000 |
| 20       | 115 | 1:24.271 | 115      | 41.655 | 20                      | 65  | MONTINI    | 2:05.925    | 2:06.733 | 0.808 |
| 21       | 65  | 1:24.487 | 55       | 41.789 | 21                      | 115 | MAHER      | 2:05.926    | 2:05.926 | 0.000 |
| 22       | 71  | 1:24.528 | 998      | 41.900 | 22                      | 71  | RANSOME    | 2:07.440    | 2:07.730 | 0.290 |
| 23       | 77  | 1:25.969 | 71       | 42.912 | 23                      | 77  | HOBBS      | 2:09.719    | 2:11.242 | 1.523 |
| 24       | 34  | 1:26.779 | 77       | 43.750 | 24                      | 34  | PYMM       | 2:10.620    | 2:11.403 | 0.783 |
| 25       | 38  | 1:27.360 | 34       | 43.841 | 25                      | 38  | COOMBS     | 2:11.405    | 2:11.405 | 0.000 |
| 26       | 910 | 1:30.115 | 38       | 44.045 | 26                      | 910 | GOWER      | 2:14.531    | 2:14.742 | 0.211 |
| 27       |     |          | 910      | 44.416 | 27                      | 84  | HIGGINS    |             |          |       |
| 28       |     |          | 84       | 44.603 | 28                      | 55  | BEHAL      |             |          |       |
| 29       |     |          |          |        |                         |     |            |             |          |       |
| 30       |     |          |          |        |                         |     |            |             |          |       |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 28                        |
| Planned Start          | 2025-05-04 @ 13:39:00.000 |
| Actual Start           | 2025-05-04 @ 13:58:26.434 |
| Finish Time            | 2025-05-04 @ 14:08:22.111 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 130                       |
| Total Distance Covered | 385.9585mi.               |

### Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|----|--------------|----------|--------------|-----|----------------|
| 212 |    | Matt PALLETT | 1:57.910 | 14:02:28.131 | 2   | Kawasaki ZX636 |
| 135 |    | Zack WESTON  | 1:57.844 | 14:04:27.605 | 3   | Yamaha R6      |
| 44  |    | James DUTTON | 1:57.455 | 14:06:24.701 | 4   | Yamaha R6      |
| 135 |    | Zack WESTON  | 1:57.448 | 14:06:25.053 | 4   | Yamaha R6      |
| 141 |    | Henry ROSS   | 1:56.733 | 14:06:25.060 | 4   | Yamaha R6      |

### Session Leader History

| NO  | CL | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|-----|----|--------------|----------|----------|-------------|----------------|
| 212 |    | Matt PALLETT | 1        | 4        | 11.87 miles | Kawasaki ZX636 |
| 44  |    | James DUTTON | 5        | 1        | 2.96 miles  | Yamaha R6      |

### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 13:58:26.434 |
| FINISH | 14:08:22.111 |

### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 11:40.543  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - STATISTICS

**CLASS :**

13 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|--------------|----------|--------------|-----|----------------|
| 212 | Matt PALLETT | 1:57.910 | 14:02:28.131 | 2   | Kawasaki ZX636 |
| 135 | Zack WESTON  | 1:57.844 | 14:04:27.605 | 3   | Yamaha R6      |
| 44  | James DUTTON | 1:57.455 | 14:06:24.701 | 4   | Yamaha R6      |
| 135 | Zack WESTON  | 1:57.448 | 14:06:25.053 | 4   | Yamaha R6      |
| 141 | Henry ROSS   | 1:56.733 | 14:06:25.060 | 4   | Yamaha R6      |

#### Leader History

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|-----|--------------|----------|----------|-------------|----------------|
| 212 | Matt PALLETT | 1        | 4        | 11.87 miles | Kawasaki ZX636 |
| 44  | James DUTTON | 5        | 1        | 2.96 miles  | Yamaha R6      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DART MRO 600 inc Clubman 600 & GP2/EVO

### RACE 8 - STATISTICS

**CLASS : C**

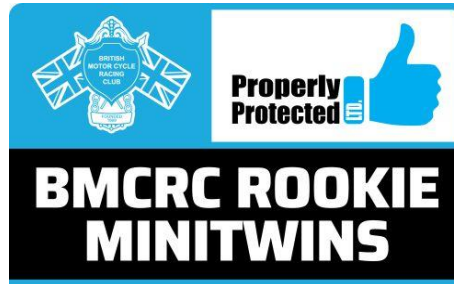
15 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|--------------|----------|--------------|-----|--------------|
| 48 | Rhys FORREST | 2:00.169 | 14:02:35.831 | 2   | Kawasaki 600 |
| 48 | Rhys FORREST | 2:00.099 | 14:04:35.930 | 3   | Kawasaki 600 |
| 48 | Rhys FORREST | 1:59.389 | 14:06:35.319 | 4   | Kawasaki 600 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|--------------|----------|----------|-------------|--------------|
| 48 | Rhys FORREST | 1        | 5        | 14.84 miles | Kawasaki 600 |



# PROPERLY PROTECTED MRO MINITWINS & BMCRC ROOKIE MINITWINS



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

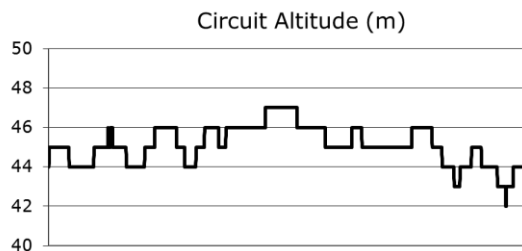
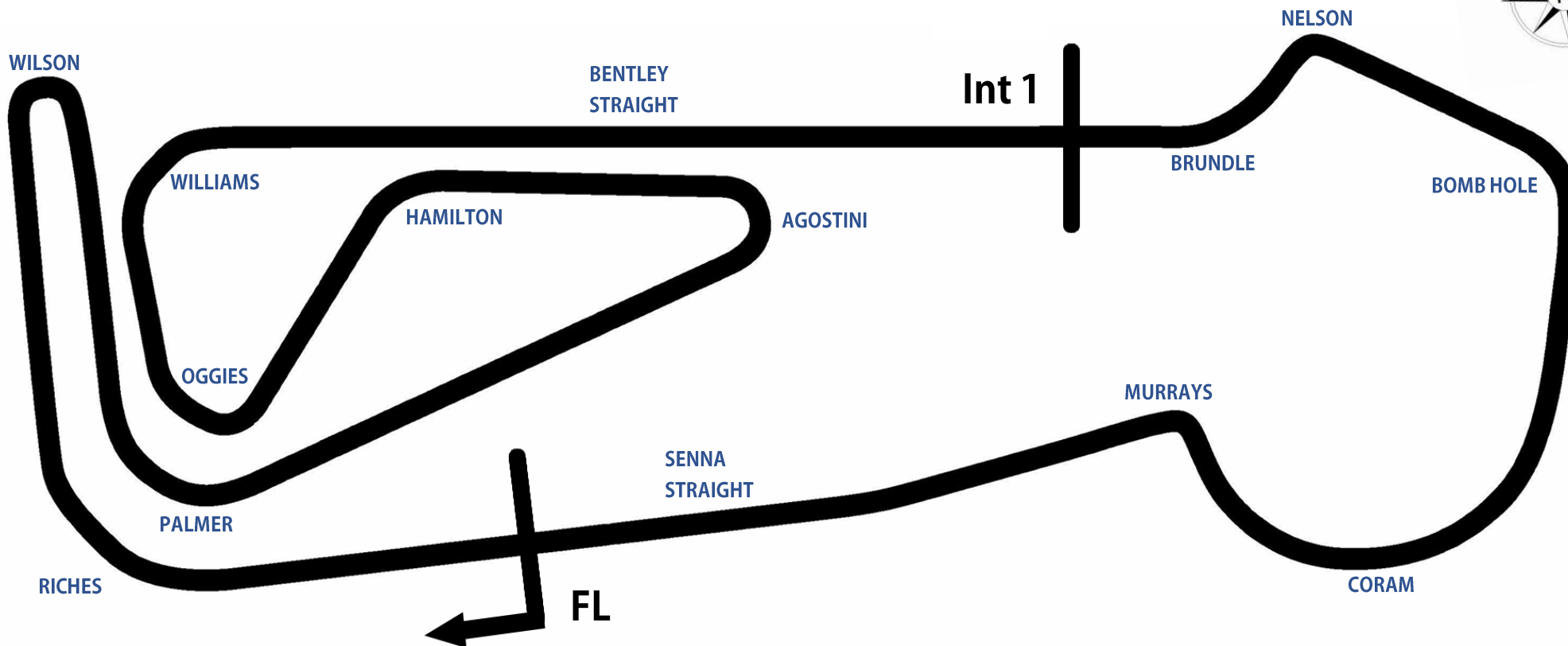
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - CLASSIFICATION



| POS | NO   | CL  | PIC | NAME                | ENTRY                                                  | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|-----|-----|---------------------|--------------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 22   |     | 1   | Darren DOWDS        | Suzuki SV650 - Sublime Dsg Ltd                         | 2:03.911 | 2  | 3    |        |       | 86.25 |
| 2   | 1    |     | 2   | David TWYFORD       | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan         | 2:04.245 | 4  | 5    | 0.334  | 0.334 | 86.02 |
| 3   | 660  |     | 3   | Ronnie HARRIS       | Suzuki SV650 -                                         | 2:04.959 | 4  | 5    | 1.048  | 0.714 | 85.53 |
| 4   | 66   |     | 4   | Mitch DUCRAN        | Suzuki SV650 - JP Haulage / Black Widow Exhausts       | 2:06.308 | 5  | 5    | 2.397  | 1.349 | 84.61 |
| 5   | 19   |     | 5   | Kevin LILLEY        | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordar | 2:06.357 | 4  | 5    | 2.446  | 0.049 | 84.58 |
| 6   | 21   |     | 6   | Toby FINNIS         | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd    | 2:06.613 | 3  | 5    | 2.702  | 0.256 | 84.41 |
| 7   | 141  |     | 7   | Bill HARRIS         | Suzuki SV650 -                                         | 2:06.641 | 4  | 5    | 2.730  | 0.028 | 84.39 |
| 8   | 4    |     | 8   | Hayden KILLWORTH    | Suzuki SV650 - Amy - Helmet City - GreenplantUK        | 2:08.321 | 5  | 5    | 4.410  | 1.680 | 83.29 |
| 9   | 166  |     | 9   | Ben KING            | Suzuki SV650 -                                         | 2:08.601 | 5  | 5    | 4.690  | 0.280 | 83.11 |
| 10  | 96   | RMT | 1   | William HOWARTH     | Suzuki SV650 -                                         | 2:08.607 | 2  | 4    | 4.696  | 0.006 | 83.10 |
| 11  | 27   |     | 10  | Jack BETTIS         | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings &   | 2:08.931 | 3  | 3    | 5.020  | 0.324 | 82.89 |
| 12  | 5    |     | 11  | Travis ROOKER       | Suzuki SV650 - Swedish car connection                  | 2:09.130 | 5  | 5    | 5.219  | 0.199 | 82.76 |
| 13  | 69   |     | 12  | Jack GRIFFITHS      | Suzuki SV650 - Joe's Carpets, ATP Racing               | 2:09.177 | 4  | 5    | 5.266  | 0.047 | 82.73 |
| 14  | 33   |     | 13  | Steve COSTIN        | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublim    | 2:10.091 | 1  | 1    | 6.180  | 0.914 | 82.15 |
| 15  | 52   |     | 14  | James EGGINTON      | Suzuki SV650 - Advance Computer Services - www.AC      | 2:10.351 | 4  | 5    | 6.440  | 0.260 | 81.99 |
| 16  | 140  |     | 15  | Daniel SALES        | Suzuki SV650 - Team Freddie, Ron & Frankie             | 2:10.386 | 3  | 5    | 6.475  | 0.035 | 81.97 |
| 17  | 39   |     | 16  | Daryn BUSA          | Suzuki SV650 - iActiveRC                               | 2:11.563 | 4  | 5    | 7.652  | 1.177 | 81.23 |
| 18  | 115  |     | 17  | Brian MAHER         | Suzuki SV650 - Spraytech /Espresso Solutions           | 2:11.595 | 2  | 5    | 7.684  | 0.032 | 81.21 |
| 19  | 55   |     | 18  | Magnus MANSON-CHUBB | Suzuki SV650 -                                         | 2:11.850 | 5  | 5    | 7.939  | 0.255 | 81.06 |
| 20  | 30   |     | 19  | David LUFF          | Suzuki SV650 - ATP & Sarah O'Neill                     | 2:12.631 | 2  | 3    | 8.720  | 0.781 | 80.58 |
| 21  | 162  |     | 20  | Max PRIESTLEY       | Suzuki SV650 -                                         | 2:15.296 | 5  | 5    | 11.385 | 2.665 | 78.99 |
| 22  | 217  | RMT | 2   | Martin SIGGINS      | Suzuki SV650 - Siggins Property Services               | 2:15.425 | 2  | 5    | 11.514 | 0.129 | 78.92 |
| 23  | 369* | RMT | 3   | Merlin LINDSAY      | Suzuki SV650S -                                        | 2:15.801 | 3  | 3    | 11.890 | 0.376 | 78.70 |
| 24  | 127  |     | 21  | Matthew CHAM        | Ducati MONSTER 796 -                                   | 2:16.370 | 3  | 5    | 12.459 | 0.569 | 78.37 |
| 25  | 77   | RMT | 4   | Joshua CRISP        | Suzuki SV650 - JMC GUITARWORKS                         | 2:16.403 | 5  | 5    | 12.492 | 0.033 | 78.35 |
| 26  | 195* | RMT | 5   | Alex COOK           | Suzuki SV650 - Sac boiler plant                        | 2:16.625 | 3  | 5    | 12.714 | 0.222 | 78.22 |
| 27  | 40   |     | 22  | Simon WILKINSON     | Suzuki SV650 -                                         | 2:16.766 | 3  | 5    | 12.855 | 0.141 | 78.14 |
| 28  | 158  |     | 23  | Danny BRENNAN       | Suzuki SV650 -                                         | 2:17.231 | 3  | 5    | 13.320 | 0.465 | 77.88 |
| 29  | 113  | RMT | 6   | Phil ROODT          | Suzuki SV650 - Carter Thorne Carpets and flooring 201  | 2:18.560 | 3  | 5    | 14.649 | 1.329 | 77.13 |
| 30  | 145  |     | 24  | Bradley CATLING     | Suzuki SV650 - Electric avenue Leeds Ltd               | 2:18.755 | 5  | 5    | 14.844 | 0.195 | 77.02 |
| 31  | 11   |     | 25  | Mark OSBORNE        | Suzuki SV650 -                                         | 2:21.008 | 4  | 4    | 17.097 | 2.253 | 75.79 |
| 32  | 144  |     | 26  | Stewart LATIMER     | Suzuki SV650 - Fat Bloke Racing RR                     | 2:21.454 | 4  | 4    | 17.543 | 0.446 | 75.55 |
| 33  | 138  |     | 27  | Craig JARMIN        | Suzuki SV650 - SK PreP / NB Toolmaking                 | 2:21.845 | 2  | 4    | 17.934 | 0.391 | 75.35 |
| 34  | 51   |     | 28  | Andrew DURANT       | Suzuki SV650 -                                         | 2:22.635 | 3  | 3    | 18.724 | 0.790 | 74.93 |
| 35  | 81   |     | 29  | Malvern MAY         | Suzuki SV650 - IMP racing                              | 2:27.435 | 2  | 2    | 23.524 | 4.800 | 72.49 |
| 36  | 251  |     | 30  | Craig FERRIS        | Suzuki SV650 K6 - IMP Racing, Kelvedon Dog Training    | 2:32.384 | 2  | 4    | 28.473 | 4.949 | 70.13 |
| 37  | 164* | RMT | 7   | Adam FEARNLEY       | Suzuki SV650 -                                         |          |    | 0    |        |       |       |
| 38  | 175  | RMT | 8   | Arlindo PESTANA     | Suzuki SV650 - Pep's racing                            |          |    | 0    |        |       |       |
| 39  | 109  | RMT | 9   | Logan PARSONS       | Suzuki SV650 - Logan Voiceover                         |          |    | 0    |        |       |       |

\* No. 164, 195 & 369 - Please fit a working transponder

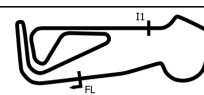
Weather / Track : Cloudy / Dry

Date: 03/05/2025 Start: 11:09 Finish: 11:19  
Snetterton 300: 2.9689 miles

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

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

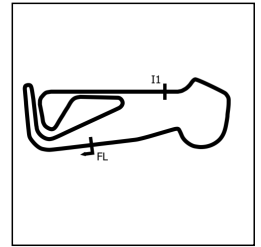
Printed - 11:22 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>22</b>       | <b>Darren DOWDS</b>      | Suzuki SV650 - Sublime Dsg Ltd |              |       |                     |
| IDEAL LAP TIME : 2:03.911 |                 | BEST LAP TIME : 2:03.911 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.526        | 41.983                   | 2:06.509 (3)                   | 84.48        | 2.598 | 11:12:07.650        |
| 2 -                       | <b>1:23.032</b> | <b>40.879</b>            | <b>2:03.911 (1)</b>            | <b>86.25</b> |       | <b>11:14:11.561</b> |
| 3 -                       | 1:23.624        | 41.127                   | 2:04.751 (2)                   | 85.67        | 0.840 | 11:16:16.312        |

|                           |                 |                          |                                                |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>1</b>        | <b>David TWYFORD</b>     | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan |              |       |                     |
| IDEAL LAP TIME : 2:04.186 |                 | BEST LAP TIME : 2:04.245 | DIFFERENCE : 0.059                             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:28.000        | 42.731                   | 2:10.731                                       | 81.75        | 6.486 | 11:12:14.169        |
| 2 -                       | 1:24.123        | 43.383                   | 2:07.506                                       | 83.82        | 3.261 | 11:14:21.675        |
| 3 -                       | 1:23.341        | 41.591                   | 2:04.932 (3)                                   | 85.55        | 0.687 | 11:16:26.607        |
| 4 -                       | 1:23.017        | <b>41.228</b>            | <b>2:04.245 (1)</b>                            | <b>86.02</b> |       | <b>11:18:30.852</b> |
| 5 -                       | <b>1:22.958</b> | 41.450                   | 2:04.408 (2)                                   | 85.91        | 0.163 | 11:20:35.260        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>660</b>      | <b>Ronnie HARRIS</b>     | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:04.959 |                 | BEST LAP TIME : 2:04.959 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.605        | 42.469                   | 2:09.074            | 82.80        | 4.115 | 11:12:10.504        |
| 2 -                       | 1:24.343        | 41.853                   | 2:06.196            | 84.69        | 1.237 | 11:14:16.700        |
| 3 -                       | 1:23.858        | 41.741                   | 2:05.599 (2)        | 85.09        | 0.640 | 11:16:22.299        |
| 4 -                       | <b>1:23.376</b> | <b>41.583</b>            | <b>2:04.959 (1)</b> | <b>85.53</b> |       | <b>11:18:27.258</b> |
| 5 -                       | 1:23.916        | 41.961                   | 2:05.877 (3)        | 84.90        | 0.918 | 11:20:33.135        |

|                           |                 |                          |                                                  |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>66</b>       | <b>Mitch DUCRAN</b>      | Suzuki SV650 - JP Haulage / Black Widow Exhausts |              |       |                     |
| IDEAL LAP TIME : 2:06.107 |                 | BEST LAP TIME : 2:06.308 | DIFFERENCE : 0.201                               |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                         | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.465        | 42.587                   | 2:10.052                                         | 82.18        | 3.744 | 11:12:13.344        |
| 2 -                       | 1:24.794        | 43.464                   | 2:08.258                                         | 83.33        | 1.950 | 11:14:21.602        |
| 3 -                       | 1:24.887        | 42.277                   | 2:07.164 (3)                                     | 84.04        | 0.856 | 11:16:28.766        |
| 4 -                       | 1:24.560        | <b>41.750</b>            | 2:06.310 (2)                                     | 84.61        | 0.002 | 11:18:35.076        |
| 5 -                       | <b>1:24.357</b> | 41.951                   | <b>2:06.308 (1)</b>                              | <b>84.61</b> |       | <b>11:20:41.384</b> |

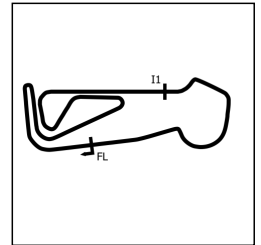
|                           |                 |                          |                                                                |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>19</b>       | <b>Kevin LILLEY</b>      | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Motorcy |              |       |                     |
| IDEAL LAP TIME : 2:06.357 |                 | BEST LAP TIME : 2:06.357 | DIFFERENCE : 0.000                                             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.506        | 43.022                   | 2:12.528                                                       | 80.64        | 6.171 | 11:12:17.364        |
| 2 -                       | 1:25.479        | 42.467                   | 2:07.946                                                       | 83.53        | 1.589 | 11:14:25.310        |
| 3 -                       | 1:24.050        | 42.396                   | 2:06.446 (2)                                                   | 84.52        | 0.089 | 11:16:31.756        |
| 4 -                       | <b>1:23.968</b> | <b>42.389</b>            | <b>2:06.357 (1)</b>                                            | <b>84.58</b> |       | <b>11:18:38.113</b> |
| 5 -                       | 1:24.487        | 43.274                   | 2:07.761 (3)                                                   | 83.65        | 1.404 | 11:20:45.874        |

|                           |                 |                          |                                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>21</b>       | <b>Toby FINNIS</b>       | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd |              |       |                     |
| IDEAL LAP TIME : 2:06.380 |                 | BEST LAP TIME : 2:06.613 | DIFFERENCE : 0.233                                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.456        | 43.049                   | 2:10.505                                            | 81.89        | 3.892 | 11:12:12.675        |
| 2 -                       | 1:24.643        | 45.738                   | 2:10.381                                            | 81.97        | 3.768 | 11:14:23.056        |
| 3 -                       | 1:24.492        | <b>42.121</b>            | <b>2:06.613 (1)</b>                                 | <b>84.41</b> |       | <b>11:16:29.669</b> |
| 4 -                       | 1:24.408        | 42.436                   | 2:06.844 (2)                                        | 84.26        | 0.231 | 11:18:36.513        |
| 5 -                       | <b>1:24.259</b> | 43.524                   | 2:07.783 (3)                                        | 83.64        | 1.170 | 11:20:44.296        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>141</b>      | <b>Bill HARRIS</b>       | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:06.581 |                 | BEST LAP TIME : 2:06.641 | DIFFERENCE : 0.060  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:28.085        | 43.608                   | 2:11.693            | 81.15        | 5.052 | 11:12:14.274        |
| 2 -                       | 1:24.465        | 43.535                   | 2:08.000            | 83.50        | 1.359 | 11:14:22.274        |
| 3 -                       | <b>1:24.408</b> | 42.573                   | 2:06.981 (2)        | 84.17        | 0.340 | 11:16:29.255        |
| 4 -                       | 1:24.468        | <b>42.173</b>            | <b>2:06.641 (1)</b> | <b>84.39</b> |       | <b>11:18:35.896</b> |
| 5 -                       | 1:24.559        | 42.624                   | 2:07.183 (3)        | 84.03        | 0.542 | 11:20:43.079        |

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>4</b>        | <b>Hayden KILLWORTH</b>  | Suzuki SV650 - Amy - Helmet City - GreenplantUK |              |       |                     |
| IDEAL LAP TIME : 2:08.321 |                 | BEST LAP TIME : 2:08.321 | DIFFERENCE : 0.000                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:30.661        | 44.971                   | 2:15.632                                        | 78.80        | 7.311 | 11:12:19.657        |
| 2 -                       | 1:26.823        | 43.271                   | 2:10.094 (2)                                    | 82.15        | 1.773 | 11:14:29.751        |
| 3 -                       | 1:27.308        | 42.833                   | 2:10.141 (3)                                    | 82.12        | 1.820 | 11:16:39.892        |
| 4 -                       | 1:26.351        | 43.856                   | 2:10.207                                        | 82.08        | 1.886 | 11:18:50.099        |
| 5 -                       | <b>1:25.961</b> | <b>42.360</b>            | <b>2:08.321 (1)</b>                             | <b>83.29</b> |       | <b>11:20:58.420</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P9</b>                 | <b>166</b>      | <b>Ben KING</b>          | Suzuki SV650 -      |              |        |                     |
| IDEAL LAP TIME : 2:08.564 |                 | BEST LAP TIME : 2:08.601 | DIFFERENCE : 0.037  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.018        | 46.771                   | 2:19.789            | 76.45        | 11.188 | 11:12:29.429        |
| 2 -                       | 1:36.668        | 45.855                   | 2:22.523            | 74.99        | 13.922 | 11:14:51.952        |
| 3 -                       | 1:25.944        | 43.368                   | 2:09.312 (2)        | 82.65        | 0.711  | 11:17:01.264        |
| 4 -                       | 1:26.439        | <b>43.075</b>            | 2:09.514 (3)        | 82.52        | 0.913  | 11:19:10.778        |
| 5 -                       | <b>1:25.489</b> | 43.112                   | <b>2:08.601 (1)</b> | <b>83.11</b> |        | <b>11:21:19.379</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>96 RMT</b>   | <b>William HOWARTH</b>   | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:07.326 |                 | BEST LAP TIME : 2:08.607 | DIFFERENCE : 1.281  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.846        | 42.667                   | 2:10.513            | 81.89        | 1.906 | 11:12:13.027        |
| 2 -                       | <b>1:24.778</b> | 43.829                   | <b>2:08.607 (1)</b> | <b>83.10</b> |       | <b>11:14:21.634</b> |
| 3 -                       | 1:26.135        | <b>42.548</b>            | 2:08.683 (3)        | 83.05        | 0.076 | 11:16:30.317        |
| 4 -                       | 1:25.396        | 43.247                   | 2:08.643 (2)        | 83.08        | 0.036 | 11:18:38.960        |

|                           |                 |                          |                                                               |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>27</b>       | <b>Jack BETTIS</b>       | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Property |              |       |                     |
| IDEAL LAP TIME : 2:08.660 |                 | BEST LAP TIME : 2:08.931 | DIFFERENCE : 0.271                                            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.544        | 49.604                   | 2:17.148 (3)                                                  | 77.93        | 8.217 | 11:12:19.239        |
| 2 -                       | 1:25.773        | <b>43.367</b>            | 2:09.140 (2)                                                  | 82.76        | 0.209 | 11:14:28.379        |
| 3 -                       | <b>1:25.293</b> | 43.638                   | <b>2:08.931 (1)</b>                                           | <b>82.89</b> |       | <b>11:16:37.310</b> |

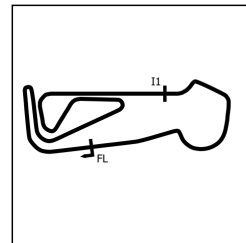
|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>5</b>        | <b>Travis ROOKER</b>     | Suzuki SV650 - Swedish car connection |              |       |                     |
| IDEAL LAP TIME : 2:09.130 |                 | BEST LAP TIME : 2:09.130 | DIFFERENCE : 0.000                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.284        | 45.782                   | 2:19.066                              | 76.85        | 9.936 | 11:12:29.495        |
| 2 -                       | 1:27.455        | 43.824                   | 2:11.279                              | 81.41        | 2.149 | 11:14:40.774        |
| 3 -                       | 1:26.230        | 43.622                   | 2:09.852 (2)                          | 82.30        | 0.722 | 11:16:50.626        |
| 4 -                       | 1:26.376        | 43.847                   | 2:10.223 (3)                          | 82.07        | 1.093 | 11:19:00.849        |
| 5 -                       | <b>1:25.927</b> | <b>43.203</b>            | <b>2:09.130 (1)</b>                   | <b>82.76</b> |       | <b>11:21:09.979</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>69</b>       | <b>Jack GRIFFITHS</b>    | Suzuki SV650 - Joe's Carpets, ATP Racing |              |       |                     |
| IDEAL LAP TIME : 2:08.907 |                 | BEST LAP TIME : 2:09.177 | DIFFERENCE : 0.270                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.696        | 44.633                   | 2:16.329                                 | 78.39        | 7.152 | 11:12:20.032        |
| 2 -                       | 1:26.642        | 43.299                   | 2:09.941                                 | 82.25        | 0.764 | 11:14:29.973        |
| 3 -                       | 1:26.551        | <b>43.003</b>            | 2:09.554 <b>(3)</b>                      | 82.49        | 0.377 | 11:16:39.527        |
| <b>4 -</b>                | <b>1:25.904</b> | 43.273                   | <b>2:09.177 (1)</b>                      | <b>82.73</b> |       | <b>11:18:48.704</b> |
| 5 -                       | 1:26.031        | 43.248                   | 2:09.279 <b>(2)</b>                      | 82.67        | 0.102 | 11:20:57.983        |

|                           |           |                          |                                                          |              |      |                     |
|---------------------------|-----------|--------------------------|----------------------------------------------------------|--------------|------|---------------------|
| <b>P14</b>                | <b>33</b> | <b>Steve COSTIN</b>      | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg |              |      |                     |
| IDEAL LAP TIME : 2:06.647 |           | BEST LAP TIME : 2:10.091 | DIFFERENCE : 3.444                                       |              |      |                     |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF | TIME OF DAY         |
| <b>1 -</b>                | 1:27.726  | <b>42.365</b>            | <b>2:10.091 (1)</b>                                      | <b>82.15</b> |      | <b>11:12:12.962</b> |

|                           |                 |                          |                                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|--------|---------------------|
| <b>P15</b>                | <b>52</b>       | <b>James EGGINTON</b>    | Suzuki SV650 - Advance Computer Services - www.ACS.co.uk |              |        |                     |
| IDEAL LAP TIME : 2:10.351 |                 | BEST LAP TIME : 2:10.351 | DIFFERENCE : 0.000                                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.167        | 46.694                   | 2:20.861                                                 | 75.87        | 10.510 | 11:12:34.317        |
| 2 -                       | 1:26.895        | 45.121                   | 2:12.016 <b>(3)</b>                                      | 80.96        | 1.665  | 11:14:46.333        |
| 3 -                       | 1:27.289        | 44.257                   | 2:11.546 <b>(2)</b>                                      | 81.24        | 1.195  | 11:16:57.879        |
| <b>4 -</b>                | <b>1:26.818</b> | <b>43.533</b>            | <b>2:10.351 (1)</b>                                      | <b>81.99</b> |        | <b>11:19:08.230</b> |
| 5 -                       | 1:33.994        | 43.932                   | 2:17.926                                                 | 77.49        | 7.575  | 11:21:26.156        |

|                           |                 |                          |                                            |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>140</b>      | <b>Daniel SALES</b>      | Suzuki SV650 - Team Freddie, Ron & Frankie |              |        |                     |
| IDEAL LAP TIME : 2:10.386 |                 | BEST LAP TIME : 2:10.386 | DIFFERENCE : 0.000                         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.289        | 45.162                   | 2:20.451                                   | 76.09        | 10.065 | 11:12:27.258        |
| 2 -                       | 1:27.544        | 44.449                   | 2:11.993 <b>(3)</b>                        | 80.97        | 1.607  | 11:14:39.251        |
| <b>3 -</b>                | <b>1:26.583</b> | <b>43.803</b>            | <b>2:10.386 (1)</b>                        | <b>81.97</b> |        | <b>11:16:49.637</b> |
| 4 -                       | 1:27.681        | 44.149                   | 2:11.830 <b>(2)</b>                        | 81.07        | 1.444  | 11:19:01.467        |
| 5 -                       | 1:27.667        | 44.354                   | 2:12.021                                   | 80.95        | 1.635  | 11:21:13.488        |

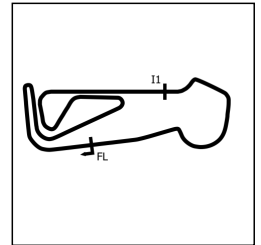
|                           |                 |                          |                          |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>39</b>       | <b>Daryn BUSA</b>        | Suzuki SV650 - iActiveRC |              |       |                     |
| IDEAL LAP TIME : 2:11.411 |                 | BEST LAP TIME : 2:11.563 | DIFFERENCE : 0.152       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.864        | 46.330                   | 2:18.194                 | 77.34        | 6.631 | 11:12:20.885        |
| 2 -                       | 1:28.034        | 44.313                   | 2:12.347                 | 80.75        | 0.784 | 11:14:33.232        |
| 3 -                       | 1:27.466        | 44.209                   | 2:11.675 <b>(3)</b>      | 81.17        | 0.112 | 11:16:44.907        |
| <b>4 -</b>                | 1:27.593        | <b>43.970</b>            | <b>2:11.563 (1)</b>      | <b>81.23</b> |       | <b>11:18:56.470</b> |
| 5 -                       | <b>1:27.441</b> | 44.152                   | 2:11.593 <b>(2)</b>      | 81.22        | 0.030 | 11:21:08.063        |

|                           |                 |                          |                                              |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>115</b>      | <b>Brian MAHER</b>       | Suzuki SV650 - Spraytech /Espresso Solutions |              |       |                     |
| IDEAL LAP TIME : 2:11.561 |                 | BEST LAP TIME : 2:11.595 | DIFFERENCE : 0.034                           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.736        | 45.168                   | 2:17.904                                     | 77.50        | 6.309 | 11:12:25.160        |
| <b>2 -</b>                | <b>1:27.560</b> | 44.035                   | <b>2:11.595 (1)</b>                          | <b>81.21</b> |       | <b>11:14:36.755</b> |
| 3 -                       | 1:27.908        | <b>44.001</b>            | 2:11.909 <b>(2)</b>                          | 81.02        | 0.314 | 11:16:48.664        |
| 4 -                       | 1:28.011        | 44.116                   | 2:12.127 <b>(3)</b>                          | 80.89        | 0.532 | 11:19:00.791        |
| 5 -                       | 1:27.987        | 44.315                   | 2:12.302                                     | 80.78        | 0.707 | 11:21:13.093        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                            |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|-------|---------------------|
| <b>P19</b>                | <b>55</b>       | <b>Magnus MANSON-CHUBB</b> | Suzuki SV650 -      |                    |       |                     |
| IDEAL LAP TIME : 2:11.850 |                 | BEST LAP TIME : 2:11.850   |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:36.214        | 45.466                     | 2:21.680            | 75.43              | 9.830 | 11:12:32.173        |
| 2 -                       | 1:28.859        | 45.741                     | 2:14.600            | 79.40              | 2.750 | 11:14:46.773        |
| 3 -                       | 1:28.356        | 44.185                     | 2:12.541 (2)        | 80.63              | 0.691 | 11:16:59.314        |
| 4 -                       | 1:29.374        | 44.712                     | 2:14.086 (3)        | 79.71              | 2.236 | 11:19:13.400        |
| 5 -                       | <b>1:27.905</b> | <b>43.945</b>              | <b>2:11.850 (1)</b> | <b>81.06</b>       |       | <b>11:21:25.250</b> |

|                           |                 |                          |                                    |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------------|-------|---------------------|
| <b>P20</b>                | <b>30</b>       | <b>David LUFF</b>        | Suzuki SV650 - ATP & Sarah O'Neill |                    |       |                     |
| IDEAL LAP TIME : 2:12.631 |                 | BEST LAP TIME : 2:12.631 |                                    | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.992        | 45.517                   | 2:17.509 (3)                       | 77.72              | 4.878 | 11:12:21.684        |
| 2 -                       | <b>1:28.120</b> | <b>44.511</b>            | <b>2:12.631 (1)</b>                | <b>80.58</b>       |       | <b>11:14:34.315</b> |
| 3 -                       | 1:28.767        | 44.575                   | 2:13.342 (2)                       | 80.15              | 0.711 | 11:16:47.657        |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P21</b>                | <b>162</b>      | <b>Max PRIESTLEY</b>     | Suzuki SV650 -      |                    |        |                     |
| IDEAL LAP TIME : 2:15.296 |                 | BEST LAP TIME : 2:15.296 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.069        | 48.224                   | 2:29.293            | 71.59              | 13.997 | 11:12:41.095        |
| 2 -                       | 1:33.079        | 45.693                   | 2:18.772            | 77.01              | 3.476  | 11:14:59.867        |
| 3 -                       | 1:31.797        | 45.571                   | 2:17.368 (3)        | 77.80              | 2.072  | 11:17:17.235        |
| 4 -                       | 1:30.841        | 45.443                   | 2:16.284 (2)        | 78.42              | 0.988  | 11:19:33.519        |
| 5 -                       | <b>1:30.362</b> | <b>44.934</b>            | <b>2:15.296 (1)</b> | <b>78.99</b>       |        | <b>11:21:48.815</b> |

|                           |                 |                          |                                          |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------------|-------|---------------------|
| <b>P22</b>                | <b>217 RMT</b>  | <b>Martin SIGGINS</b>    | Suzuki SV650 - Siggins Property Services |                    |       |                     |
| IDEAL LAP TIME : 2:15.425 |                 | BEST LAP TIME : 2:15.425 |                                          | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.801        | 45.564                   | 2:19.365                                 | 76.69              | 3.940 | 11:12:24.723        |
| 2 -                       | <b>1:30.188</b> | <b>45.237</b>            | <b>2:15.425 (1)</b>                      | <b>78.92</b>       |       | <b>11:14:40.148</b> |
| 3 -                       | 1:30.776        | 45.478                   | 2:16.254 (2)                             | 78.44              | 0.829 | 11:16:56.402        |
| 4 -                       | 1:32.587        | 45.564                   | 2:18.151                                 | 77.36              | 2.726 | 11:19:14.553        |
| 5 -                       | 1:30.851        | 45.875                   | 2:16.726 (3)                             | 78.17              | 1.301 | 11:21:31.279        |

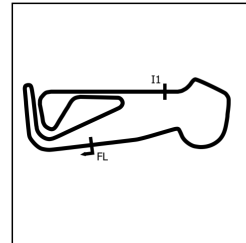
|                  |                |                          |                     |              |       |                     |
|------------------|----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P23</b>       | <b>369 RMT</b> | <b>Merlin LINDSAY</b>    | Suzuki SV650S -     |              |       |                     |
| IDEAL LAP TIME : |                | BEST LAP TIME : 2:15.801 |                     | DIFFERENCE : |       |                     |
| LAP              | SECTOR 1       | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |                |                          | 2:20.068 (3)        | 76.30        | 4.267 | 11:12:24.977        |
| 2 -              |                |                          | 2:16.836 (2)        | 78.10        | 1.035 | 11:14:41.813        |
| 3 -              |                |                          | <b>2:15.801 (1)</b> | <b>78.70</b> |       | <b>11:16:57.614</b> |

|                           |                 |                          |                      |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|--------|---------------------|
| <b>P24</b>                | <b>127</b>      | <b>Matthew CHAM</b>      | Ducati MONSTER 796 - |                    |        |                     |
| IDEAL LAP TIME : 2:16.076 |                 | BEST LAP TIME : 2:16.370 |                      | DIFFERENCE : 0.294 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.457        | 48.835                   | 2:29.292             | 71.59              | 12.922 | 11:12:43.803        |
| 2 -                       | 1:32.448        | 47.094                   | 2:19.542 (3)         | 76.59              | 3.172  | 11:15:03.345        |
| 3 -                       | 1:31.035        | <b>45.335</b>            | <b>2:16.370 (1)</b>  | <b>78.37</b>       |        | <b>11:17:19.715</b> |
| 4 -                       | <b>1:30.741</b> | 47.412                   | 2:18.153 (2)         | 77.36              | 1.783  | 11:19:37.868        |
| 5 -                       | 1:35.726        | 46.599                   | 2:22.325             | 75.09              | 5.955  | 11:22:00.193        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P25</b>                | <b>77 RMT</b>   | <b>Joshua CRISP</b>      | Suzuki SV650 - JMC GUITARWORKS |              |       |                     |
| IDEAL LAP TIME : 2:15.901 |                 | BEST LAP TIME : 2:16.403 | DIFFERENCE : 0.502             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:38.390        | 47.969                   | 2:26.359                       | 73.02        | 9.956 | 11:12:44.196        |
| 2 -                       | 1:34.833        | 50.642                   | 2:25.475                       | 73.47        | 9.072 | 11:15:09.671        |
| 3 -                       | 1:31.535        | 46.794                   | 2:18.329 <b>(3)</b>            | 77.26        | 1.926 | 11:17:28.000        |
| 4 -                       | 1:32.809        | <b>45.125</b>            | 2:17.934 <b>(2)</b>            | 77.48        | 1.531 | 11:19:45.934        |
| 5 -                       | <b>1:30.776</b> | 45.627                   | <b>2:16.403 (1)</b>            | <b>78.35</b> |       | <b>11:22:02.337</b> |

|                  |                |                          |                                 |              |        |                     |
|------------------|----------------|--------------------------|---------------------------------|--------------|--------|---------------------|
| <b>P26</b>       | <b>195 RMT</b> | <b>Alex COOK</b>         | Suzuki SV650 - Sac boiler plant |              |        |                     |
| IDEAL LAP TIME : |                | BEST LAP TIME : 2:16.625 | DIFFERENCE :                    |              |        |                     |
| LAP              | SECTOR 1       | SECTOR 2                 | LAP TIME                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -              |                |                          | 2:27.662                        | 72.38        | 11.037 | 11:12:36.958        |
| 2 -              |                |                          | 2:19.212                        | 76.77        | 2.587  | 11:14:56.170        |
| 3 -              |                |                          | <b>2:16.625 (1)</b>             | <b>78.22</b> |        | <b>11:17:12.795</b> |
| 4 -              |                |                          | 2:18.263 <b>(3)</b>             | 77.30        | 1.638  | 11:19:31.058        |
| 5 -              |                |                          | 2:16.804 <b>(2)</b>             | 78.12        | 0.179  | 11:21:47.862        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P27</b>                | <b>40</b>       | <b>Simon WILKINSON</b>   | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:16.599 |                 | BEST LAP TIME : 2:16.766 | DIFFERENCE : 0.167  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:35.925        | 46.795                   | 2:22.720            | 74.88        | 5.954 | 11:12:29.082        |
| 2 -                       | 1:31.775        | 46.746                   | 2:18.521            | 77.15        | 1.755 | 11:14:47.603        |
| 3 -                       | 1:31.269        | <b>45.497</b>            | <b>2:16.766 (1)</b> | <b>78.14</b> |       | <b>11:17:04.369</b> |
| 4 -                       | 1:31.483        | 46.566                   | 2:18.049 <b>(3)</b> | 77.42        | 1.283 | 11:19:22.418        |
| 5 -                       | <b>1:31.102</b> | 46.009                   | 2:17.111 <b>(2)</b> | 77.95        | 0.345 | 11:21:39.529        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P28</b>                | <b>158</b>      | <b>Danny BRENNAN</b>     | Suzuki SV650 -      |              |        |                     |
| IDEAL LAP TIME : 2:17.122 |                 | BEST LAP TIME : 2:17.231 | DIFFERENCE : 0.109  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:42.965        | 48.698                   | 2:31.663            | 70.47        | 14.432 | 11:12:41.791        |
| 2 -                       | 1:33.173        | 46.446                   | 2:19.619            | 76.55        | 2.388  | 11:15:01.410        |
| 3 -                       | 1:31.376        | <b>45.855</b>            | <b>2:17.231 (1)</b> | <b>77.88</b> |        | <b>11:17:18.641</b> |
| 4 -                       | <b>1:31.267</b> | 47.743                   | 2:19.010 <b>(3)</b> | 76.88        | 1.779  | 11:19:37.651        |
| 5 -                       | 1:31.350        | 47.134                   | 2:18.484 <b>(2)</b> | 77.17        | 1.253  | 11:21:56.135        |

|                           |                 |                          |                                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|-------|---------------------|
| <b>P29</b>                | <b>113 RMT</b>  | <b>Phil ROODT</b>        | Suzuki SV650 - Carter Thorne Carpets and flooring 2018 ltd |              |       |                     |
| IDEAL LAP TIME : 2:18.465 |                 | BEST LAP TIME : 2:18.560 | DIFFERENCE : 0.095                                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.566        | 47.504                   | 2:28.070                                                   | 72.18        | 9.510 | 11:12:34.093        |
| 2 -                       | 1:33.187        | <b>46.502</b>            | 2:19.689                                                   | 76.51        | 1.129 | 11:14:53.782        |
| 3 -                       | <b>1:31.963</b> | 46.597                   | <b>2:18.560 (1)</b>                                        | <b>77.13</b> |       | <b>11:17:12.342</b> |
| 4 -                       | 1:32.232        | 46.865                   | 2:19.097 <b>(2)</b>                                        | 76.83        | 0.537 | 11:19:31.439        |
| 5 -                       | 1:32.489        | 46.617                   | 2:19.106 <b>(3)</b>                                        | 76.83        | 0.546 | 11:21:50.545        |

|                           |                 |                          |                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------|--------|---------------------|
| <b>P30</b>                | <b>145</b>      | <b>Bradley CATLING</b>   | Suzuki SV650 - Electric avenue Leeds Ltd |              |        |                     |
| IDEAL LAP TIME : 2:18.326 |                 | BEST LAP TIME : 2:18.755 | DIFFERENCE : 0.429                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.080        | 49.707                   | 2:29.787                                 | 71.35        | 11.032 | 11:12:42.716        |
| 2 -                       | 1:34.070        | 48.135                   | 2:22.205                                 | 75.15        | 3.450  | 11:15:04.921        |
| 3 -                       | 1:33.277        | 46.669                   | 2:19.946 <b>(3)</b>                      | 76.37        | 1.191  | 11:17:24.867        |
| 4 -                       | 1:32.673        | <b>46.110</b>            | 2:18.783 <b>(2)</b>                      | 77.01        | 0.028  | 11:19:43.650        |
| 5 -                       | <b>1:32.216</b> | 46.539                   | <b>2:18.755 (1)</b>                      | <b>77.02</b> |        | <b>11:22:02.405</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P31</b>                | <b>11</b>       | <b>Mark OSBORNE</b>      | Suzuki SV650 -      |              |        |                     |
| IDEAL LAP TIME : 2:20.473 |                 | BEST LAP TIME : 2:21.008 | DIFFERENCE : 0.535  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:44.213        | 49.649                   | 2:33.862            | 69.46        | 12.854 | 11:12:42.291        |
| 2 -                       | <b>1:32.783</b> | 48.310                   | 2:21.093 <b>(2)</b> | 75.75        | 0.085  | 11:15:03.384        |
| 3 -                       | 1:33.490        | 53.879                   | 2:27.369 <b>(3)</b> | 72.52        | 6.361  | 11:17:30.753        |
| 4 -                       | 1:33.318        | <b>47.690</b>            | <b>2:21.008 (1)</b> | <b>75.79</b> |        | <b>11:19:51.761</b> |

|                           |                 |                          |                                    |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|-------|---------------------|
| <b>P32</b>                | <b>144</b>      | <b>Stewart LATIMER</b>   | Suzuki SV650 - Fat Bloke Racing RR |              |       |                     |
| IDEAL LAP TIME : 2:21.454 |                 | BEST LAP TIME : 2:21.454 | DIFFERENCE : 0.000                 |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.595        | 49.647                   | 2:30.242                           | 71.13        | 8.788 | 11:12:46.448        |
| 2 -                       | 1:35.446        | 48.004                   | 2:23.450 <b>(3)</b>                | 74.50        | 1.996 | 11:15:09.898        |
| 3 -                       | 1:34.723        | 47.124                   | 2:21.847 <b>(2)</b>                | 75.34        | 0.393 | 11:17:31.745        |
| 4 -                       | <b>1:34.500</b> | <b>46.954</b>            | <b>2:21.454 (1)</b>                | <b>75.55</b> |       | <b>11:19:53.199</b> |

|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P33</b>                | <b>138</b>      | <b>Craig JARMIN</b>      | Suzuki SV650 - SK PreP / NB Toolmaking |              |       |                     |
| IDEAL LAP TIME : 2:21.845 |                 | BEST LAP TIME : 2:21.845 | DIFFERENCE : 0.000                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.192        | 50.215                   | 2:30.407                               | 71.06        | 8.562 | 11:12:44.014        |
| 2 -                       | <b>1:33.799</b> | <b>48.046</b>            | <b>2:21.845 (1)</b>                    | <b>75.35</b> |       | <b>11:15:05.859</b> |
| 3 -                       | 1:34.349        | 48.869                   | 2:23.218 <b>(3)</b>                    | 74.62        | 1.373 | 11:17:29.077        |
| 4 -                       | 1:34.652        | 48.081                   | 2:22.733 <b>(2)</b>                    | 74.88        | 0.888 | 11:19:51.810        |

|                           |           |                          |                     |              |       |                     |
|---------------------------|-----------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P34</b>                | <b>51</b> | <b>Andrew DURANT</b>     | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:20.995 |           | BEST LAP TIME : 2:22.635 | DIFFERENCE : 1.640  |              |       |                     |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.579  | 49.110                   | 2:30.689 <b>(3)</b> | 70.92        | 8.054 | 11:12:39.439        |
| 2 -                       | 1:35.569  | 48.260                   | 2:23.829 <b>(2)</b> | 74.31        | 1.194 | 11:15:03.268        |
| 3 -                       | 1:35.134  | <b>47.501</b>            | <b>2:22.635 (1)</b> | <b>74.93</b> |       | <b>11:17:25.903</b> |

|                           |           |                          |                           |              |       |                     |
|---------------------------|-----------|--------------------------|---------------------------|--------------|-------|---------------------|
| <b>P35</b>                | <b>81</b> | <b>Malvern MAY</b>       | Suzuki SV650 - IMP racing |              |       |                     |
| IDEAL LAP TIME : 2:24.573 |           | BEST LAP TIME : 2:27.435 | DIFFERENCE : 2.862        |              |       |                     |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.378  | <b>47.326</b>            | 2:27.704 <b>(2)</b>       | 72.36        | 0.269 | 11:12:34.807        |
| 2 -                       | 1:39.646  | 47.789                   | <b>2:27.435 (1)</b>       | <b>72.49</b> |       | <b>11:15:02.242</b> |

|                           |                 |                          |                                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------|--------------|--------|---------------------|
| <b>P36</b>                | <b>251</b>      | <b>Craig FERRIS</b>      | Suzuki SV650 K6 - IMP Racing, Kelvedon Dog Training |              |        |                     |
| IDEAL LAP TIME : 2:32.384 |                 | BEST LAP TIME : 2:32.384 | DIFFERENCE : 0.000                                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:43.335        | 1:09.648                 | 2:52.983                                            | 61.78        | 20.599 | 11:13:05.580        |
| 2 -                       | <b>1:40.703</b> | <b>51.681</b>            | <b>2:32.384 (1)</b>                                 | <b>70.13</b> |        | <b>11:15:37.964</b> |
| 3 -                       | 1:44.651        | 52.629                   | 2:37.280 <b>(3)</b>                                 | 67.95        | 4.896  | 11:18:15.244        |
| 4 -                       | 1:44.169        | 52.469                   | 2:36.638 <b>(2)</b>                                 | 68.23        | 4.254  | 11:20:51.882        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:03.837 |       |
| 1        | 1   | 1:22.958 | 22       | 40.879 | 1                       | 22  | DOWDS        | 2:03.911    | 2:03.911 | 0.000 |
| 2        | 22  | 1:23.032 | 1        | 41.228 | 2                       | 1   | TWYFORD      | 2:04.186    | 2:04.245 | 0.059 |
| 3        | 660 | 1:23.376 | 660      | 41.583 | 3                       | 660 | HARRIS       | 2:04.959    | 2:04.959 | 0.000 |
| 4        | 19  | 1:23.968 | 66       | 41.750 | 4                       | 66  | DUCRAN       | 2:06.107    | 2:06.308 | 0.201 |
| 5        | 21  | 1:24.259 | 21       | 42.121 | 5                       | 19  | LILLEY       | 2:06.357    | 2:06.357 | 0.000 |
| 6        | 33  | 1:24.282 | 141      | 42.173 | 6                       | 21  | FINNIS       | 2:06.380    | 2:06.613 | 0.233 |
| 7        | 66  | 1:24.357 | 4        | 42.360 | 7                       | 141 | HARRIS       | 2:06.581    | 2:06.641 | 0.060 |
| 8        | 141 | 1:24.408 | 33       | 42.365 | 8                       | 33  | COSTIN       | 2:06.647    | 2:10.091 | 3.444 |
| 9        | 96  | 1:24.778 | 19       | 42.389 | 9                       | 96  | HOWARTH      | 2:07.326    | 2:08.607 | 1.281 |
| 10       | 27  | 1:25.293 | 96       | 42.548 | 10                      | 4   | KILLWORTH    | 2:08.321    | 2:08.321 | 0.000 |
| 11       | 166 | 1:25.489 | 69       | 43.003 | 11                      | 166 | KING         | 2:08.564    | 2:08.601 | 0.037 |
| 12       | 69  | 1:25.904 | 166      | 43.075 | 12                      | 27  | BETTIS       | 2:08.660    | 2:08.931 | 0.271 |
| 13       | 5   | 1:25.927 | 5        | 43.203 | 13                      | 69  | GRIFFITHS    | 2:08.907    | 2:09.177 | 0.270 |
| 14       | 4   | 1:25.961 | 27       | 43.367 | 14                      | 5   | ROOKER       | 2:09.130    | 2:09.130 | 0.000 |
| 15       | 140 | 1:26.583 | 52       | 43.533 | 15                      | 52  | EGGINTON     | 2:10.351    | 2:10.351 | 0.000 |
| 16       | 52  | 1:26.818 | 140      | 43.803 | 16                      | 140 | SALES        | 2:10.386    | 2:10.386 | 0.000 |
| 17       | 39  | 1:27.441 | 55       | 43.945 | 17                      | 39  | BUSA         | 2:11.411    | 2:11.563 | 0.152 |
| 18       | 115 | 1:27.560 | 39       | 43.970 | 18                      | 115 | MAHER        | 2:11.561    | 2:11.595 | 0.034 |
| 19       | 55  | 1:27.905 | 115      | 44.001 | 19                      | 55  | MANSON-CHUBB | 2:11.850    | 2:11.850 | 0.000 |
| 20       | 30  | 1:28.120 | 30       | 44.511 | 20                      | 30  | LUFF         | 2:12.631    | 2:12.631 | 0.000 |
| 21       | 217 | 1:30.188 | 162      | 44.934 | 21                      | 162 | PRIESTLEY    | 2:15.296    | 2:15.296 | 0.000 |
| 22       | 162 | 1:30.362 | 77       | 45.125 | 22                      | 217 | SIGGINS      | 2:15.425    | 2:15.425 | 0.000 |
| 23       | 127 | 1:30.741 | 217      | 45.237 | 23                      | 77  | CRISP        | 2:15.901    | 2:16.403 | 0.502 |
| 24       | 77  | 1:30.776 | 127      | 45.335 | 24                      | 127 | CHAM         | 2:16.076    | 2:16.370 | 0.294 |
| 25       | 40  | 1:31.102 | 40       | 45.497 | 25                      | 40  | WILKINSON    | 2:16.599    | 2:16.766 | 0.167 |
| 26       | 158 | 1:31.267 | 158      | 45.855 | 26                      | 158 | BRENNAN      | 2:17.122    | 2:17.231 | 0.109 |
| 27       | 113 | 1:31.963 | 145      | 46.110 | 27                      | 145 | CATLING      | 2:18.326    | 2:18.755 | 0.429 |
| 28       | 145 | 1:32.216 | 113      | 46.502 | 28                      | 113 | ROODT        | 2:18.465    | 2:18.560 | 0.095 |
| 29       | 11  | 1:32.783 | 144      | 46.954 | 29                      | 11  | OSBORNE      | 2:20.473    | 2:21.008 | 0.535 |
| 30       | 51  | 1:33.494 | 81       | 47.326 | 30                      | 51  | DURANT       | 2:20.995    | 2:22.635 | 1.640 |
| 31       | 138 | 1:33.799 | 51       | 47.501 | 31                      | 144 | LATIMER      | 2:21.454    | 2:21.454 | 0.000 |
| 32       | 144 | 1:34.500 | 11       | 47.690 | 32                      | 138 | JARMIN       | 2:21.845    | 2:21.845 | 0.000 |
| 33       | 81  | 1:37.247 | 138      | 48.046 | 33                      | 81  | MAY          | 2:24.573    | 2:27.435 | 2.862 |
| 34       | 251 | 1:40.703 | 251      | 51.681 | 34                      | 251 | FERRIS       | 2:32.384    | 2:32.384 | 0.000 |
| 35       |     |          |          |        | 35                      | 195 | COOK         |             | 2:16.625 |       |
| 36       |     |          |          |        | 36                      | 369 | LINDSAY      |             | 2:15.801 |       |
| 37       |     |          |          |        |                         |     |              |             |          |       |
| 38       |     |          |          |        |                         |     |              |             |          |       |
| 39       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

QUALIFYING - STATISTICS

Competitors Started 39

Planned Start 2025-05-03 @ 11:02:00.000

Actual Start 2025-05-03 @ 11:09:47.272

Finish Time 2025-05-03 @ 11:19:48.154

Track Length 2.9689mi.

Total Laps 158

Total Distance Covered 469.0880mi.

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----|--------------|----------|--------------|-----|--------------|
| 22 |    | Darren DOWDS | 2:06.509 | 11:12:07.650 | 1   | Suzuki SV650 |
| 22 |    | Darren DOWDS | 2:03.911 | 11:14:11.561 | 2   | Suzuki SV650 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:09:47.272 |
| FINISH | 11:19:48.154 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:28.619  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - STATISTICS

CLASS :

30 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|--------------|----------|--------------|-----|--------------|
| 22 | Darren DOWDS | 2:06.509 | 11:12:07.650 | 1   | Suzuki SV650 |
| 22 | Darren DOWDS | 2:03.911 | 11:14:11.561 | 2   | Suzuki SV650 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### QUALIFYING - STATISTICS

**CLASS : RMT**

9 Starters

#### Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|-----------------|----------|--------------|-----|--------------|
| 96 | William HOWARTH | 2:10.513 | 11:12:13.027 | 1   | Suzuki SV650 |
| 96 | William HOWARTH | 2:08.607 | 11:14:21.634 | 2   | Suzuki SV650 |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - GRID (5 Laps)



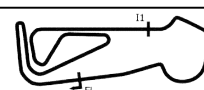
|        |      |  |          |               |                 |    |     |                 |     |                  |               |  |          |     |                     |
|--------|------|--|----------|---------------|-----------------|----|-----|-----------------|-----|------------------|---------------|--|----------|-----|---------------------|
| ROW 14 | 41   |  | 86       | Max MICHELL   | 40              |    | 57  | Richard BUCKHAM |     |                  |               |  |          |     |                     |
| ROW 13 | 39   |  | 109      | Logan PARSONS | 38              |    | 175 | Arlindo PESTANA | 37  | 164              | Adam FEARNLEY |  |          |     |                     |
| ROW 12 | 36   |  | 2:32.384 | 251           | Craig FERRIS    | 35 |     | 2:27.435        | 81  | Malvern MAY      | 34            |  | 2:22.635 | 51  | Andrew DURANT       |
| ROW 11 | 33   |  | 2:21.845 | 138           | Craig JARMIN    | 32 |     | 2:21.454        | 144 | Stewart LATIMER  | 31            |  | 2:21.008 | 11  | Mark OSBORNE        |
| ROW 10 | 30   |  | 2:18.755 | 145           | Bradley CATLING | 29 |     | 2:18.560        | 113 | Phil ROODT       | 28            |  | 2:17.231 | 158 | Danny BRENNAN       |
| ROW 9  | 27   |  | 2:16.766 | 40            | Simon WILKINSON | 26 |     | 2:16.625        | 195 | Alex COOK        | 25            |  | 2:16.403 | 77  | Joshua CRISP        |
| ROW 8  | 24   |  | 2:16.370 | 127           | Matthew CHAM    | 23 |     | 2:15.801        | 369 | Merlin LINDSAY   | 22            |  | 2:15.425 | 217 | Martin SIGGINS      |
| ROW 7  | 21   |  | 2:15.296 | 162           | Max PRIESTLEY   | 20 |     | 2:12.631        | 30  | David LUFF       | 19            |  | 2:11.850 | 55  | Magnus MANSON-CHUBB |
| ROW 6  | 18   |  | 2:11.595 | 115           | Brian MAHER     | 17 |     | 2:11.563        | 39  | Daryn BUSA       | 16            |  | 2:10.386 | 140 | Daniel SALES        |
| ROW 5  | 15   |  | 2:10.351 | 52            | James EGGINTON  | 14 |     | 2:10.091        | 33  | Steve COSTIN     | 13            |  | 2:09.177 | 69  | Jack GRIFFITHS      |
| ROW 4  | 12   |  | 2:09.130 | 5             | Travis ROOKER   | 11 |     | 2:08.931        | 27  | Jack BETTIS      | 10            |  | 2:08.607 | 96  | William HOWARTH     |
| ROW 3  | 9    |  | 2:08.601 | 166           | Ben KING        | 8  |     | 2:08.321        | 4   | Hayden KILLWORTH | 7             |  | 2:06.641 | 141 | Bill HARRIS         |
| ROW 2  | 6    |  | 2:06.613 | 21            | Toby FINNIS     | 5  |     | 2:06.357        | 19  | Kevin LILLEY     | 4             |  | 2:06.308 | 66  | Mitch DUCRAN        |
| ROW 1  | 3    |  | 2:04.959 | 660           | Ronnie HARRIS   | 2  |     | 2:04.245        | 1   | David TWYFORD    | 1             |  | 2:03.911 | 22  | Darren DOWDS        |
|        | Pole |  |          |               |                 |    |     |                 |     |                  |               |  |          |     |                     |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 11:23 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - CLASSIFICATION - AMENDED

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL  | PIC | NAME                | ENTRY                                                      | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|-----|-----|---------------------|------------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 1   |     | 1   | David TWYFORD       | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan             | 5    | 10:29.513 |          |        | 84.89 | 2:03.445 | 5  | 2   | 1  |
| 2   | 66  |     | 2   | Mitch DUCRAN        | Suzuki SV650 - JP Haulage / Black Widow Exhausts           | 5    | 10:40.234 | 10.721   | 10.721 | 83.47 | 2:06.425 | 2  | 4   | 2  |
| 3   | 660 |     | 3   | Ronnie HARRIS       | Suzuki SV650 -                                             | 5    | 10:40.380 | 10.867   | 0.146  | 83.45 | 2:06.281 | 3  | 3   | 0  |
| 4   | 19  |     | 4   | Kevin LILLEY        | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Mol | 5    | 10:46.199 | 16.686   | 5.819  | 82.69 | 2:07.333 | 2  | 5   | 1  |
| 5   | 21  |     | 5   | Toby FINNIS         | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd        | 5    | 10:46.220 | 16.707   | 0.021  | 82.69 | 2:07.393 | 2  | 6   | 1  |
| 6   | 33  |     | 6   | Steve COSTIN        | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg   | 5    | 10:46.829 | 17.316   | 0.609  | 82.61 | 2:07.213 | 3  | 14  | 8  |
| 7   | 141 |     | 7   | Bill HARRIS         | Suzuki SV650 -                                             | 5    | 10:49.316 | 19.803   | 2.487  | 82.30 | 2:07.783 | 5  | 7   | 0  |
| 8   | 27  |     | 8   | Jack BETTIS         | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Prop  | 5    | 10:49.469 | 19.956   | 0.153  | 82.28 | 2:07.706 | 3  | 11  | 3  |
| 9   | 69  |     | 9   | Jack GRIFFITHS      | Suzuki SV650 - Joe's Carpets, ATP Racing                   | 5    | 10:55.329 | 25.816   | 5.860  | 81.54 | 2:08.354 | 4  | 13  | 4  |
| 10  | 4   |     | 10  | Hayden KILLWORTH    | Suzuki SV650 - Amy - Helmet City - GreenplantUK            | 5    | 10:55.394 | 25.881   | 0.065  | 81.53 | 2:09.238 | 3  | 8   | -2 |
| 11  | 5   |     | 11  | Travis ROOKER       | Suzuki SV650 - Swedish car connection                      | 5    | 10:58.499 | 28.986   | 3.105  | 81.15 | 2:09.761 | 4  | 12  | 1  |
| 12  | 96  | RMT | 1   | William HOWARTH     | Suzuki SV650 -                                             | 5    | 10:58.606 | 29.093   | 0.107  | 81.14 | 2:09.612 | 3  | 10  | -2 |
| 13  | 115 |     | 12  | Brian MAHER         | Suzuki SV650 - Spraytech / Espresso Solutions              | 5    | 11:01.333 | 31.820   | 2.727  | 80.80 | 2:10.376 | 3  | 18  | 5  |
| 14  | 140 |     | 13  | Daniel SALES        | Suzuki SV650 - Team Freddie, Ron & Frankie                 | 5    | 11:02.323 | 32.810   | 0.990  | 80.68 | 2:10.054 | 4  | 16  | 2  |
| 15  | 39  |     | 14  | Daryn BUSA          | Suzuki SV650 - iActiveRC                                   | 5    | 11:10.428 | 40.915   | 8.105  | 79.71 | 2:12.390 | 4  | 17  | 2  |
| 16  | 52  |     | 15  | James EGGINTON      | Suzuki SV650 - Advance Computer Services - www.ACS.co      | 5    | 11:12.967 | 43.454   | 2.539  | 79.41 | 2:11.191 | 5  | 15  | -1 |
| 17  | 30  |     | 16  | David LUFF          | Suzuki SV650 - ATP & Sarah O'Neill                         | 5    | 11:13.559 | 44.046   | 0.592  | 79.34 | 2:12.574 | 5  | 20  | 3  |
| 18  | 55  |     | 17  | Magnus MANSON-CHUBB | Suzuki SV650 -                                             | 5    | 11:20.521 | 51.008   | 6.962  | 78.52 | 2:13.778 | 5  | 19  | 1  |
| 19  | 81  |     | 18  | Malvern MAY         | Suzuki SV650 - IMP racing                                  | 5    | 11:21.875 | 52.362   | 1.354  | 78.37 | 2:13.629 | 3  | 35  | 16 |
| 20  | 162 |     | 19  | Max PRIESTLEY       | Suzuki SV650 -                                             | 5    | 11:29.545 | 1:00.032 | 7.670  | 77.50 | 2:15.023 | 5  | 21  | 1  |
| 21  | 369 | RMT | 2   | Merlin LINDSAY      | Suzuki SV650S -                                            | 5    | 11:30.777 | 1:01.264 | 1.232  | 77.36 | 2:15.573 | 2  | 23  | 2  |
| 22  | 77  | RMT | 3   | Joshua CRISP        | Suzuki SV650 - JMC GUITARWORKS                             | 5    | 11:30.803 | 1:01.290 | 0.026  | 77.35 | 2:15.558 | 5  | 25  | 3  |
| 23  | 11  |     | 20  | Mark OSBORNE        | Suzuki SV650 -                                             | 5    | 11:36.516 | 1:07.003 | 5.713  | 76.72 | 2:16.432 | 5  | 31  | 8  |
| 24  | 217 | RMT | 4   | Martin SIGGINS      | Suzuki SV650 - Siggins Property Services                   | 5    | 11:41.228 | 1:11.715 | 4.712  | 76.20 | 2:17.683 | 2  | 22  | -2 |
| 25  | 158 |     | 21  | Danny BRENNAN       | Suzuki SV650 -                                             | 5    | 11:45.025 | 1:15.512 | 3.797  | 75.79 | 2:17.991 | 3  | 28  | 3  |
| 26  | 195 | RMT | 5   | Alex COOK           | Suzuki SV650 - Sac boiler plant                            | 5    | 11:49.654 | 1:20.141 | 4.629  | 75.30 | 2:18.262 | 4  | 26  | 0  |
| 27  | 40  |     | 22  | Simon WILKINSON     | Suzuki SV650 -                                             | 5    | 11:49.984 | 1:20.471 | 0.330  | 75.26 | 2:19.132 | 5  | 27  | 0  |
| 28  | 138 |     | 23  | Craig JARMIN        | Suzuki SV650 - SK PreP / NB Toolmaking                     | 5    | 11:50.002 | 1:20.489 | 0.018  | 75.26 | 2:19.037 | 5  | 33  | 5  |
| 29  | 164 | RMT | 6   | Adam FEARNLEY       | Suzuki SV650 -                                             | 5    | 11:50.221 | 1:20.708 | 0.219  | 75.24 | 2:17.837 | 4  | 37  | 8  |
| 30  | 113 | RMT | 7   | Phil ROODT          | Suzuki SV650 - Carter Thorne Carpets and flooring 2018 ltd | 5    | 11:51.453 | 1:21.940 | 1.232  | 75.11 | 2:17.747 | 4  | 29  | -1 |
| 31  | 51  |     | 24  | Andrew DURANT       | Suzuki SV650 -                                             | 5    | 11:59.439 | 1:29.926 | 7.986  | 74.28 | 2:21.166 | 4  | 34  | 3  |
| 32  | 109 | RMT | 8   | Logan PARSONS       | Suzuki SV650 - Logan Voiceover                             | 5    | 12:07.675 | 1:38.162 | 8.236  | 73.43 | 2:21.140 | 5  | 39  | 7  |
| 33  | 145 |     | 25  | Bradley CATLING     | Suzuki SV650 - Electric avenue Leeds Ltd                   | 5    | 12:08.335 | 1:38.822 | 0.660  | 73.37 | 2:22.933 | 3  | 30  | -3 |
| 34  | 144 |     | 26  | Stewart LATIMER     | Suzuki SV650 - Fat Bloke Racing RR                         | 5    | 12:08.791 | 1:39.278 | 0.456  | 73.32 | 2:22.859 | 2  | 32  | -2 |
| 35  | 251 |     | 27  | Craig FERRIS        | Suzuki SV650 K6 - IMP Racing, Kelvedon Dog Training        | 5    | 13:03.316 | 2:33.803 | 54.525 | 68.22 | 2:34.491 | 5  | 36  | 1  |

NOT CLASSIFIED

|     |     |  |              |                                |   |          |       |       |       |          |   |    |
|-----|-----|--|--------------|--------------------------------|---|----------|-------|-------|-------|----------|---|----|
| DNF | 22  |  | Darren DOWDS | Suzuki SV650 - Sublime Dsg Ltd | 4 | 8:25.979 | 1 Lap | 1 Lap | 84.49 | 2:04.839 | 4 | 1  |
| DQ  | 127 |  | Matthew CHAM | Ducati MONSTER 796 -           |   |          |       |       |       |          |   | 24 |

FASTEST LAP

|    |     |                 |                                                |   |          |           |            |
|----|-----|-----------------|------------------------------------------------|---|----------|-----------|------------|
| 1  |     | David TWYFORD   | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan | 5 | 2:03.445 | 86.58 mph | 139.33 kph |
| 96 | RMT | William HOWARTH | Suzuki SV650 -                                 | 3 | 2:09.612 | 82.46 mph | 132.70 kph |

No. 127 - Disqualified for failing post race technical inspection  
Class - 92.5% of Race Speed = 78.52 mph  
Class RMT - 92.5% of Race Speed = 75.05 mph

Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 15:28 Finish: 15:39  
Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:07 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - LAP CHART

| LAP 1 @ 15:31:04.088 |        |          | LAP 2 @ 15:33:09.667 |          |          | LAP 3 @ 15:35:14.590 |          |          | LAP 4 @ 15:37:19.429 |          |          | LAP 5 @ 15:39:22.963 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 22                   |        | 2:10.638 | 22                   |          | 2:05.579 | 22                   |          | 2:04.923 | 22                   |          | 2:04.839 | 1                    |          | 2:03.445 |
| 1                    | 2.140  | 2:12.778 | 1                    | 1.550    | 2:04.989 | 1                    | 0.529    | 2:03.902 | 1                    | 0.089    | 2:04.399 | 66                   | 10.721   | 2:06.491 |
| 66                   | 2.683  | 2:13.321 | 66                   | 3.529    | 2:06.425 | 66                   | 5.399    | 2:06.793 | 66                   | 7.764    | 2:07.204 | 660                  | 10.867   | 2:06.520 |
| 660                  | 3.365  | 2:14.003 | 660                  | 4.558    | 2:06.772 | 660                  | 5.916    | 2:06.281 | 660                  | 7.881    | 2:06.804 | 19                   | 16.686   | 2:08.252 |
| 19                   | 4.037  | 2:14.675 | 19                   | 5.791    | 2:07.333 | 19                   | 8.637    | 2:07.769 | 19                   | 11.968   | 2:08.170 | 21                   | 16.707   | 2:07.901 |
| 21                   | 4.233  | 2:14.871 | 21                   | 6.047    | 2:07.393 | 21                   | 8.790    | 2:07.666 | 33                   | 12.204   | 2:08.095 | 33                   | 17.316   | 2:08.646 |
| 33                   | 4.679  | 2:15.317 | 33                   | 6.658    | 2:07.558 | 33                   | 8.948    | 2:07.213 | 21                   | 12.340   | 2:08.389 | 141                  | 19.803   | 2:07.783 |
| 141                  | 4.821  | 2:15.459 | 27                   | 8.108    | 2:08.811 | 27                   | 10.891   | 2:07.706 | 27                   | 15.398   | 2:09.346 | 27                   | 19.956   | 2:08.092 |
| 27                   | 4.876  | 2:15.514 | 141                  | 8.163    | 2:08.921 | 141                  | 11.263   | 2:08.023 | 141                  | 15.554   | 2:09.130 | 69                   | 25.816   | 2:08.545 |
| 4                    | 6.213  | 2:16.851 | 4                    | 10.012   | 2:09.378 | 4                    | 14.327   | 2:09.238 | 4                    | 18.966   | 2:09.478 | 4                    | 25.881   | 2:10.449 |
| 5                    | 7.252  | 2:17.890 | 5                    | 12.772   | 2:11.099 | 69                   | 17.290   | 2:09.390 | 69                   | 20.805   | 2:08.354 | 5                    | 28.986   | 2:09.879 |
| 96                   | 7.328  | 2:17.966 | 69                   | 12.823   | 2:10.769 | 5                    | 17.719   | 2:09.870 | 5                    | 22.641   | 2:09.761 | 96                   | 29.093   | 2:09.889 |
| 69                   | 7.633  | 2:18.271 | 96                   | 13.176   | 2:11.427 | 96                   | 17.865   | 2:09.612 | 96                   | 22.738   | 2:09.712 | 115                  | 31.820   | 2:10.530 |
| 115                  | 7.956  | 2:18.594 | 115                  | 13.336   | 2:10.959 | 115                  | 18.789   | 2:10.376 | 115                  | 24.824   | 2:10.874 | 140                  | 32.810   | 2:10.747 |
| 140                  | 9.075  | 2:19.713 | 140                  | 14.621   | 2:11.125 | 140                  | 20.382   | 2:10.684 | 140                  | 25.597   | 2:10.054 | 39                   | 40.915   | 2:12.771 |
| 39                   | 9.446  | 2:20.084 | 39                   | 16.631   | 2:12.764 | 39                   | 24.127   | 2:12.419 | 39                   | 31.678   | 2:12.390 | 52                   | 43.454   | 2:11.191 |
| 30                   | 10.402 | 2:21.040 | 30                   | 17.813   | 2:12.990 | 30                   | 26.202   | 2:13.312 | 30                   | 35.006   | 2:13.643 | 30                   | 44.046   | 2:12.574 |
| 55                   | 12.099 | 2:22.737 | 55                   | 21.508   | 2:14.988 | 52                   | 28.477   | 2:11.775 | 52                   | 35.797   | 2:12.159 | 55                   | 51.008   | 2:13.778 |
| 81                   | 12.837 | 2:23.475 | 52                   | 21.625   | 2:13.967 | 55                   | 30.763   | 2:14.178 | 55                   | 40.764   | 2:14.840 | 81                   | 52.362   | 2:14.112 |
| 52                   | 13.237 | 2:23.875 | 81                   | 22.337   | 2:15.079 | 81                   | 31.043   | 2:13.629 | 81                   | 41.784   | 2:15.580 | 162                  | 1:00.032 | 2:15.023 |
| 77                   | 13.296 | 2:23.934 | 369                  | 24.218   | 2:15.573 | 369                  | 35.455   | 2:16.160 | 369                  | 48.316   | 2:17.700 | 369                  | 1:01.264 | 2:16.482 |
| 369                  | 14.224 | 2:24.862 | 77                   | 25.816   | 2:18.099 | 162                  | 36.721   | 2:15.455 | 162                  | 48.543   | 2:16.661 | 77                   | 1:01.290 | 2:15.558 |
| 217                  | 15.501 | 2:26.139 | 162                  | 26.189   | 2:15.546 | 77                   | 38.329   | 2:17.436 | 77                   | 49.266   | 2:15.776 | 127                  | 1:05.454 | 2:17.354 |
| 162                  | 16.222 | 2:26.860 | 217                  | 27.605   | 2:17.683 | 127                  | 40.350   | 2:16.213 | 127                  | 51.634   | 2:16.123 | 11                   | 1:07.003 | 2:16.432 |
| 127                  | 17.168 | 2:27.806 | 127                  | 29.060   | 2:17.471 | 217                  | 40.953   | 2:18.271 | 11                   | 54.105   | 2:17.594 | 217                  | 1:11.715 | 2:19.913 |
| 11                   | 17.825 | 2:28.463 | 11                   | 29.189   | 2:16.943 | 11                   | 41.350   | 2:17.084 | 217                  | 55.336   | 2:19.222 | 158                  | 1:15.512 | 2:19.737 |
| 158                  | 18.641 | 2:29.279 | 158                  | 31.774   | 2:18.712 | 158                  | 44.842   | 2:17.991 | 158                  | 59.309   | 2:19.306 | 86                   | 1:20.141 | 2:18.971 |
| 40                   | 19.344 | 2:29.982 | 40                   | 33.600   | 2:19.835 | 40                   | 48.973   | 2:20.296 | 86                   | 1:04.704 | 2:18.262 | 40                   | 1:20.471 | 2:19.132 |
| 138                  | 19.723 | 2:30.361 | 138                  | 33.845   | 2:19.701 | 138                  | 49.147   | 2:20.225 | 40                   | 1:04.873 | 2:20.739 | 138                  | 1:20.489 | 2:19.037 |
| 51                   | 20.457 | 2:31.095 | 86                   | 36.781   | 2:19.766 | 86                   | 51.281   | 2:19.423 | 138                  | 1:04.986 | 2:20.678 | 164                  | 1:20.708 | 2:18.588 |
| 113                  | 21.192 | 2:31.830 | 51                   | 37.992   | 2:23.114 | 113                  | 52.490   | 2:19.375 | 113                  | 1:05.398 | 2:17.747 | 113                  | 1:21.940 | 2:20.076 |
| 86                   | 22.594 | 2:33.232 | 113                  | 38.038   | 2:22.425 | 164                  | 52.656   | 2:19.379 | 164                  | 1:05.654 | 2:17.837 | 51                   | 1:29.926 | 2:22.254 |
| 145                  | 23.042 | 2:33.680 | 164                  | 38.200   | 2:20.080 | 51                   | 54.879   | 2:21.810 | 51                   | 1:11.206 | 2:21.166 | 109                  | 1:38.162 | 2:21.140 |
| 164                  | 23.699 | 2:34.337 | 145                  | 40.532   | 2:23.069 | 145                  | 58.542   | 2:22.933 | 145                  | 1:17.734 | 2:24.031 | 145                  | 1:38.822 | 2:24.622 |
| 144                  | 24.828 | 2:35.466 | 144                  | 42.108   | 2:22.859 | 144                  | 1:00.779 | 2:23.594 | 144                  | 1:19.211 | 2:23.271 | 144                  | 1:39.278 | 2:23.601 |
| 109                  | 26.853 | 2:37.491 | 109                  | 46.093   | 2:24.819 | 109                  | 1:04.245 | 2:23.075 | 109                  | 1:20.556 | 2:21.150 | 251                  | 2:33.803 | 2:34.491 |
| 251                  | 32.623 | 2:43.261 | 251                  | 1:01.639 | 2:34.595 | 251                  | 1:32.625 | 2:35.909 | 251                  | 2:02.846 | 2:35.060 |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

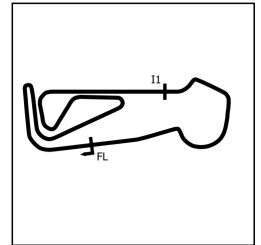
RACE 10 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 22  | DOWDS        | 1   | 22  | 22  | 22  | 22  | 1   |
| 1   | TWYFORD      | 2   | 1   | 1   | 1   | 1   | 66  |
| 660 | HARRIS       | 3   | 66  | 66  | 66  | 66  | 660 |
| 66  | DUCRAN       | 4   | 660 | 660 | 660 | 660 | 19  |
| 19  | LILLEY       | 5   | 19  | 19  | 19  | 19  | 21  |
| 21  | FINNIS       | 6   | 21  | 21  | 21  | 33  | 33  |
| 141 | HARRIS       | 7   | 33  | 33  | 33  | 21  | 141 |
| 4   | KILLWORTH    | 8   | 141 | 27  | 27  | 27  | 27  |
| 96  | HOWARTH      | 9   | 27  | 141 | 141 | 141 | 69  |
| 27  | BETTIS       | 10  | 4   | 4   | 4   | 4   | 4   |
| 5   | ROOKER       | 11  | 5   | 5   | 69  | 69  | 5   |
| 69  | GRIFFITHS    | 12  | 96  | 69  | 5   | 5   | 96  |
| 33  | COSTIN       | 13  | 69  | 96  | 96  | 96  | 115 |
| 52  | EGGINTON     | 14  | 115 | 115 | 115 | 115 | 140 |
| 140 | SALES        | 15  | 140 | 140 | 140 | 140 | 39  |
| 39  | BUSA         | 16  | 39  | 39  | 39  | 39  | 52  |
| 115 | MAHER        | 17  | 30  | 30  | 30  | 30  | 30  |
| 55  | MANSON-CHUBB | 18  | 55  | 55  | 52  | 52  | 55  |
| 30  | LUFF         | 19  | 81  | 52  | 55  | 55  | 81  |
| 162 | PRIESTLEY    | 20  | 52  | 81  | 81  | 81  | 162 |
| 217 | SIGGINS      | 21  | 77  | 369 | 369 | 369 | 369 |
| 369 | LINDSAY      | 22  | 369 | 77  | 162 | 162 | 77  |
| 127 | CHAM         | 23  | 217 | 162 | 77  | 77  | 127 |
| 77  | CRISP        | 24  | 162 | 217 | 127 | 127 | 11  |
| 40  | WILKINSON    | 25  | 127 | 127 | 217 | 11  | 217 |
| 158 | BRENNAN      | 26  | 11  | 11  | 11  | 217 | 158 |
| 113 | ROODT        | 27  | 158 | 158 | 158 | 158 | 86  |
| 145 | CATLING      | 28  | 40  | 40  | 40  | 86  | 40  |
| 11  | OSBORNE      | 29  | 138 | 138 | 138 | 40  | 138 |
| 144 | LATIMER      | 30  | 51  | 86  | 86  | 138 | 164 |
| 138 | JARMIN       | 31  | 113 | 51  | 113 | 113 | 113 |
| 51  | DURANT       | 32  | 86  | 113 | 164 | 164 | 51  |
| 81  | MAY          | 33  | 145 | 164 | 51  | 51  | 109 |
| 251 | FERRIS       | 34  | 164 | 145 | 145 | 145 | 145 |
| 164 | FEARNLEY     | 35  | 144 | 144 | 144 | 144 | 144 |
| 109 | PARSONS      | 36  | 109 | 109 | 109 | 109 | 251 |
| 86  | MICHELL      | 37  | 251 | 251 | 251 | 251 |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>1</b>        | <b>David TWYFORD</b>     | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan |              |       |                     |
| IDEAL LAP TIME : 2:03.354 |                 | BEST LAP TIME : 2:03.445 | DIFFERENCE : 0.091                             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.959                   | 2:12.778                                       | 80.49        | 9.333 | 15:31:06.228        |
| 2 -                       | 1:23.651        | 41.338                   | 2:04.989                                       | 85.51        | 1.544 | 15:33:11.217        |
| 3 -                       | 1:22.936        | 40.966                   | 2:03.902 <b>(2)</b>                            | 86.26        | 0.457 | 15:35:15.119        |
| 4 -                       | <b>1:22.555</b> | 41.844                   | 2:04.399 <b>(3)</b>                            | 85.91        | 0.954 | 15:37:19.518        |
| 5 -                       | 1:22.646        | <b>40.799</b>            | <b>2:03.445 (1)</b>                            | <b>86.58</b> |       | <b>15:39:22.963</b> |

|                           |                 |                          |                                                  |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>66</b>       | <b>Mitch DUCRAN</b>      | Suzuki SV650 - JP Haulage / Black Widow Exhausts |              |       |                     |
| IDEAL LAP TIME : 2:06.309 |                 | BEST LAP TIME : 2:06.425 | DIFFERENCE : 0.116                               |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                         | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.510                   | 2:13.321                                         | 80.16        | 6.896 | 15:31:06.771        |
| 2 -                       | <b>1:24.542</b> | 41.883                   | <b>2:06.425 (1)</b>                              | <b>84.54</b> |       | <b>15:33:13.196</b> |
| 3 -                       | 1:24.819        | 41.974                   | 2:06.793 <b>(3)</b>                              | 84.29        | 0.368 | 15:35:19.989        |
| 4 -                       | 1:25.010        | 42.194                   | 2:07.204                                         | 84.02        | 0.779 | 15:37:27.193        |
| 5 -                       | 1:24.724        | <b>41.767</b>            | 2:06.491 <b>(2)</b>                              | 84.49        | 0.066 | 15:39:33.684        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>660</b>      | <b>Ronnie HARRIS</b>     | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:06.281 |                 | BEST LAP TIME : 2:06.281 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.515                   | 2:14.003            | 79.75        | 7.722 | 15:31:07.453        |
| 2 -                       | 1:24.774        | 41.998                   | 2:06.772 <b>(3)</b> | 84.30        | 0.491 | 15:33:14.225        |
| 3 -                       | <b>1:24.582</b> | <b>41.699</b>            | <b>2:06.281 (1)</b> | <b>84.63</b> |       | <b>15:35:20.506</b> |
| 4 -                       | 1:24.763        | 42.041                   | 2:06.804            | 84.28        | 0.523 | 15:37:27.310        |
| 5 -                       | 1:24.819        | 41.701                   | 2:06.520 <b>(2)</b> | 84.47        | 0.239 | 15:39:33.830        |

|                           |                 |                          |                                                                |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>19</b>       | <b>Kevin LILLEY</b>      | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Motorcy |              |       |                     |
| IDEAL LAP TIME : 2:07.333 |                 | BEST LAP TIME : 2:07.333 | DIFFERENCE : 0.000                                             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.058                   | 2:14.675                                                       | 79.36        | 7.342 | 15:31:08.125        |
| 2 -                       | <b>1:25.178</b> | <b>42.155</b>            | <b>2:07.333 (1)</b>                                            | <b>83.93</b> |       | <b>15:33:15.458</b> |
| 3 -                       | 1:25.282        | 42.487                   | 2:07.769 <b>(2)</b>                                            | 83.65        | 0.436 | 15:35:23.227        |
| 4 -                       | 1:25.672        | 42.498                   | 2:08.170 <b>(3)</b>                                            | 83.38        | 0.837 | 15:37:31.397        |
| 5 -                       | 1:25.581        | 42.671                   | 2:08.252                                                       | 83.33        | 0.919 | 15:39:39.649        |

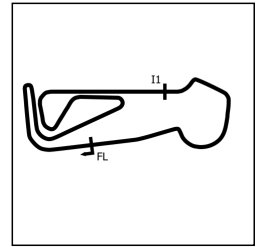
|                           |                 |                          |                                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>21</b>       | <b>Toby FINNIS</b>       | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd |              |       |                     |
| IDEAL LAP TIME : 2:07.381 |                 | BEST LAP TIME : 2:07.393 | DIFFERENCE : 0.012                                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.551                   | 2:14.871                                            | 79.24        | 7.478 | 15:31:08.321        |
| 2 -                       | 1:25.154        | <b>42.239</b>            | <b>2:07.393 (1)</b>                                 | <b>83.89</b> |       | <b>15:33:15.714</b> |
| 3 -                       | <b>1:25.142</b> | 42.524                   | 2:07.666 <b>(2)</b>                                 | 83.71        | 0.273 | 15:35:23.380        |
| 4 -                       | 1:25.575        | 42.814                   | 2:08.389                                            | 83.24        | 0.996 | 15:37:31.769        |
| 5 -                       | 1:25.164        | 42.737                   | 2:07.901 <b>(3)</b>                                 | 83.56        | 0.508 | 15:39:39.670        |

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>33</b>       | <b>Steve COSTIN</b>      | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg |              |       |                     |
| IDEAL LAP TIME : 2:07.213 |                 | BEST LAP TIME : 2:07.213 | DIFFERENCE : 0.000                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.027                   | 2:15.317                                                 | 78.98        | 8.104 | 15:31:08.767        |
| 2 -                       | 1:25.111        | 42.447                   | 2:07.558 <b>(2)</b>                                      | 83.78        | 0.345 | 15:33:16.325        |
| 3 -                       | <b>1:24.842</b> | <b>42.371</b>            | <b>2:07.213 (1)</b>                                      | <b>84.01</b> |       | <b>15:35:23.538</b> |
| 4 -                       | 1:25.352        | 42.743                   | 2:08.095 <b>(3)</b>                                      | 83.43        | 0.882 | 15:37:31.633        |
| 5 -                       | 1:25.364        | 43.282                   | 2:08.646                                                 | 83.08        | 1.433 | 15:39:40.279        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>141</b>      | <b>Bill HARRIS</b>       | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:07.512 |                 | BEST LAP TIME : 2:07.783 | DIFFERENCE : 0.271  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.211                   | 2:15.459            | 78.90        | 7.676 | 15:31:08.909        |
| 2 -                       | 1:26.246        | 42.675                   | 2:08.921 <b>(3)</b> | 82.90        | 1.138 | 15:33:17.830        |
| 3 -                       | 1:25.584        | <b>42.439</b>            | 2:08.023 <b>(2)</b> | 83.48        | 0.240 | 15:35:25.853        |
| 4 -                       | 1:25.661        | 43.469                   | 2:09.130            | 82.76        | 1.347 | 15:37:34.983        |
| 5 -                       | <b>1:25.073</b> | 42.710                   | <b>2:07.783 (1)</b> | <b>83.64</b> |       | <b>15:39:42.766</b> |

|                           |                 |                          |                                                               |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>27</b>       | <b>Jack BETTIS</b>       | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Property |              |       |                     |
| IDEAL LAP TIME : 2:07.706 |                 | BEST LAP TIME : 2:07.706 | DIFFERENCE : 0.000                                            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.933                   | 2:15.514                                                      | 78.87        | 7.808 | 15:31:08.964        |
| 2 -                       | 1:25.572        | 43.239                   | 2:08.811 <b>(3)</b>                                           | 82.97        | 1.105 | 15:33:17.775        |
| 3 -                       | <b>1:25.147</b> | <b>42.559</b>            | <b>2:07.706 (1)</b>                                           | <b>83.69</b> |       | <b>15:35:25.481</b> |
| 4 -                       | 1:26.009        | 43.337                   | 2:09.346                                                      | 82.63        | 1.640 | 15:37:34.827        |
| 5 -                       | 1:25.274        | 42.818                   | 2:08.092 <b>(2)</b>                                           | 83.44        | 0.386 | 15:39:42.919        |

|                           |                 |                          |                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>69</b>       | <b>Jack GRIFFITHS</b>    | Suzuki SV650 - Joe's Carpets, ATP Racing |              |       |                     |
| IDEAL LAP TIME : 2:07.662 |                 | BEST LAP TIME : 2:08.354 | DIFFERENCE : 0.692                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.036                   | 2:18.271                                 | 77.29        | 9.917 | 15:31:11.721        |
| 2 -                       | 1:27.022        | 43.747                   | 2:10.769                                 | 81.73        | 2.415 | 15:33:22.490        |
| 3 -                       | 1:26.514        | 42.876                   | 2:09.390 <b>(3)</b>                      | 82.60        | 1.036 | 15:35:31.880        |
| 4 -                       | 1:26.086        | <b>42.268</b>            | <b>2:08.354 (1)</b>                      | <b>83.27</b> |       | <b>15:37:40.234</b> |
| 5 -                       | <b>1:25.394</b> | 43.151                   | 2:08.545 <b>(2)</b>                      | 83.14        | 0.191 | 15:39:48.779        |

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>4</b>        | <b>Hayden KILLWORTH</b>  | Suzuki SV650 - Amy - Helmet City - GreenplantUK |              |       |                     |
| IDEAL LAP TIME : 2:09.090 |                 | BEST LAP TIME : 2:09.238 | DIFFERENCE : 0.148                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.757                   | 2:16.851                                        | 78.09        | 7.613 | 15:31:10.301        |
| 2 -                       | <b>1:26.575</b> | 42.803                   | 2:09.378 <b>(2)</b>                             | 82.61        | 0.140 | 15:33:19.679        |
| 3 -                       | 1:26.723        | <b>42.515</b>            | <b>2:09.238 (1)</b>                             | <b>82.70</b> |       | <b>15:35:28.917</b> |
| 4 -                       | 1:26.912        | 42.566                   | 2:09.478 <b>(3)</b>                             | 82.54        | 0.240 | 15:37:38.395        |
| 5 -                       | 1:27.276        | 43.173                   | 2:10.449                                        | 81.93        | 1.211 | 15:39:48.844        |

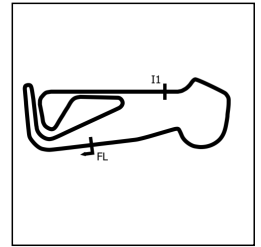
|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>5</b>        | <b>Travis ROOKER</b>     | Suzuki SV650 - Swedish car connection |              |       |                     |
| IDEAL LAP TIME : 2:09.627 |                 | BEST LAP TIME : 2:09.761 | DIFFERENCE : 0.134                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.441                   | 2:17.890                              | 77.51        | 8.129 | 15:31:11.340        |
| 2 -                       | 1:27.311        | 43.788                   | 2:11.099                              | 81.52        | 1.338 | 15:33:22.439        |
| 3 -                       | <b>1:26.611</b> | 43.259                   | 2:09.870 <b>(2)</b>                   | 82.29        | 0.109 | 15:35:32.309        |
| 4 -                       | 1:26.745        | <b>43.016</b>            | <b>2:09.761 (1)</b>                   | <b>82.36</b> |       | <b>15:37:42.070</b> |
| 5 -                       | 1:26.678        | 43.201                   | 2:09.879 <b>(3)</b>                   | 82.29        | 0.118 | 15:39:51.949        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>96 RMT</b>   | <b>William HOWARTH</b>   | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:09.565 |                 | BEST LAP TIME : 2:09.612 | DIFFERENCE : 0.047  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.572                   | 2:17.966            | 77.46        | 8.354 | 15:31:11.416        |
| 2 -                       | 1:27.395        | 44.032                   | 2:11.427            | 81.32        | 1.815 | 15:33:22.843        |
| 3 -                       | <b>1:26.560</b> | 43.052                   | <b>2:09.612 (1)</b> | <b>82.46</b> |       | <b>15:35:32.455</b> |
| 4 -                       | 1:26.707        | <b>43.005</b>            | 2:09.712 <b>(2)</b> | 82.39        | 0.100 | 15:37:42.167        |
| 5 -                       | 1:26.778        | 43.111                   | 2:09.889 <b>(3)</b> | 82.28        | 0.277 | 15:39:52.056        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

|                           |                 |                          |                                              |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>115</b>      | <b>Brian MAHER</b>       | Suzuki SV650 - Spraytech /Espresso Solutions |              |       |                     |
| IDEAL LAP TIME : 2:10.244 |                 | BEST LAP TIME : 2:10.376 | DIFFERENCE : 0.132                           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>43.112</b>            | 2:18.594                                     | 77.11        | 8.218 | 15:31:12.044        |
| 2 -                       | 1:27.357        | 43.602                   | 2:10.959                                     | 81.61        | 0.583 | 15:33:23.003        |
| 3 -                       | <b>1:27.132</b> | 43.244                   | <b>2:10.376 (1)</b>                          | <b>81.97</b> |       | <b>15:35:33.379</b> |
| 4 -                       | 1:27.425        | 43.449                   | 2:10.874 (3)                                 | 81.66        | 0.498 | 15:37:44.253        |
| 5 -                       | 1:27.314        | 43.216                   | 2:10.530 (2)                                 | 81.88        | 0.154 | 15:39:54.783        |

|                           |                 |                          |                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------|-------|---------------------|
| <b>P14</b>                | <b>140</b>      | <b>Daniel SALES</b>      | Suzuki SV650 - Team Freddie, Ron & Frankie |              |       |                     |
| IDEAL LAP TIME : 2:09.671 |                 | BEST LAP TIME : 2:10.054 | DIFFERENCE : 0.383                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.034                   | 2:19.713                                   | 76.49        | 9.659 | 15:31:13.163        |
| 2 -                       | 1:27.374        | 43.751                   | 2:11.125                                   | 81.51        | 1.071 | 15:33:24.288        |
| 3 -                       | 1:27.084        | 43.600                   | 2:10.684 (2)                               | 81.78        | 0.630 | 15:35:34.972        |
| 4 -                       | <b>1:26.319</b> | 43.735                   | <b>2:10.054 (1)</b>                        | <b>82.18</b> |       | <b>15:37:45.026</b> |
| 5 -                       | 1:27.395        | <b>43.352</b>            | 2:10.747 (3)                               | 81.74        | 0.693 | 15:39:55.773        |

|                           |                 |                          |                          |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>39</b>       | <b>Daryn BUSA</b>        | Suzuki SV650 - iActiveRC |              |       |                     |
| IDEAL LAP TIME : 2:11.881 |                 | BEST LAP TIME : 2:12.390 | DIFFERENCE : 0.509       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.321                   | 2:20.084                 | 76.29        | 7.694 | 15:31:13.534        |
| 2 -                       | 1:28.320        | 44.444                   | 2:12.764 (3)             | 80.50        | 0.374 | 15:33:26.298        |
| 3 -                       | 1:28.426        | <b>43.993</b>            | 2:12.419 (2)             | 80.71        | 0.029 | 15:35:38.717        |
| 4 -                       | <b>1:27.888</b> | 44.502                   | <b>2:12.390 (1)</b>      | <b>80.73</b> |       | <b>15:37:51.107</b> |
| 5 -                       | 1:28.179        | 44.592                   | 2:12.771                 | 80.50        | 0.381 | 15:40:03.878        |

|                           |                 |                          |                                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>52</b>       | <b>James EGGINTON</b>    | Suzuki SV650 - Advance Computer Services - www.ACS.co.uk |              |        |                     |
| IDEAL LAP TIME : 2:11.191 |                 | BEST LAP TIME : 2:11.191 | DIFFERENCE : 0.000                                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.661                   | 2:23.875                                                 | 74.28        | 12.684 | 15:31:17.325        |
| 2 -                       | 1:29.712        | 44.255                   | 2:13.967                                                 | 79.78        | 2.776  | 15:33:31.292        |
| 3 -                       | 1:28.077        | 43.698                   | 2:11.775 (2)                                             | 81.10        | 0.584  | 15:35:43.067        |
| 4 -                       | 1:28.411        | 43.748                   | 2:12.159 (3)                                             | 80.87        | 0.968  | 15:37:55.226        |
| 5 -                       | <b>1:27.640</b> | <b>43.551</b>            | <b>2:11.191 (1)</b>                                      | <b>81.46</b> |        | <b>15:40:06.417</b> |

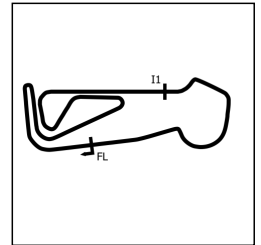
|                           |                 |                          |                                    |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>30</b>       | <b>David LUFF</b>        | Suzuki SV650 - ATP & Sarah O'Neill |              |       |                     |
| IDEAL LAP TIME : 2:12.574 |                 | BEST LAP TIME : 2:12.574 | DIFFERENCE : 0.000                 |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.736                   | 2:21.040                           | 75.78        | 8.466 | 15:31:14.490        |
| 2 -                       | 1:28.618        | 44.372                   | 2:12.990 (2)                       | 80.36        | 0.416 | 15:33:27.480        |
| 3 -                       | 1:28.843        | 44.469                   | 2:13.312 (3)                       | 80.17        | 0.738 | 15:35:40.792        |
| 4 -                       | 1:29.022        | 44.621                   | 2:13.643                           | 79.97        | 1.069 | 15:37:54.435        |
| 5 -                       | <b>1:28.354</b> | <b>44.220</b>            | <b>2:12.574 (1)</b>                | <b>80.61</b> |       | <b>15:40:07.009</b> |

|                           |                 |                            |                     |              |       |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>55</b>       | <b>Magnus MANSON-CHUBB</b> | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:13.643 |                 | BEST LAP TIME : 2:13.778   | DIFFERENCE : 0.135  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.238                     | 2:22.737            | 74.87        | 8.959 | 15:31:16.187        |
| 2 -                       | 1:29.669        | 45.319                     | 2:14.988            | 79.17        | 1.210 | 15:33:31.175        |
| 3 -                       | <b>1:29.013</b> | 45.165                     | 2:14.178 (2)        | 79.65        | 0.400 | 15:35:45.353        |
| 4 -                       | 1:29.790        | 45.050                     | 2:14.840 (3)        | 79.26        | 1.062 | 15:38:00.193        |
| 5 -                       | 1:29.148        | <b>44.630</b>              | <b>2:13.778 (1)</b> | <b>79.89</b> |       | <b>15:40:13.971</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| <b>P19</b>                | <b>81</b>       | <b>Malvern MAY</b>       | Suzuki SV650 - IMP racing |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:13.101 |                 | BEST LAP TIME : 2:13.629 | DIFFERENCE : 0.528        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>44.564</b>            | 2:23.475                  | 74.49        | 9.846 | 15:31:16.925        |
| 2 -                       | 1:30.325        | 44.754                   | 2:15.079 <b>(3)</b>       | 79.12        | 1.450 | 15:33:32.004        |
| 3 -                       | <b>1:28.537</b> | 45.092                   | <b>2:13.629 (1)</b>       | <b>79.98</b> |       | <b>15:35:45.633</b> |
| 4 -                       | 1:30.009        | 45.571                   | 2:15.580                  | 78.83        | 1.951 | 15:38:01.213        |
| 5 -                       | 1:28.849        | 45.263                   | 2:14.112 <b>(2)</b>       | 79.69        | 0.483 | 15:40:15.325        |

| <b>P20</b>                | <b>162</b>      | <b>Max PRIESTLEY</b>     | Suzuki SV650 -      |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.023 |                 | BEST LAP TIME : 2:15.023 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.743                   | 2:26.860            | 72.77        | 11.837 | 15:31:20.310        |
| 2 -                       | 1:30.658        | 44.888                   | 2:15.546 <b>(3)</b> | 78.85        | 0.523  | 15:33:35.856        |
| 3 -                       | 1:30.565        | 44.890                   | 2:15.455 <b>(2)</b> | 78.90        | 0.432  | 15:35:51.311        |
| 4 -                       | 1:31.111        | 45.550                   | 2:16.661            | 78.20        | 1.638  | 15:38:07.972        |
| 5 -                       | <b>1:30.319</b> | <b>44.704</b>            | <b>2:15.023 (1)</b> | <b>79.15</b> |        | <b>15:40:22.995</b> |

| <b>P21</b>                | <b>369 RMT</b>  | <b>Merlin LINDSAY</b>    | Suzuki SV650S -     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.573 |                 | BEST LAP TIME : 2:15.573 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.850                   | 2:24.862            | 73.78        | 9.289 | 15:31:18.312        |
| 2 -                       | <b>1:30.554</b> | <b>45.019</b>            | <b>2:15.573 (1)</b> | <b>78.83</b> |       | <b>15:33:33.885</b> |
| 3 -                       | 1:31.045        | 45.115                   | 2:16.160 <b>(2)</b> | 78.49        | 0.587 | 15:35:50.045        |
| 4 -                       | 1:31.956        | 45.744                   | 2:17.700            | 77.61        | 2.127 | 15:38:07.745        |
| 5 -                       | 1:31.321        | 45.161                   | 2:16.482 <b>(3)</b> | 78.31        | 0.909 | 15:40:24.227        |

| <b>P22</b>                | <b>77 RMT</b>   | <b>Joshua CRISP</b>      | Suzuki SV650 - JMC GUITARWORKS |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.558 |                 | BEST LAP TIME : 2:15.558 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.332                   | 2:23.934                       | 74.25        | 8.376 | 15:31:17.384        |
| 2 -                       | 1:32.622        | 45.477                   | 2:18.099                       | 77.39        | 2.541 | 15:33:35.483        |
| 3 -                       | 1:32.375        | 45.061                   | 2:17.436 <b>(3)</b>            | 77.76        | 1.878 | 15:35:52.919        |
| 4 -                       | 1:30.941        | 44.835                   | 2:15.776 <b>(2)</b>            | 78.71        | 0.218 | 15:38:08.695        |
| 5 -                       | <b>1:30.742</b> | <b>44.816</b>            | <b>2:15.558 (1)</b>            | <b>78.84</b> |       | <b>15:40:24.253</b> |

| <b>P23</b>                | <b>127</b>      | <b>Matthew CHAM</b>      | Ducati MONSTER 796 - |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.773 |                 | BEST LAP TIME : 2:16.123 | DIFFERENCE : 0.350   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.133                   | 2:27.806             | 72.31        | 11.683 | 15:31:21.256        |
| 2 -                       | 1:30.940        | 46.531                   | 2:17.471             | 77.74        | 1.348  | 15:33:38.727        |
| 3 -                       | 1:30.808        | <b>45.405</b>            | 2:16.213 <b>(2)</b>  | 78.46        | 0.090  | 15:35:54.940        |
| 4 -                       | <b>1:30.368</b> | 45.755                   | <b>2:16.123 (1)</b>  | <b>78.51</b> |        | <b>15:38:11.063</b> |
| 5 -                       | 1:30.567        | 46.787                   | 2:17.354 <b>(3)</b>  | 77.81        | 1.231  | 15:40:28.417        |

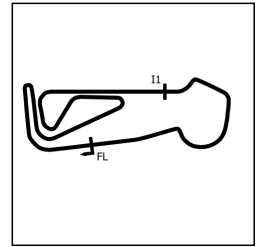
| <b>P24</b>                | <b>11</b>       | <b>Mark OSBORNE</b>      | Suzuki SV650 -      |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.340 |                 | BEST LAP TIME : 2:16.432 | DIFFERENCE : 0.092  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.688                   | 2:28.463            | 71.99        | 12.031 | 15:31:21.913        |
| 2 -                       | 1:30.853        | 46.090                   | 2:16.943 <b>(2)</b> | 78.04        | 0.511  | 15:33:38.856        |
| 3 -                       | 1:31.349        | <b>45.735</b>            | 2:17.084 <b>(3)</b> | 77.96        | 0.652  | 15:35:55.940        |
| 4 -                       | 1:31.132        | 46.462                   | 2:17.594            | 77.67        | 1.162  | 15:38:13.534        |
| 5 -                       | <b>1:30.605</b> | 45.827                   | <b>2:16.432 (1)</b> | <b>78.33</b> |        | <b>15:40:29.966</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| <b>P25</b>                | <b>217 RMT</b>  | <b>Martin SIGGINS</b>    | Suzuki SV650 - Siggins Property Services |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.508 |                 | BEST LAP TIME : 2:17.683 |                                          | DIFFERENCE : 0.175 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.318</b>            | 2:26.139                                 | 73.13              | 8.456 | 15:31:19.589        |
| 2 -                       | 1:32.257        | 45.426                   | <b>2:17.683 (1)</b>                      | <b>77.62</b>       |       | <b>15:33:37.272</b> |
| 3 -                       | <b>1:32.190</b> | 46.081                   | 2:18.271 (2)                             | 77.29              | 0.588 | 15:35:55.543        |
| 4 -                       | 1:33.005        | 46.217                   | 2:19.222 (3)                             | 76.77              | 1.539 | 15:38:14.765        |
| 5 -                       | 1:33.049        | 46.864                   | 2:19.913                                 | 76.39              | 2.230 | 15:40:34.678        |

| <b>P26</b>                | <b>158</b>      | <b>Danny BRENNAN</b>     | Suzuki SV650 -      |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.991 |                 | BEST LAP TIME : 2:17.991 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.718                   | 2:29.279            | 71.59              | 11.288 | 15:31:22.729        |
| 2 -                       | 1:32.118        | 46.594                   | 2:18.712 (2)        | 77.05              | 0.721  | 15:33:41.441        |
| 3 -                       | <b>1:31.632</b> | <b>46.359</b>            | <b>2:17.991 (1)</b> | <b>77.45</b>       |        | <b>15:35:59.432</b> |
| 4 -                       | 1:32.791        | 46.515                   | 2:19.306 (3)        | 76.72              | 1.315  | 15:38:18.738        |
| 5 -                       | 1:32.697        | 47.040                   | 2:19.737            | 76.48              | 1.746  | 15:40:38.475        |

| <b>P27</b>                | <b>86 RMT</b>   | <b>Max MICHELL</b>       | Suzuki SV650 SK6 S - Michell Homes |                    |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.232 |                 | BEST LAP TIME : 2:18.262 |                                    | DIFFERENCE : 1.030 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.148                   | 2:33.232                           | 69.75              | 14.970 | 15:31:26.682        |
| 2 -                       | 1:32.937        | 46.829                   | 2:19.766                           | 76.47              | 1.504  | 15:33:46.448        |
| 3 -                       | 1:33.911        | <b>45.512</b>            | 2:19.423 (3)                       | 76.65              | 1.161  | 15:36:05.871        |
| 4 -                       | <b>1:31.720</b> | 46.542                   | <b>2:18.262 (1)</b>                | <b>77.30</b>       |        | <b>15:38:24.133</b> |
| 5 -                       | 1:31.978        | 46.993                   | 2:18.971 (2)                       | 76.90              | 0.709  | 15:40:43.104        |

| <b>P28</b>                | <b>40</b>       | <b>Simon WILKINSON</b>   | Suzuki SV650 -      |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.132 |                 | BEST LAP TIME : 2:19.132 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.554                   | 2:29.982            | 71.26              | 10.850 | 15:31:23.432        |
| 2 -                       | 1:32.713        | 47.122                   | 2:19.835 (2)        | 76.43              | 0.703  | 15:33:43.267        |
| 3 -                       | 1:33.037        | 47.259                   | 2:20.296 (3)        | 76.18              | 1.164  | 15:36:03.563        |
| 4 -                       | 1:33.394        | 47.345                   | 2:20.739            | 75.94              | 1.607  | 15:38:24.302        |
| 5 -                       | <b>1:32.189</b> | <b>46.943</b>            | <b>2:19.132 (1)</b> | <b>76.81</b>       |        | <b>15:40:43.434</b> |

| <b>P29</b>                | <b>138</b>      | <b>Craig JARMIN</b>      | Suzuki SV650 - SK PreP / NB Toolmaking |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.984 |                 | BEST LAP TIME : 2:19.037 |                                        | DIFFERENCE : 0.053 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.357                   | 2:30.361                               | 71.08              | 11.324 | 15:31:23.811        |
| 2 -                       | <b>1:32.735</b> | 46.966                   | 2:19.701 (2)                           | 76.50              | 0.664  | 15:33:43.512        |
| 3 -                       | 1:33.108        | 47.117                   | 2:20.225 (3)                           | 76.22              | 1.188  | 15:36:03.737        |
| 4 -                       | 1:33.618        | 47.060                   | 2:20.678                               | 75.97              | 1.641  | 15:38:24.415        |
| 5 -                       | 1:32.788        | <b>46.249</b>            | <b>2:19.037 (1)</b>                    | <b>76.87</b>       |        | <b>15:40:43.452</b> |

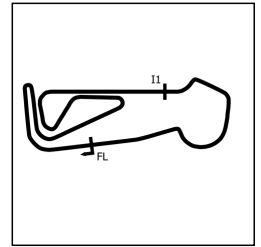
  

| <b>P30</b>                | <b>164 RMT</b>  | <b>Adam FEARNLEY</b>     | Suzuki SV650 -      |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.501 |                 | BEST LAP TIME : 2:17.837 |                     | DIFFERENCE : 0.336 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.342                   | 2:34.337            | 69.25              | 16.500 | 15:31:27.787        |
| 2 -                       | 1:32.980        | 47.100                   | 2:20.080            | 76.29              | 2.243  | 15:33:47.867        |
| 3 -                       | 1:33.410        | 45.969                   | 2:19.379 (3)        | 76.68              | 1.542  | 15:36:07.246        |
| 4 -                       | <b>1:32.083</b> | 45.754                   | <b>2:17.837 (1)</b> | <b>77.54</b>       |        | <b>15:38:25.083</b> |
| 5 -                       | 1:33.170        | <b>45.418</b>            | 2:18.588 (2)        | 77.12              | 0.751  | 15:40:43.671        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| <b>P31 113 RMT Phil ROODT</b> |                 | Suzuki SV650 - Carter Thorne Carpets and flooring 2018 Ltd |                     |                    |        |                     |
|-------------------------------|-----------------|------------------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.747     |                 | BEST LAP TIME : 2:17.747                                   |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                           | SECTOR 1        | SECTOR 2                                                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |                 | 47.224                                                     | 2:31.830            | 70.39              | 14.083 | 15:31:25.280        |
| 2 -                           | 1:35.228        | 47.197                                                     | 2:22.425            | 75.04              | 4.678  | 15:33:47.705        |
| 3 -                           | 1:32.675        | 46.700                                                     | 2:19.375 (2)        | 76.68              | 1.628  | 15:36:07.080        |
| 4 -                           | <b>1:31.733</b> | <b>46.014</b>                                              | <b>2:17.747 (1)</b> | <b>77.59</b>       |        | <b>15:38:24.827</b> |
| 5 -                           | 1:33.903        | 46.173                                                     | 2:20.076 (3)        | 76.30              | 2.329  | 15:40:44.903        |

| <b>P32 51 Andrew DURANT</b> |                 | Suzuki SV650 -           |                     |                    |       |                     |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.002   |                 | BEST LAP TIME : 2:21.166 |                     | DIFFERENCE : 0.164 |       |                     |
| LAP                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                         |                 | <b>46.979</b>            | 2:31.095            | 70.73              | 9.929 | 15:31:24.545        |
| 2 -                         | 1:34.815        | 48.299                   | 2:23.114            | 74.68              | 1.948 | 15:33:47.659        |
| 3 -                         | 1:34.792        | 47.018                   | 2:21.810 (2)        | 75.36              | 0.644 | 15:36:09.469        |
| 4 -                         | <b>1:34.023</b> | 47.143                   | <b>2:21.166 (1)</b> | <b>75.71</b>       |       | <b>15:38:30.635</b> |
| 5 -                         | 1:35.173        | 47.081                   | 2:22.254 (3)        | 75.13              | 1.088 | 15:40:52.889        |

| <b>P33 109 RMT Logan PARSONS</b> |                 | Suzuki SV650 - Logan Voiceover |                     |                    |        |                     |
|----------------------------------|-----------------|--------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.745        |                 | BEST LAP TIME : 2:21.140       |                     | DIFFERENCE : 0.395 |        |                     |
| LAP                              | SECTOR 1        | SECTOR 2                       | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                              |                 | 49.284                         | 2:37.491            | 67.86              | 16.351 | 15:31:30.941        |
| 2 -                              | 1:36.158        | 48.661                         | 2:24.819            | 73.80              | 3.679  | 15:33:55.760        |
| 3 -                              | 1:34.907        | 48.168                         | 2:23.075 (3)        | 74.70              | 1.935  | 15:36:18.835        |
| 4 -                              | 1:33.789        | <b>47.361</b>                  | 2:21.150 (2)        | 75.72              | 0.010  | 15:38:39.985        |
| 5 -                              | <b>1:33.384</b> | 47.756                         | <b>2:21.140 (1)</b> | <b>75.72</b>       |        | <b>15:41:01.125</b> |

| <b>P34 145 Bradley CATLING</b> |                 | Suzuki SV650 - Electric avenue Leeds Ltd |                     |                    |        |                     |
|--------------------------------|-----------------|------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.698      |                 | BEST LAP TIME : 2:22.933                 |                     | DIFFERENCE : 0.235 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 47.906                                   | 2:33.680            | 69.54              | 10.747 | 15:31:27.130        |
| 2 -                            | 1:35.217        | <b>47.852</b>                            | 2:23.069 (2)        | 74.70              | 0.136  | 15:33:50.199        |
| 3 -                            | <b>1:34.846</b> | 48.087                                   | <b>2:22.933 (1)</b> | <b>74.77</b>       |        | <b>15:36:13.132</b> |
| 4 -                            | 1:36.158        | 47.873                                   | 2:24.031 (3)        | 74.20              | 1.098  | 15:38:37.163        |
| 5 -                            | 1:36.254        | 48.368                                   | 2:24.622            | 73.90              | 1.689  | 15:41:01.785        |

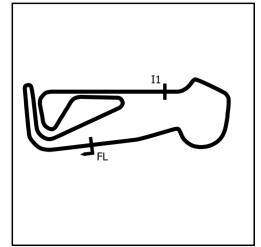
| <b>P35 144 Stewart LATIMER</b> |                 | Suzuki SV650 - Fat Bloke Racing RR |                     |                    |        |                     |
|--------------------------------|-----------------|------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.271      |                 | BEST LAP TIME : 2:22.859           |                     | DIFFERENCE : 0.588 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                           | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 48.051                             | 2:35.466            | 68.74              | 12.607 | 15:31:28.916        |
| 2 -                            | <b>1:35.106</b> | 47.753                             | <b>2:22.859 (1)</b> | <b>74.81</b>       |        | <b>15:33:51.775</b> |
| 3 -                            | 1:35.943        | 47.651                             | 2:23.594 (3)        | 74.43              | 0.735  | 15:36:15.369        |
| 4 -                            | 1:36.106        | <b>47.165</b>                      | 2:23.271 (2)        | 74.60              | 0.412  | 15:38:38.640        |
| 5 -                            | 1:35.418        | 48.183                             | 2:23.601            | 74.42              | 0.742  | 15:41:02.241        |

| <b>P36 251 Craig FERRIS</b> |                 | Suzuki SV650 K6 - IMP Racing, Kelvedon Dog Training |                     |                    |       |                     |
|-----------------------------|-----------------|-----------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:34.209   |                 | BEST LAP TIME : 2:34.491                            |                     | DIFFERENCE : 0.282 |       |                     |
| LAP                         | SECTOR 1        | SECTOR 2                                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                         |                 | 52.242                                              | 2:43.261            | 65.46              | 8.770 | 15:31:36.711        |
| 2 -                         | <b>1:42.092</b> | 52.503                                              | 2:34.595 (2)        | 69.13              | 0.104 | 15:34:11.306        |
| 3 -                         | 1:42.747        | 53.162                                              | 2:35.909            | 68.55              | 1.418 | 15:36:47.215        |
| 4 -                         | 1:42.935        | 52.125                                              | 2:35.060 (3)        | 68.92              | 0.569 | 15:39:22.275        |
| 5 -                         | 1:42.374        | <b>52.117</b>                                       | <b>2:34.491 (1)</b> | <b>69.18</b>       |       | <b>15:41:56.766</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| <b>P37</b>                | <b>22</b>       | <b>Darren DOWDS</b>      | Suzuki SV650 - Sublime Dsg Ltd |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.177 |                 | BEST LAP TIME : 2:04.839 |                                | DIFFERENCE : 0.662 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.351                   | 2:10.638                       | 81.81              | 5.799 | 15:31:04.088        |
| 2 -                       | 1:24.040        | 41.539                   | 2:05.579 <b>(3)</b>            | 85.11              | 0.740 | 15:33:09.667        |
| 3 -                       | 1:23.879        | <b>41.044</b>            | 2:04.923 <b>(2)</b>            | 85.55              | 0.084 | 15:35:14.590        |
| <b>4 -</b>                | <b>1:23.133</b> | 41.706                   | <b>2:04.839 (1)</b>            | <b>85.61</b>       |       | <b>15:37:19.429</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - BEST SECTORS

| SECTOR 1 |     |          |     |        | SECTOR 2 |     | IDEAL / BEST COMPARISON |             |          |       |  |
|----------|-----|----------|-----|--------|----------|-----|-------------------------|-------------|----------|-------|--|
| POS      | NO  | TIME     | NO  | TIME   | POS      | NO  | NAME                    | IDEAL       | BEST     | DIFF  |  |
|          |     |          |     |        |          |     |                         | PERFECT LAP | 2:03.354 |       |  |
| 1        | 1   | 1:22.555 | 1   | 40.799 | 1        | 1   | TWYFORD                 | 2:03.354    | 2:03.445 | 0.091 |  |
| 2        | 22  | 1:23.133 | 22  | 41.044 | 2        | 22  | DOWDS                   | 2:04.177    | 2:04.839 | 0.662 |  |
| 3        | 66  | 1:24.542 | 660 | 41.699 | 3        | 660 | HARRIS                  | 2:06.281    | 2:06.281 | 0.000 |  |
| 4        | 660 | 1:24.582 | 66  | 41.767 | 4        | 66  | DUCRAN                  | 2:06.309    | 2:06.425 | 0.116 |  |
| 5        | 33  | 1:24.842 | 19  | 42.155 | 5        | 33  | COSTIN                  | 2:07.213    | 2:07.213 | 0.000 |  |
| 6        | 141 | 1:25.073 | 21  | 42.239 | 6        | 19  | LILLEY                  | 2:07.333    | 2:07.333 | 0.000 |  |
| 7        | 21  | 1:25.142 | 69  | 42.268 | 7        | 21  | FINNIS                  | 2:07.381    | 2:07.393 | 0.012 |  |
| 8        | 27  | 1:25.147 | 33  | 42.371 | 8        | 141 | HARRIS                  | 2:07.512    | 2:07.783 | 0.271 |  |
| 9        | 19  | 1:25.178 | 141 | 42.439 | 9        | 69  | GRIFFITHS               | 2:07.662    | 2:08.354 | 0.692 |  |
| 10       | 69  | 1:25.394 | 4   | 42.515 | 10       | 27  | BETTIS                  | 2:07.706    | 2:07.706 | 0.000 |  |
| 11       | 140 | 1:26.319 | 27  | 42.559 | 11       | 4   | KILLWORTH               | 2:09.090    | 2:09.238 | 0.148 |  |
| 12       | 96  | 1:26.560 | 96  | 43.005 | 12       | 96  | HOWARTH                 | 2:09.565    | 2:09.612 | 0.047 |  |
| 13       | 4   | 1:26.575 | 5   | 43.016 | 13       | 5   | ROOKER                  | 2:09.627    | 2:09.761 | 0.134 |  |
| 14       | 5   | 1:26.611 | 115 | 43.112 | 14       | 140 | SALES                   | 2:09.671    | 2:10.054 | 0.383 |  |
| 15       | 115 | 1:27.132 | 140 | 43.352 | 15       | 115 | MAHER                   | 2:10.244    | 2:10.376 | 0.132 |  |
| 16       | 52  | 1:27.640 | 52  | 43.551 | 16       | 52  | EGGINTON                | 2:11.191    | 2:11.191 | 0.000 |  |
| 17       | 39  | 1:27.888 | 39  | 43.993 | 17       | 39  | BUSA                    | 2:11.881    | 2:12.390 | 0.509 |  |
| 18       | 30  | 1:28.354 | 30  | 44.220 | 18       | 30  | LUFF                    | 2:12.574    | 2:12.574 | 0.000 |  |
| 19       | 81  | 1:28.537 | 81  | 44.564 | 19       | 81  | MAY                     | 2:13.101    | 2:13.629 | 0.528 |  |
| 20       | 55  | 1:29.013 | 55  | 44.630 | 20       | 55  | MANSON-CHUBB            | 2:13.643    | 2:13.778 | 0.135 |  |
| 21       | 162 | 1:30.319 | 162 | 44.704 | 21       | 162 | PRIESTLEY               | 2:15.023    | 2:15.023 | 0.000 |  |
| 22       | 127 | 1:30.368 | 77  | 44.816 | 22       | 77  | CRISP                   | 2:15.558    | 2:15.558 | 0.000 |  |
| 23       | 369 | 1:30.554 | 369 | 45.019 | 23       | 369 | LINDSAY                 | 2:15.573    | 2:15.573 | 0.000 |  |
| 24       | 11  | 1:30.605 | 217 | 45.318 | 24       | 127 | CHAM                    | 2:15.773    | 2:16.123 | 0.350 |  |
| 25       | 77  | 1:30.742 | 127 | 45.405 | 25       | 11  | OSBORNE                 | 2:16.340    | 2:16.432 | 0.092 |  |
| 26       | 158 | 1:31.632 | 164 | 45.418 | 26       | 86  | MICHELL                 | 2:17.232    | 2:18.262 | 1.030 |  |
| 27       | 86  | 1:31.720 | 86  | 45.512 | 27       | 164 | FEARNLEY                | 2:17.501    | 2:17.837 | 0.336 |  |
| 28       | 113 | 1:31.733 | 11  | 45.735 | 28       | 217 | SIGGINS                 | 2:17.508    | 2:17.683 | 0.175 |  |
| 29       | 164 | 1:32.083 | 113 | 46.014 | 29       | 113 | ROODT                   | 2:17.747    | 2:17.747 | 0.000 |  |
| 30       | 40  | 1:32.189 | 138 | 46.249 | 30       | 158 | BRENNAN                 | 2:17.991    | 2:17.991 | 0.000 |  |
| 31       | 217 | 1:32.190 | 158 | 46.359 | 31       | 138 | JARMIN                  | 2:18.984    | 2:19.037 | 0.053 |  |
| 32       | 138 | 1:32.735 | 40  | 46.943 | 32       | 40  | WILKINSON               | 2:19.132    | 2:19.132 | 0.000 |  |
| 33       | 109 | 1:33.384 | 51  | 46.979 | 33       | 109 | PARSONS                 | 2:20.745    | 2:21.140 | 0.395 |  |
| 34       | 51  | 1:34.023 | 144 | 47.165 | 34       | 51  | DURANT                  | 2:21.002    | 2:21.166 | 0.164 |  |
| 35       | 145 | 1:34.846 | 109 | 47.361 | 35       | 144 | LATIMER                 | 2:22.271    | 2:22.859 | 0.588 |  |
| 36       | 144 | 1:35.106 | 145 | 47.852 | 36       | 145 | CATLING                 | 2:22.698    | 2:22.933 | 0.235 |  |
| 37       | 251 | 1:42.092 | 251 | 52.117 | 37       | 251 | FERRIS                  | 2:34.209    | 2:34.491 | 0.282 |  |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 37                        |
| Planned Start          | 2025-05-03 @ 14:55:00.000 |
| Actual Start           | 2025-05-03 @ 15:28:53.449 |
| Finish Time            | 2025-05-03 @ 15:39:22.962 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 184                       |
| Total Distance Covered | 546.2797mi.               |

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|---------------|----------|--------------|-----|-----------------|
| 22 |    | Darren DOWDS  | 2:05.579 | 15:33:09.667 | 2   | Suzuki SV650    |
| 1  |    | David TWYFORD | 2:04.989 | 15:33:11.217 | 2   | Suzuki SV650 K2 |
| 22 |    | Darren DOWDS  | 2:04.923 | 15:35:14.590 | 3   | Suzuki SV650    |
| 1  |    | David TWYFORD | 2:03.902 | 15:35:15.119 | 3   | Suzuki SV650 K2 |
| 1  |    | David TWYFORD | 2:03.445 | 15:39:22.963 | 5   | Suzuki SV650 K2 |

Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|---------------|----------|----------|-------------|-----------------|
| 22 |    | Darren DOWDS  | 1        | 4        | 11.87 miles | Suzuki SV650    |
| 1  |    | David TWYFORD | 5        | 1        | 2.96 miles  | Suzuki SV650 K2 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 15:28:53.449 |
| FINISH | 15:39:22.962 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:09.504  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - STATISTICS

CLASS :

29 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|---------------|----------|--------------|-----|-----------------|
| 22 | Darren DOWDS  | 2:05.579 | 15:33:09.667 | 2   | Suzuki SV650    |
| 1  | David TWYFORD | 2:04.989 | 15:33:11.217 | 2   | Suzuki SV650 K2 |
| 22 | Darren DOWDS  | 2:04.923 | 15:35:14.590 | 3   | Suzuki SV650    |
| 1  | David TWYFORD | 2:03.902 | 15:35:15.119 | 3   | Suzuki SV650 K2 |
| 1  | David TWYFORD | 2:03.445 | 15:39:22.963 | 5   | Suzuki SV650 K2 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|---------------|----------|----------|-------------|-----------------|
| 22 | Darren DOWDS  | 1        | 4        | 11.87 miles | Suzuki SV650    |
| 1  | David TWYFORD | 5        | 1        | 2.96 miles  | Suzuki SV650 K2 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - STATISTICS

CLASS : RMT

8 Starters

#### Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|-----------------|----------|--------------|-----|--------------|
| 96 | William HOWARTH | 2:11.427 | 15:33:22.843 | 2   | Suzuki SV650 |
| 96 | William HOWARTH | 2:09.612 | 15:35:32.455 | 3   | Suzuki SV650 |

#### Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|-----------------|----------|----------|-------------|--------------|
| 96 | William HOWARTH | 1        | 5        | 14.84 miles | Suzuki SV650 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - GRID - AMENDED (5 Laps)



|        |    |     |                 |    |     |                     |                                  |
|--------|----|-----|-----------------|----|-----|---------------------|----------------------------------|
| ROW 14 | 41 | 86  | Max MICHELL     | 40 | 57  | Richard BUCKHAM     |                                  |
| ROW 13 | 39 | 175 | Arlindo PESTANA | 38 | 166 | Ben KING            | 2:34.491                         |
| ROW 12 | 36 | 145 | Bradley CATLING | 35 | 144 | Stewart LATIMER     | 2:22.933<br>2:22.859<br>2:21.166 |
| ROW 11 | 33 | 109 | Logan PARSONS   | 32 | 40  | Simon WILKINSON     | 2:21.140<br>2:19.132<br>2:19.037 |
| ROW 10 | 30 | 127 | Matthew CHAM    | 29 | 195 | Alex COOK           | 2:18.262<br>2:17.991             |
| ROW 9  | 27 | 164 | Adam FEARNLEY   | 26 | 113 | Phil ROODT          | 2:17.837<br>2:17.747<br>2:17.683 |
| ROW 8  | 24 | 11  | Mark OSBORNE    | 23 | 369 | Merlin LINDSAY      | 2:16.432<br>2:15.573<br>2:15.558 |
| ROW 7  | 21 | 162 | Max PRIESTLEY   | 20 | 55  | Magnus MANSON-CHUBB | 2:15.023<br>2:13.778<br>2:13.629 |
| ROW 6  | 18 | 30  | David LUFF      | 17 | 39  | Daryn BUSA          | 2:12.574<br>2:12.390<br>2:11.191 |
| ROW 5  | 15 | 115 | Brian MAHER     | 14 | 140 | Daniel SALES        | 2:10.376<br>2:10.054<br>2:09.761 |
| ROW 4  | 12 | 96  | William HOWARTH | 11 | 4   | Hayden KILLWORTH    | 2:09.612<br>2:09.238<br>2:08.354 |
| ROW 3  | 9  | 141 | Bill HARRIS     | 8  | 27  | Jack BETTIS         | 2:07.783<br>2:07.706<br>2:07.393 |
| ROW 2  | 6  | 19  | Kevin LILLEY    | 5  | 33  | Steve COSTIN        | 2:07.333<br>2:07.213<br>2:06.425 |
| ROW 1  | 3  | 660 | Ronnie HARRIS   | 2  | 22  | Darren DOWDS        | 2:06.281<br>2:04.839<br>2:03.445 |
|        |    |     |                 | 1  | 1   | David TWYFORD       |                                  |

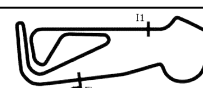
Pole

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:13 Saturday, 03 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL  | PIC | NAME            | ENTRY                                                      | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|-----|-----|-----------------|------------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 22  |     | 1   | Darren DOWDS    | Suzuki SV650 - Sublime Dsg Ltd                             | 5    | 11:23.505 |          |        | 78.18 | 2:15.151 | 3  | 2   | 1  |
| 2   | 33  |     | 2   | Steve COSTIN    | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg   | 5    | 11:29.593 | 6.088    | 6.088  | 77.49 | 2:13.897 | 4  | 5   | 3  |
| 3   | 1   |     | 3   | David TWYFORD   | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan             | 5    | 11:29.671 | 6.166    | 0.078  | 77.48 | 2:14.891 | 4  | 1   | -2 |
| 4   | 660 |     | 4   | Ronnie HARRIS   | Suzuki SV650 -                                             | 5    | 11:31.828 | 8.323    | 2.157  | 77.24 | 2:15.376 | 4  | 3   | -1 |
| 5   | 19  |     | 5   | Kevin LILLEY    | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Mol | 5    | 11:31.944 | 8.439    | 0.116  | 77.23 | 2:15.278 | 4  | 6   | 1  |
| 6   | 21  |     | 6   | Toby FINNIS     | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd        | 5    | 11:33.121 | 9.616    | 1.177  | 77.10 | 2:14.652 | 5  | 7   | 1  |
| 7   | 27  |     | 7   | Jack BETTIS     | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Prop  | 5    | 11:33.810 | 10.305   | 0.689  | 77.02 | 2:15.442 | 5  | 8   | 1  |
| 8   | 115 |     | 8   | Brian MAHER     | Suzuki SV650 - Spraytech /Espresso Solutions               | 5    | 11:42.898 | 19.393   | 9.088  | 76.02 | 2:15.856 | 3  | 15  | 7  |
| 9   | 96  | RMT | 1   | William HOWARTH | Suzuki SV650 -                                             | 5    | 11:49.038 | 25.533   | 6.140  | 75.37 | 2:19.255 | 5  | 12  | 3  |
| 10  | 52  |     | 9   | James EGGINTON  | Suzuki SV650 - Advance Computer Services - www.ACS.co      | 5    | 11:52.208 | 28.703   | 3.170  | 75.03 | 2:18.293 | 5  | 16  | 6  |
| 11  | 69  |     | 10  | Jack GRIFFITHS  | Suzuki SV650 - Joe's Carpets, ATP Racing                   | 5    | 11:52.664 | 29.159   | 0.456  | 74.98 | 2:18.174 | 5  | 10  | -1 |
| 12  | 11  |     | 11  | Mark OSBORNE    | Suzuki SV650 -                                             | 5    | 12:10.110 | 46.605   | 17.446 | 73.19 | 2:22.892 | 4  | 24  | 12 |
| 13  | 166 |     | 12  | Ben KING        | Suzuki SV650 -                                             | 5    | 12:15.110 | 51.605   | 5.000  | 72.69 | 2:22.466 | 5  | 38  | 25 |
| 14  | 40  |     | 13  | Simon WILKINSON | Suzuki SV650 -                                             | 5    | 12:19.533 | 56.028   | 4.423  | 72.26 | 2:21.850 | 5  | 32  | 18 |
| 15  | 109 | RMT | 2   | Logan PARSONS   | Suzuki SV650 - Logan Voiceover                             | 5    | 12:20.549 | 57.044   | 1.016  | 72.16 | 2:22.207 | 5  | 33  | 18 |
| 16  | 77  | RMT | 3   | Joshua CRISP    | Suzuki SV650 - JMC GUITARWORKS                             | 5    | 12:20.654 | 57.149   | 0.105  | 72.15 | 2:23.033 | 5  | 22  | 6  |
| 17  | 217 | RMT | 4   | Martin SIGGINS  | Suzuki SV650 - Siggins Property Services                   | 5    | 12:24.267 | 1:00.762 | 3.613  | 71.80 | 2:24.327 | 5  | 25  | 8  |
| 18  | 145 |     | 14  | Bradley CATLING | Suzuki SV650 - Electric avenue Leeds Ltd                   | 5    | 12:37.062 | 1:13.557 | 12.795 | 70.58 | 2:25.792 | 5  | 36  | 18 |
| 19  | 164 | RMT | 5   | Adam FEARNLEY   | Suzuki SV650 -                                             | 5    | 12:50.489 | 1:26.984 | 13.427 | 69.35 | 2:28.715 | 5  | 27  | 8  |

#### NOT CLASSIFIED

|     |     |  |  |              |                                            |   |          |        |        |       |          |   |    |  |
|-----|-----|--|--|--------------|--------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 138 |  |  | Craig JARMIN | Suzuki SV650 - SK PreP / NB Toolmaking     | 3 | 7:55.952 | 2 Laps | 2 Laps | 67.36 | 2:32.280 | 3 | 31 |  |
| DNF | 140 |  |  | Daniel SALES | Suzuki SV650 - Team Freddie, Ron & Frankie | 0 |          |        |        |       |          |   | 14 |  |

#### NOT STARTED

|    |     |     |  |                     |                                                            |  |  |  |  |  |  |  |    |  |
|----|-----|-----|--|---------------------|------------------------------------------------------------|--|--|--|--|--|--|--|----|--|
| NS | 4   |     |  | Hayden KILLWORTH    | Suzuki SV650 - Amy - Helmet City - GreenplantUK            |  |  |  |  |  |  |  | 11 |  |
| NS | 55  |     |  | Magnus MANSON-CHUBB | Suzuki SV650 -                                             |  |  |  |  |  |  |  | 20 |  |
| NS | 113 | RMT |  | Phil ROODT          | Suzuki SV650 - Carter Thorne Carpets and flooring 2018 ltd |  |  |  |  |  |  |  | 26 |  |

#### FASTEST LAP

|  |    |     |  |                 |                                                          |   |          |  |  |           |  |  |            |  |
|--|----|-----|--|-----------------|----------------------------------------------------------|---|----------|--|--|-----------|--|--|------------|--|
|  | 33 |     |  | Steve COSTIN    | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg | 4 | 2:13.897 |  |  | 79.82 mph |  |  | 128.46 kph |  |
|  | 96 | RMT |  | William HOWARTH | Suzuki SV650 -                                           | 5 | 2:19.255 |  |  | 76.75 mph |  |  | 123.52 kph |  |

Class - 92.5% of Race Speed = 72.31 mph  
Class RMT - 92.5% of Race Speed = 69.71 mph

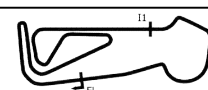
Weather / Track : Cloudy / Damp

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

Date: 04/05/2025 Start: 10:04 Finish: 10:16  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:26 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 19 - LAP CHART

| LAP 1 @ 10:07:01.950 |        |          | LAP 2 @ 10:09:18.050 |        |          | LAP 3 @ 10:11:33.201 |          |          | LAP 4 @ 10:13:48.573 |          |          | LAP 5 @ 10:16:05.051 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 22                   |        | 2:20.404 | 22                   |        | 2:16.100 | 22                   |          | 2:15.151 | 22                   |          | 2:15.372 | 22                   |          | 2:16.478 |
| 27                   | 4.255  | 2:24.659 | 27                   | 7.101  | 2:18.946 | 1                    | 7.482    | 2:15.056 | 1                    | 7.001    | 2:14.891 | 33                   | 6.088    | 2:14.276 |
| 1                    | 6.143  | 2:26.547 | 1                    | 7.577  | 2:17.534 | 660                  | 9.217    | 2:16.756 | 33                   | 8.290    | 2:13.897 | 1                    | 6.166    | 2:15.643 |
| 660                  | 6.315  | 2:26.719 | 660                  | 7.612  | 2:17.397 | 19                   | 9.287    | 2:16.128 | 19                   | 9.193    | 2:15.278 | 660                  | 8.323    | 2:15.580 |
| 33                   | 7.131  | 2:27.535 | 19                   | 8.310  | 2:17.046 | 33                   | 9.765    | 2:15.765 | 660                  | 9.221    | 2:15.376 | 19                   | 8.439    | 2:15.724 |
| 19                   | 7.364  | 2:27.768 | 33                   | 9.151  | 2:18.120 | 27                   | 10.464   | 2:18.514 | 27                   | 11.341   | 2:16.249 | 21                   | 9.616    | 2:14.652 |
| 96                   | 8.004  | 2:28.408 | 21                   | 10.249 | 2:18.072 | 21                   | 10.551   | 2:15.453 | 21                   | 11.442   | 2:16.263 | 27                   | 10.305   | 2:15.442 |
| 21                   | 8.277  | 2:28.681 | 115                  | 11.055 | 2:18.654 | 115                  | 11.760   | 2:15.856 | 115                  | 15.759   | 2:19.371 | 115                  | 19.393   | 2:20.112 |
| 115                  | 8.501  | 2:28.905 | 96                   | 12.281 | 2:20.377 | 96                   | 18.268   | 2:21.138 | 96                   | 22.756   | 2:19.860 | 96                   | 25.533   | 2:19.255 |
| 69                   | 9.471  | 2:29.875 | 69                   | 14.850 | 2:21.479 | 69                   | 22.306   | 2:22.607 | 52                   | 26.888   | 2:19.051 | 52                   | 28.703   | 2:18.293 |
| 52                   | 11.144 | 2:31.548 | 52                   | 17.483 | 2:22.439 | 52                   | 23.209   | 2:20.877 | 69                   | 27.463   | 2:20.529 | 69                   | 29.159   | 2:18.174 |
| 11                   | 14.519 | 2:34.923 | 11                   | 23.727 | 2:25.308 | 11                   | 32.574   | 2:23.998 | 11                   | 40.094   | 2:22.892 | 11                   | 46.605   | 2:22.989 |
| 217                  | 15.653 | 2:36.057 | 217                  | 26.704 | 2:27.151 | 166                  | 37.184   | 2:25.160 | 166                  | 45.617   | 2:23.805 | 166                  | 51.605   | 2:22.466 |
| 166                  | 17.823 | 2:38.227 | 166                  | 27.175 | 2:25.452 | 217                  | 41.026   | 2:29.473 | 77                   | 50.594   | 2:24.814 | 40                   | 56.028   | 2:21.850 |
| 77                   | 19.280 | 2:39.684 | 77                   | 29.697 | 2:26.517 | 77                   | 41.152   | 2:26.606 | 40                   | 50.656   | 2:24.220 | 109                  | 57.044   | 2:22.207 |
| 40                   | 20.468 | 2:40.872 | 109                  | 31.170 | 2:25.905 | 109                  | 41.404   | 2:25.385 | 109                  | 51.315   | 2:25.283 | 77                   | 57.149   | 2:23.033 |
| 109                  | 21.365 | 2:41.769 | 40                   | 32.007 | 2:27.639 | 40                   | 41.808   | 2:24.952 | 217                  | 52.913   | 2:27.259 | 217                  | 1:00.762 | 2:24.327 |
| 138                  | 25.999 | 2:46.403 | 145                  | 38.936 | 2:28.998 | 145                  | 51.627   | 2:27.842 | 145                  | 1:04.243 | 2:27.988 | 145                  | 1:13.557 | 2:25.792 |
| 145                  | 26.038 | 2:46.442 | 164                  | 45.136 | 2:35.044 | 164                  | 1:00.900 | 2:30.915 | 164                  | 1:14.747 | 2:29.219 | 164                  | 1:26.984 | 2:28.715 |
| 164                  | 26.192 | 2:46.596 | 138                  | 47.168 | 2:37.269 | 138                  | 1:04.297 | 2:32.280 |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

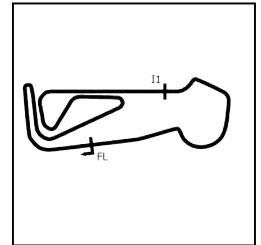
RACE 19 - POSITION CHART

|     |              | Lap |     |     |     |     |     |
|-----|--------------|-----|-----|-----|-----|-----|-----|
| No  | Name         | Pos | 1   | 2   | 3   | 4   | 5   |
| 1   | TWYFORD      | 1   | 22  | 22  | 22  | 22  | 22  |
| 22  | DOWDS        | 2   | 27  | 27  | 1   | 1   | 33  |
| 660 | HARRIS       | 3   | 1   | 1   | 660 | 33  | 1   |
| 33  | COSTIN       | 4   | 660 | 660 | 19  | 19  | 660 |
| 19  | LILLEY       | 5   | 33  | 19  | 33  | 660 | 19  |
| 21  | FINNIS       | 6   | 19  | 33  | 27  | 27  | 21  |
| 27  | BETTIS       | 7   | 96  | 21  | 21  | 21  | 27  |
| 69  | GRIFFITHS    | 8   | 21  | 115 | 115 | 115 | 115 |
| 4   | KILLWORTH    | 9   | 115 | 96  | 96  | 96  | 96  |
| 96  | HOWARTH      | 10  | 69  | 69  | 69  | 52  | 52  |
| 140 | SALES        | 11  | 52  | 52  | 52  | 69  | 69  |
| 115 | MAHER        | 12  | 11  | 11  | 11  | 11  | 11  |
| 52  | EGGINTON     | 13  | 217 | 217 | 166 | 166 | 166 |
| 55  | MANSON-CHUBB | 14  | 166 | 166 | 217 | 77  | 40  |
| 77  | CRISP        | 15  | 77  | 77  | 77  | 40  | 109 |
| 11  | OSBORNE      | 16  | 40  | 109 | 109 | 109 | 77  |
| 217 | SIGGINS      | 17  | 109 | 40  | 40  | 217 | 217 |
| 113 | ROODT        | 18  | 138 | 145 | 145 | 145 | 145 |
| 164 | FEARNLEY     | 19  | 145 | 164 | 164 | 164 | 164 |
| 138 | JARMIN       | 20  | 164 | 138 | 138 |     |     |
| 40  | WILKINSON    | 21  |     |     |     |     |     |
| 109 | PARSONS      | 22  |     |     |     |     |     |
| 145 | CATLING      | 23  |     |     |     |     |     |
| 166 | KING         | 24  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - SECTOR ANALYSIS



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

| <b>P1</b>                 | <b>22</b>       | <b>Darren DOWDS</b>      | Suzuki SV650 - Sublime Dsg Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.151 |                 | BEST LAP TIME : 2:15.151 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.901                   | 2:20.404                       | 76.12        | 5.253 | 10:07:01.950        |
| 2 -                       | 1:30.217        | 45.883                   | 2:16.100 (3)                   | 78.53        | 0.949 | 10:09:18.050        |
| 3 -                       | <b>1:30.072</b> | <b>45.079</b>            | <b>2:15.151 (1)</b>            | <b>79.08</b> |       | <b>10:11:33.201</b> |
| 4 -                       | 1:30.146        | 45.226                   | 2:15.372 (2)                   | 78.95        | 0.221 | 10:13:48.573        |
| 5 -                       | 1:30.884        | 45.594                   | 2:16.478                       | 78.31        | 1.327 | 10:16:05.051        |

| <b>P2</b>                 | <b>33</b>       | <b>Steve COSTIN</b>      | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.357 |                 | BEST LAP TIME : 2:13.897 | DIFFERENCE : 0.540                                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.925                   | 2:27.535                                                 | 72.44        | 13.638 | 10:07:09.081        |
| 2 -                       | 1:32.064        | 46.056                   | 2:18.120                                                 | 77.38        | 4.223  | 10:09:27.201        |
| 3 -                       | 1:30.699        | 45.066                   | 2:15.765 (3)                                             | 78.72        | 1.868  | 10:11:42.966        |
| 4 -                       | 1:29.644        | <b>44.253</b>            | <b>2:13.897 (1)</b>                                      | <b>79.82</b> |        | <b>10:13:56.863</b> |
| 5 -                       | <b>1:29.104</b> | 45.172                   | 2:14.276 (2)                                             | 79.59        | 0.379  | 10:16:11.139        |

| <b>P3</b>                 | <b>1</b>        | <b>David TWYFORD</b>     | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.313 |                 | BEST LAP TIME : 2:14.891 | DIFFERENCE : 0.578                             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.912                   | 2:26.547                                       | 72.93        | 11.656 | 10:07:08.093        |
| 2 -                       | 1:31.037        | 46.497                   | 2:17.534                                       | 77.71        | 2.643  | 10:09:25.627        |
| 3 -                       | <b>1:29.270</b> | 45.786                   | 2:15.056 (2)                                   | 79.13        | 0.165  | 10:11:40.683        |
| 4 -                       | 1:29.848        | <b>45.043</b>            | <b>2:14.891 (1)</b>                            | <b>79.23</b> |        | <b>10:13:55.574</b> |
| 5 -                       | 1:29.935        | 45.708                   | 2:15.643 (3)                                   | 78.79        | 0.752  | 10:16:11.217        |

| <b>P4</b>                 | <b>660</b>      | <b>Ronnie HARRIS</b>     | Suzuki SV650 -      |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.527 |                 | BEST LAP TIME : 2:15.376 | DIFFERENCE : 0.849  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.405                   | 2:26.719            | 72.84        | 11.343 | 10:07:08.265        |
| 2 -                       | 1:31.274        | 46.123                   | 2:17.397            | 77.78        | 2.021  | 10:09:25.662        |
| 3 -                       | 1:31.515        | 45.241                   | 2:16.756 (3)        | 78.15        | 1.380  | 10:11:42.418        |
| 4 -                       | 1:30.850        | <b>44.526</b>            | <b>2:15.376 (1)</b> | <b>78.95</b> |        | <b>10:13:57.794</b> |
| 5 -                       | <b>1:30.001</b> | 45.579                   | 2:15.580 (2)        | 78.83        | 0.204  | 10:16:13.374        |

| <b>P5</b>                 | <b>19</b>       | <b>Kevin LILLEY</b>      | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Motorcy |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.546 |                 | BEST LAP TIME : 2:15.278 | DIFFERENCE : 0.732                                             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.538                   | 2:27.768                                                       | 72.32        | 12.490 | 10:07:09.314        |
| 2 -                       | 1:31.088        | 45.958                   | 2:17.046                                                       | 77.98        | 1.768  | 10:09:26.360        |
| 3 -                       | 1:30.244        | 45.884                   | 2:16.128 (3)                                                   | 78.51        | 0.850  | 10:11:42.488        |
| 4 -                       | 1:30.602        | <b>44.676</b>            | <b>2:15.278 (1)</b>                                            | <b>79.00</b> |        | <b>10:13:57.766</b> |
| 5 -                       | <b>1:29.870</b> | 45.854                   | 2:15.724 (2)                                                   | 78.74        | 0.446  | 10:16:13.490        |

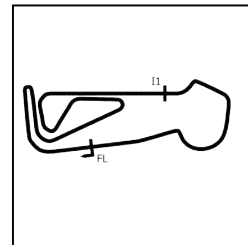
  

| <b>P6</b>        | <b>21</b> | <b>Toby FINNIS</b>       | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd |              |        |                     |
|------------------|-----------|--------------------------|-----------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : |           | BEST LAP TIME : 2:14.652 | DIFFERENCE :                                        |              |        |                     |
| LAP              | SECTOR 1  | SECTOR 2                 | LAP TIME                                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -              |           |                          | 2:28.681                                            | 71.88        | 14.029 | 10:07:10.227        |
| 2 -              |           |                          | 2:18.072                                            | 77.40        | 3.420  | 10:09:28.299        |
| 3 -              |           |                          | 2:15.453 (2)                                        | 78.90        | 0.801  | 10:11:43.752        |
| 4 -              |           |                          | 2:16.263 (3)                                        | 78.43        | 1.611  | 10:14:00.015        |
| 5 -              |           |                          | <b>2:14.652 (1)</b>                                 | <b>79.37</b> |        | <b>10:16:14.667</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                               |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>27</b>       | <b>Jack BETTIS</b>       | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Property |              |       |                     |
| IDEAL LAP TIME : 2:15.442 |                 | BEST LAP TIME : 2:15.442 | DIFFERENCE : 0.000                                            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.671                   | 2:24.659                                                      | 73.88        | 9.217 | 10:07:06.205        |
| 2 -                       | 1:32.875        | 46.071                   | 2:18.946                                                      | 76.92        | 3.504 | 10:09:25.151        |
| 3 -                       | 1:32.682        | 45.832                   | 2:18.514 <b>(3)</b>                                           | 77.16        | 3.072 | 10:11:43.665        |
| 4 -                       | 1:30.593        | 45.656                   | 2:16.249 <b>(2)</b>                                           | 78.44        | 0.807 | 10:13:59.914        |
| 5 -                       | <b>1:30.407</b> | <b>45.035</b>            | <b>2:15.442 (1)</b>                                           | <b>78.91</b> |       | <b>10:16:15.356</b> |

|                           |                 |                          |                                              |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------|--------------|--------|---------------------|
| <b>P8</b>                 | <b>115</b>      | <b>Brian MAHER</b>       | Suzuki SV650 - Spraytech /Espresso Solutions |              |        |                     |
| IDEAL LAP TIME : 2:15.856 |                 | BEST LAP TIME : 2:15.856 | DIFFERENCE : 0.000                           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.772                   | 2:28.905                                     | 71.77        | 13.049 | 10:07:10.451        |
| 2 -                       | 1:32.060        | 46.594                   | 2:18.654 <b>(2)</b>                          | 77.08        | 2.798  | 10:09:29.105        |
| 3 -                       | <b>1:29.836</b> | <b>46.020</b>            | <b>2:15.856 (1)</b>                          | <b>78.67</b> |        | <b>10:11:44.961</b> |
| 4 -                       | 1:32.534        | 46.837                   | 2:19.371 <b>(3)</b>                          | 76.68        | 3.515  | 10:14:04.332        |
| 5 -                       | 1:32.501        | 47.611                   | 2:20.112                                     | 76.28        | 4.256  | 10:16:24.444        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>96 RMT</b>   | <b>William HOWARTH</b>   | Suzuki SV650 -      |              |       |                     |
| IDEAL LAP TIME : 2:19.255 |                 | BEST LAP TIME : 2:19.255 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.762                   | 2:28.408            | 72.01        | 9.153 | 10:07:09.954        |
| 2 -                       | 1:32.814        | 47.563                   | 2:20.377 <b>(3)</b> | 76.13        | 1.122 | 10:09:30.331        |
| 3 -                       | 1:33.372        | 47.766                   | 2:21.138            | 75.72        | 1.883 | 10:11:51.469        |
| 4 -                       | 1:32.953        | 46.907                   | 2:19.860 <b>(2)</b> | 76.41        | 0.605 | 10:14:11.329        |
| 5 -                       | <b>1:32.746</b> | <b>46.509</b>            | <b>2:19.255 (1)</b> | <b>76.75</b> |       | <b>10:16:30.584</b> |

|                           |                 |                          |                                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|--------|---------------------|
| <b>P10</b>                | <b>52</b>       | <b>James EGGINTON</b>    | Suzuki SV650 - Advance Computer Services - www.ACS.co.uk |              |        |                     |
| IDEAL LAP TIME : 2:18.293 |                 | BEST LAP TIME : 2:18.293 | DIFFERENCE : 0.000                                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.578                   | 2:31.548                                                 | 70.52        | 13.255 | 10:07:13.094        |
| 2 -                       | 1:33.441        | 48.998                   | 2:22.439                                                 | 75.03        | 4.146  | 10:09:35.533        |
| 3 -                       | 1:32.713        | 48.164                   | 2:20.877 <b>(3)</b>                                      | 75.86        | 2.584  | 10:11:56.410        |
| 4 -                       | 1:32.260        | 46.791                   | 2:19.051 <b>(2)</b>                                      | 76.86        | 0.758  | 10:14:15.461        |
| 5 -                       | <b>1:31.853</b> | <b>46.440</b>            | <b>2:18.293 (1)</b>                                      | <b>77.28</b> |        | <b>10:16:33.754</b> |

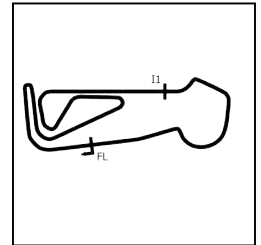
|                           |                 |                          |                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>69</b>       | <b>Jack GRIFFITHS</b>    | Suzuki SV650 - Joe's Carpets, ATP Racing |              |        |                     |
| IDEAL LAP TIME : 2:18.174 |                 | BEST LAP TIME : 2:18.174 | DIFFERENCE : 0.000                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.499                   | 2:29.875                                 | 71.31        | 11.701 | 10:07:11.421        |
| 2 -                       | 1:33.758        | 47.721                   | 2:21.479 <b>(3)</b>                      | 75.54        | 3.305  | 10:09:32.900        |
| 3 -                       | 1:35.075        | 47.532                   | 2:22.607                                 | 74.94        | 4.433  | 10:11:55.507        |
| 4 -                       | 1:33.984        | 46.545                   | 2:20.529 <b>(2)</b>                      | 76.05        | 2.355  | 10:14:16.036        |
| 5 -                       | <b>1:32.054</b> | <b>46.120</b>            | <b>2:18.174 (1)</b>                      | <b>77.35</b> |        | <b>10:16:34.210</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>11</b>       | <b>Mark OSBORNE</b>      | Suzuki SV650 -      |              |        |                     |
| IDEAL LAP TIME : 2:22.892 |                 | BEST LAP TIME : 2:22.892 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.498                   | 2:34.923            | 68.98        | 12.031 | 10:07:16.469        |
| 2 -                       | 1:35.794        | 49.514                   | 2:25.308            | 73.55        | 2.416  | 10:09:41.777        |
| 3 -                       | 1:34.836        | 49.162                   | 2:23.998 <b>(3)</b> | 74.22        | 1.106  | 10:12:05.775        |
| 4 -                       | <b>1:34.512</b> | <b>48.380</b>            | <b>2:22.892 (1)</b> | <b>74.79</b> |        | <b>10:14:28.667</b> |
| 5 -                       | 1:34.537        | 48.452                   | 2:22.989 <b>(2)</b> | 74.74        | 0.097  | 10:16:51.656        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>166</b>      | <b>Ben KING</b>          | Suzuki SV650 -      |              |        |                     |
| IDEAL LAP TIME : 2:22.466 |                 | BEST LAP TIME : 2:22.466 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.500                   | 2:38.227            | 67.54        | 15.761 | 10:07:19.773        |
| 2 -                       | 1:35.986        | 49.466                   | 2:25.452            | 73.48        | 2.986  | 10:09:45.225        |
| 3 -                       | 1:36.815        | 48.345                   | 2:25.160 (3)        | 73.62        | 2.694  | 10:12:10.385        |
| 4 -                       | 1:35.069        | 48.736                   | 2:23.805 (2)        | 74.32        | 1.339  | 10:14:34.190        |
| 5 -                       | <b>1:34.300</b> | <b>48.166</b>            | <b>2:22.466 (1)</b> | <b>75.02</b> |        | <b>10:16:56.656</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>40</b>       | <b>Simon WILKINSON</b>   | Suzuki SV650 -      |              |        |                     |
| IDEAL LAP TIME : 2:21.850 |                 | BEST LAP TIME : 2:21.850 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.183                   | 2:40.872            | 66.43        | 19.022 | 10:07:22.418        |
| 2 -                       | 1:38.159        | 49.480                   | 2:27.639            | 72.39        | 5.789  | 10:09:50.057        |
| 3 -                       | 1:35.515        | 49.437                   | 2:24.952 (3)        | 73.73        | 3.102  | 10:12:15.009        |
| 4 -                       | 1:35.781        | 48.439                   | 2:24.220 (2)        | 74.10        | 2.370  | 10:14:39.229        |
| 5 -                       | <b>1:34.493</b> | <b>47.357</b>            | <b>2:21.850 (1)</b> | <b>75.34</b> |        | <b>10:17:01.079</b> |

|                           |                 |                          |                                |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| <b>P15</b>                | <b>109 RMT</b>  | <b>Logan PARSONS</b>     | Suzuki SV650 - Logan Voiceover |              |        |                     |
| IDEAL LAP TIME : 2:22.207 |                 | BEST LAP TIME : 2:22.207 | DIFFERENCE : 0.000             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.179                   | 2:41.769                       | 66.06        | 19.562 | 10:07:23.315        |
| 2 -                       | 1:36.770        | 49.135                   | 2:25.905                       | 73.25        | 3.698  | 10:09:49.220        |
| 3 -                       | 1:35.403        | 49.982                   | 2:25.385 (3)                   | 73.51        | 3.178  | 10:12:14.605        |
| 4 -                       | 1:36.233        | 49.050                   | 2:25.283 (2)                   | 73.56        | 3.076  | 10:14:39.888        |
| 5 -                       | <b>1:34.465</b> | <b>47.742</b>            | <b>2:22.207 (1)</b>            | <b>75.15</b> |        | <b>10:17:02.095</b> |

|                           |                 |                          |                                |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>77 RMT</b>   | <b>Joshua CRISP</b>      | Suzuki SV650 - JMC GUITARWORKS |              |        |                     |
| IDEAL LAP TIME : 2:22.725 |                 | BEST LAP TIME : 2:23.033 | DIFFERENCE : 0.308             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.938                   | 2:39.684                       | 66.93        | 16.651 | 10:07:21.230        |
| 2 -                       | 1:37.798        | 48.719                   | 2:26.517 (3)                   | 72.94        | 3.484  | 10:09:47.747        |
| 3 -                       | 1:36.891        | 49.715                   | 2:26.606                       | 72.90        | 3.573  | 10:12:14.353        |
| 4 -                       | <b>1:36.401</b> | 48.413                   | 2:24.814 (2)                   | 73.80        | 1.781  | 10:14:39.167        |
| 5 -                       | 1:36.709        | <b>46.324</b>            | <b>2:23.033 (1)</b>            | <b>74.72</b> |        | <b>10:17:02.200</b> |

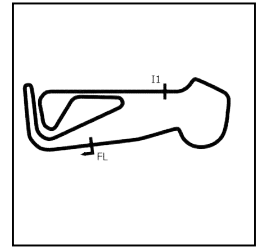
|                           |                 |                          |                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>217 RMT</b>  | <b>Martin SIGGINS</b>    | Suzuki SV650 - Siggins Property Services |              |        |                     |
| IDEAL LAP TIME : 2:24.288 |                 | BEST LAP TIME : 2:24.327 | DIFFERENCE : 0.039                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.766                   | 2:36.057                                 | 68.48        | 11.730 | 10:07:17.603        |
| 2 -                       | 1:38.027        | 49.124                   | 2:27.151 (2)                             | 72.63        | 2.824  | 10:09:44.754        |
| 3 -                       | 1:38.994        | 50.479                   | 2:29.473                                 | 71.50        | 5.146  | 10:12:14.227        |
| 4 -                       | 1:38.764        | <b>48.495</b>            | 2:27.259 (3)                             | 72.58        | 2.932  | 10:14:41.486        |
| 5 -                       | <b>1:35.793</b> | 48.534                   | <b>2:24.327 (1)</b>                      | <b>74.05</b> |        | <b>10:17:05.813</b> |

|                           |                 |                          |                                          |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>145</b>      | <b>Bradley CATLING</b>   | Suzuki SV650 - Electric avenue Leeds Ltd |              |        |                     |
| IDEAL LAP TIME : 2:25.792 |                 | BEST LAP TIME : 2:25.792 | DIFFERENCE : 0.000                       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.072                   | 2:46.442                                 | 64.21        | 20.650 | 10:07:27.988        |
| 2 -                       | 1:39.026        | 49.972                   | 2:28.998                                 | 71.73        | 3.206  | 10:09:56.986        |
| 3 -                       | 1:38.396        | 49.446                   | 2:27.842 (2)                             | 72.29        | 2.050  | 10:12:24.828        |
| 4 -                       | 1:38.520        | 49.468                   | 2:27.988 (3)                             | 72.22        | 2.196  | 10:14:52.816        |
| 5 -                       | <b>1:36.830</b> | <b>48.962</b>            | <b>2:25.792 (1)</b>                      | <b>73.31</b> |        | <b>10:17:18.608</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - SECTOR ANALYSIS



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

| <b>P19 164 RMT Adam FEARNLEY</b> Suzuki SV650 -<br>IDEAL LAP TIME : 2:28.669 BEST LAP TIME : 2:28.715 DIFFERENCE : 0.046 |                 |               |                     |              |        |                     |
|--------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                      | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                      |                 | 53.549        | 2:46.596            | 64.15        | 17.881 | 10:07:28.142        |
| 2 -                                                                                                                      | 1:44.265        | 50.779        | 2:35.044            | 68.93        | 6.329  | 10:10:03.186        |
| 3 -                                                                                                                      | 1:40.203        | 50.712        | 2:30.915 <b>(3)</b> | 70.82        | 2.200  | 10:12:34.101        |
| 4 -                                                                                                                      | 1:39.520        | <b>49.699</b> | 2:29.219 <b>(2)</b> | 71.62        | 0.504  | 10:15:03.320        |
| 5 -                                                                                                                      | <b>1:38.970</b> | 49.745        | <b>2:28.715 (1)</b> | <b>71.86</b> |        | <b>10:17:32.035</b> |

| <b>P20 138 Craig JARMIN</b> Suzuki SV650 - SK PreP / NB Toolmaking<br>IDEAL LAP TIME : 2:31.984 BEST LAP TIME : 2:32.280 DIFFERENCE : 0.296 |          |               |                     |              |        |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                                         | SECTOR 1 | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                         |          | 53.778        | 2:46.403            | 64.22        | 14.123 | 10:07:27.949        |
| 2 -                                                                                                                                         | 1:44.955 | 52.314        | 2:37.269 <b>(2)</b> | 67.96        | 4.989  | 10:10:05.218        |
| 3 -                                                                                                                                         | 1:41.564 | <b>50.716</b> | <b>2:32.280 (1)</b> | <b>70.18</b> |        | <b>10:12:37.498</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 19 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |           | PERFECT LAP | 2:13.357 |       |
| 1        | 33  | 1:29.104 | 33       | 44.253 | 1                       | 33  | COSTIN    | 2:13.357    | 2:13.897 | 0.540 |
| 2        | 1   | 1:29.270 | 660      | 44.526 | 2                       | 1   | TWYFORD   | 2:14.313    | 2:14.891 | 0.578 |
| 3        | 115 | 1:29.836 | 19       | 44.676 | 3                       | 660 | HARRIS    | 2:14.527    | 2:15.376 | 0.849 |
| 4        | 19  | 1:29.870 | 27       | 45.035 | 4                       | 19  | LILLEY    | 2:14.546    | 2:15.278 | 0.732 |
| 5        | 660 | 1:30.001 | 1        | 45.043 | 5                       | 22  | DOWDS     | 2:15.151    | 2:15.151 | 0.000 |
| 6        | 22  | 1:30.072 | 22       | 45.079 | 6                       | 27  | BETTIS    | 2:15.442    | 2:15.442 | 0.000 |
| 7        | 27  | 1:30.407 | 115      | 46.020 | 7                       | 115 | MAHER     | 2:15.856    | 2:15.856 | 0.000 |
| 8        | 52  | 1:31.853 | 69       | 46.120 | 8                       | 69  | GRIFFITHS | 2:18.174    | 2:18.174 | 0.000 |
| 9        | 69  | 1:32.054 | 77       | 46.324 | 9                       | 52  | EGGINTON  | 2:18.293    | 2:18.293 | 0.000 |
| 10       | 96  | 1:32.746 | 52       | 46.440 | 10                      | 96  | HOWARTH   | 2:19.255    | 2:19.255 | 0.000 |
| 11       | 166 | 1:34.300 | 96       | 46.509 | 11                      | 40  | WILKINSON | 2:21.850    | 2:21.850 | 0.000 |
| 12       | 109 | 1:34.465 | 40       | 47.357 | 12                      | 109 | PARSONS   | 2:22.207    | 2:22.207 | 0.000 |
| 13       | 40  | 1:34.493 | 109      | 47.742 | 13                      | 166 | KING      | 2:22.466    | 2:22.466 | 0.000 |
| 14       | 11  | 1:34.512 | 166      | 48.166 | 14                      | 77  | CRISP     | 2:22.725    | 2:23.033 | 0.308 |
| 15       | 217 | 1:35.793 | 11       | 48.380 | 15                      | 11  | OSBORNE   | 2:22.892    | 2:22.892 | 0.000 |
| 16       | 77  | 1:36.401 | 217      | 48.495 | 16                      | 217 | SIGGINS   | 2:24.288    | 2:24.327 | 0.039 |
| 17       | 145 | 1:36.830 | 145      | 48.962 | 17                      | 145 | CATLING   | 2:25.792    | 2:25.792 | 0.000 |
| 18       | 164 | 1:38.970 | 164      | 49.699 | 18                      | 164 | FEARNLEY  | 2:28.669    | 2:28.715 | 0.046 |
| 19       | 138 | 1:41.268 | 138      | 50.716 | 19                      | 138 | JARMIN    | 2:31.984    | 2:32.280 | 0.296 |
| 20       |     |          |          |        | 20                      | 21  | FINNIS    |             | 2:14.652 |       |
| 21       |     |          |          |        |                         |     |           |             |          |       |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 19 - STATISTICS

Competitors Started 21

Planned Start 2025-05-04 @ 09:30:00.000

Actual Start 2025-05-04 @ 10:04:41.545

Finish Time 2025-05-04 @ 10:16:05.050

Track Length 2.9689mi.

Total Laps 98

Total Distance Covered 290.9533mi.

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|---------------|----------|--------------|-----|-----------------|
| 22 |    | Darren DOWDS  | 2:16.100 | 10:09:18.050 | 2   | Suzuki SV650    |
| 22 |    | Darren DOWDS  | 2:15.151 | 10:11:33.201 | 3   | Suzuki SV650    |
| 1  |    | David TWYFORD | 2:15.056 | 10:11:40.683 | 3   | Suzuki SV650 K2 |
| 1  |    | David TWYFORD | 2:14.891 | 10:13:55.574 | 4   | Suzuki SV650 K2 |
| 33 |    | Steve COSTIN  | 2:13.897 | 10:13:56.863 | 4   | Suzuki SV650    |

Session Leader History

| NO | CL | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|----|--------------|----------|----------|-------------|--------------|
| 22 |    | Darren DOWDS | 1        | 5        | 14.84 miles | Suzuki SV650 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:04:41.545 |
| FINISH | 10:16:05.050 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:56.855  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - STATISTICS

CLASS :

16 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|---------------|----------|--------------|-----|-----------------|
| 22 | Darren DOWDS  | 2:16.100 | 10:09:18.050 | 2   | Suzuki SV650    |
| 22 | Darren DOWDS  | 2:15.151 | 10:11:33.201 | 3   | Suzuki SV650    |
| 1  | David TWYFORD | 2:15.056 | 10:11:40.683 | 3   | Suzuki SV650 K2 |
| 1  | David TWYFORD | 2:14.891 | 10:13:55.574 | 4   | Suzuki SV650 K2 |
| 33 | Steve COSTIN  | 2:13.897 | 10:13:56.863 | 4   | Suzuki SV650    |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|--------------|----------|----------|-------------|--------------|
| 22 | Darren DOWDS | 1        | 5        | 14.84 miles | Suzuki SV650 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 19 - STATISTICS

**CLASS : RMT**

**5 Starters**

#### Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|-----------------|----------|--------------|-----|--------------|
| 96 | William HOWARTH | 2:20.377 | 10:09:30.331 | 2   | Suzuki SV650 |
| 96 | William HOWARTH | 2:19.860 | 10:14:11.329 | 4   | Suzuki SV650 |
| 96 | William HOWARTH | 2:19.255 | 10:16:30.584 | 5   | Suzuki SV650 |

#### Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|-----------------|----------|----------|-------------|--------------|
| 96 | William HOWARTH | 1        | 5        | 14.84 miles | Suzuki SV650 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - GRID (5 Laps)



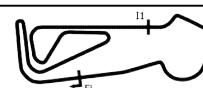
|        |    |     |                  |    |     |                     |    |     |                 |
|--------|----|-----|------------------|----|-----|---------------------|----|-----|-----------------|
| ROW 13 | 39 | 86  | Max MICHELL      | 38 | 251 | Craig FERRIS        | 37 | 144 | Stewart LATIMER |
| ROW 12 | 36 | 51  | Andrew DURANT    | 35 | 127 | Matthew CHAM        | 34 | 195 | Alex COOK       |
| ROW 11 | 33 | 158 | Danny BRENNAN    | 32 | 113 | Phil ROODT          | 31 | 369 | Merlin LINDSAY  |
| ROW 10 | 30 | 162 | Max PRIESTLEY    | 29 | 55  | Magnus MANSON-CHUBB | 28 | 81  | Malvern MAY     |
| ROW 9  | 27 | 30  | David LUFF       | 26 | 39  | Daryn BUSA          | 25 | 5   | Travis ROOKER   |
| ROW 8  | 24 | 4   | Hayden KILLWORTH | 23 | 141 | Bill HARRIS         | 22 | 66  | Mitch DUCRAN    |
| ROW 7  | 21 | 138 | Craig JARMIN     | 20 | 140 | Daniel SALES        | 19 | 164 | Adam FEARNLEY   |
| ROW 6  | 18 | 145 | Bradley CATLING  | 17 | 217 | Martin SIGGINS      | 16 | 77  | Joshua CRISP    |
| ROW 5  | 15 | 11  | Mark OSBORNE     | 14 | 166 | Ben KING            | 13 | 109 | Logan PARSONS   |
| ROW 4  | 12 | 40  | Simon WILKINSON  | 11 | 96  | William HOWARTH     | 10 | 52  | James EGGINTON  |
| ROW 3  | 9  | 69  | Jack GRIFFITHS   | 8  | 115 | Brian MAHER         | 7  | 27  | Jack BETTIS     |
| ROW 2  | 6  | 660 | Ronnie HARRIS    | 5  | 19  | Kevin LILLEY        | 4  | 22  | Darren DOWDS    |
| ROW 1  | 3  | 1   | David TWYFORD    | 2  | 21  | Toby FINNIS         | 1  | 33  | Steve COSTIN    |
| Pole   |    |     |                  |    |     |                     |    |     |                 |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:24 Sunday, 04 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - CLASSIFICATION

Race Distance: 10 Laps / 29.68 miles



| POS | NO  | CL  | PIC | NAME                | ENTRY                                                       | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|-----|-----|-----|---------------------|-------------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|-----|
| 1   | 1   |     | 1   | David TWYFORD       | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan              | 10   | 20:58.432 |          |        | 84.93 | 2:04.088 | 4  | 3   | 2   |
| 2   | 660 |     | 2   | Ronnie HARRIS       | Suzuki SV650 -                                              | 10   | 21:08.569 | 10.137   | 10.137 | 84.25 | 2:05.172 | 4  | 6   | 4   |
| 3   | 66  |     | 3   | Mitch DUCRAN        | Suzuki SV650 - JP Haulage / Black Widow Exhausts            | 10   | 21:11.487 | 13.055   | 2.918  | 84.05 | 2:05.560 | 7  | 22  | 19  |
| 4   | 21  |     | 4   | Toby FINNIS         | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd         | 10   | 21:11.900 | 13.468   | 0.413  | 84.03 | 2:05.421 | 9  | 2   | -2  |
| 5   | 33  |     | 5   | Steve COSTIN        | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg    | 10   | 21:29.470 | 31.038   | 17.570 | 82.88 | 2:06.772 | 10 | 1   | -4  |
| 6   | 27  |     | 6   | Jack BETTIS         | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Propt  | 10   | 21:29.490 | 31.058   | 0.020  | 82.88 | 2:07.803 | 9  | 7   | 1   |
| 7   | 96  | RMT | 1   | William HOWARTH     | Suzuki SV650 -                                              | 10   | 21:29.660 | 31.228   | 0.170  | 82.87 | 2:07.051 | 9  | 11  | 4   |
| 8   | 22  |     | 7   | Darren DOWDS        | Suzuki SV650 - Sublime Dsg Ltd                              | 10   | 21:31.349 | 32.917   | 1.689  | 82.76 | 2:06.248 | 2  | 4   | -4  |
| 9   | 19  |     | 8   | Kevin LILLEY        | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Motc | 10   | 21:32.038 | 33.606   | 0.689  | 82.72 | 2:07.770 | 9  | 5   | -4  |
| 10  | 141 |     | 9   | Bill HARRIS         | Suzuki SV650 -                                              | 10   | 21:40.571 | 42.139   | 8.533  | 82.17 | 2:07.481 | 9  | 23  | 13  |
| 11  | 115 |     | 10  | Brian MAHER         | Suzuki SV650 - Spraytech /Espresso Solutions                | 10   | 21:43.183 | 44.751   | 2.612  | 82.01 | 2:08.761 | 8  | 8   | -3  |
| 12  | 5   |     | 11  | Travis ROOKER       | Suzuki SV650 - Swedish car connection                       | 10   | 21:43.513 | 45.081   | 0.330  | 81.99 | 2:07.465 | 9  | 25  | 13  |
| 13  | 69  |     | 12  | Jack GRIFFITHS      | Suzuki SV650 - Joe's Carpets, ATP Racing                    | 10   | 21:44.000 | 45.568   | 0.487  | 81.96 | 2:08.823 | 10 | 9   | -4  |
| 14  | 4   |     | 13  | Hayden KILLWORTH    | Suzuki SV650 - Amy - Helmet City - GreenplantUK             | 10   | 21:50.524 | 52.092   | 6.524  | 81.55 | 2:08.701 | 8  | 24  | 10  |
| 15  | 166 |     | 14  | Ben KING            | Suzuki SV650 -                                              | 10   | 22:02.312 | 1:03.880 | 11.788 | 80.82 | 2:10.331 | 4  | 14  | -1  |
| 16  | 140 |     | 15  | Daniel SALES        | Suzuki SV650 - Team Freddie, Ron & Frankie                  | 10   | 22:02.629 | 1:04.197 | 0.317  | 80.80 | 2:09.109 | 8  | 20  | 4   |
| 17  | 52  |     | 16  | James EGGINTON      | Suzuki SV650 - Advance Computer Services - www.ACS.co.uk    | 10   | 22:06.941 | 1:08.509 | 4.312  | 80.54 | 2:11.109 | 8  | 10  | -7  |
| 18  | 39  |     | 17  | Daryn BUSA          | Suzuki SV650 - iActiveRC                                    | 10   | 22:12.511 | 1:14.079 | 5.570  | 80.21 | 2:11.366 | 8  | 26  | 8   |
| 19  | 30  |     | 18  | David LUFF          | Suzuki SV650 - ATP & Sarah O'Neill                          | 10   | 22:32.749 | 1:34.317 | 20.238 | 79.01 | 2:12.189 | 9  | 27  | 8   |
| 20  | 55  |     | 19  | Magnus MANSON-CHUBB | Suzuki SV650 -                                              | 10   | 22:46.111 | 1:47.679 | 13.362 | 78.23 | 2:14.474 | 9  | 29  | 9   |
| 21  | 162 |     | 20  | Max PRIESTLEY       | Suzuki SV650 -                                              | 10   | 22:46.321 | 1:47.889 | 0.210  | 78.22 | 2:13.705 | 9  | 30  | 9   |
| 22  | 81  |     | 21  | Malvern MAY         | Suzuki SV650 - IMP racing                                   | 10   | 22:47.333 | 1:48.901 | 1.012  | 78.16 | 2:14.578 | 4  | 28  | 6   |
| 23  | 77  | RMT | 2   | Joshua CRISP        | Suzuki SV650 - JMC GUITARWORKS                              | 10   | 22:54.859 | 1:56.427 | 7.526  | 77.73 | 2:15.989 | 7  | 16  | -7  |
| 24  | 127 |     | 22  | Matthew CHAM        | Ducati MONSTER 796 -                                        | 10   | 23:08.762 | 2:10.330 | 13.903 | 76.96 | 2:16.466 | 10 | 35  | 11  |
| 25  | 11  |     | 23  | Mark OSBORNE        | Suzuki SV650 -                                              | 10   | 23:08.835 | 2:10.403 | 0.073  | 76.95 | 2:14.978 | 9  | 15  | -10 |
| 26  | 40  |     | 24  | Simon WILKINSON     | Suzuki SV650 -                                              | 10   | 23:38.063 | 2:39.631 | 29.228 | 75.37 | 2:16.651 | 7  | 12  | -14 |
| 27  | 195 | RMT | 3   | Alex COOK           | Suzuki SV650 - Sac boiler plant                             | 9    | 20:58.863 | 1 Lap    | 1 Lap  | 76.41 | 2:16.156 | 4  | 34  | 7   |
| 28  | 217 | RMT | 4   | Martin SIGGINS      | Suzuki SV650 - Siggins Property Services                    | 9    | 21:12.483 | 1 Lap    | 13.620 | 75.59 | 2:18.575 | 4  | 17  | -11 |
| 29  | 113 | RMT | 5   | Phil ROODT          | Suzuki SV650 - Carter Thorne Carpets and flooring 2018 ltd  | 9    | 21:12.894 | 1 Lap    | 0.411  | 75.57 | 2:16.433 | 9  | 32  | 3   |
| 30  | 164 | RMT | 6   | Adam FEARNLEY       | Suzuki SV650 -                                              | 9    | 21:13.417 | 1 Lap    | 0.523  | 75.53 | 2:18.179 | 9  | 19  | -11 |
| 31  | 51  |     | 25  | Andrew DURANT       | Suzuki SV650 -                                              | 9    | 21:16.645 | 1 Lap    | 3.228  | 75.34 | 2:19.647 | 9  | 36  | 5   |
| 32  | 138 |     | 26  | Craig JARMIN        | Suzuki SV650 - SK PreP / NB Toolmaking                      | 9    | 21:17.043 | 1 Lap    | 0.398  | 75.32 | 2:18.742 | 8  | 21  | -11 |
| 33  | 145 |     | 27  | Bradley CATLING     | Suzuki SV650 - Electric avenue Leeds Ltd                    | 9    | 21:19.437 | 1 Lap    | 2.394  | 75.18 | 2:19.759 | 4  | 18  | -15 |

#### NOT CLASSIFIED

|     |     |     |  |                 |                                    |   |           |        |        |       |          |   |    |  |
|-----|-----|-----|--|-----------------|------------------------------------|---|-----------|--------|--------|-------|----------|---|----|--|
| DNF | 158 |     |  | Danny BRENNAN   | Suzuki SV650 -                     | 8 | 18:55.713 | 2 Laps | 1 Lap  | 75.28 | 2:18.701 | 7 | 33 |  |
| DNF | 109 | RMT |  | Logan PARSONS   | Suzuki SV650 - Logan Voiceover     | 4 | 9:35.493  | 6 Laps | 4 Laps | 74.28 | 2:21.514 | 4 | 13 |  |
| DNF | 144 |     |  | Stewart LATIMER | Suzuki SV650 - Fat Bloke Racing RR | 0 |           |        |        |       |          |   | 37 |  |

#### FASTEST LAP

|  |    |     |  |                 |                                                |   |          |  |  |           |  |            |  |  |
|--|----|-----|--|-----------------|------------------------------------------------|---|----------|--|--|-----------|--|------------|--|--|
|  | 1  |     |  | David TWYFORD   | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan | 4 | 2:04.088 |  |  | 86.13 mph |  | 138.61 kph |  |  |
|  | 96 | RMT |  | William HOWARTH | Suzuki SV650 -                                 | 9 | 2:07.051 |  |  | 84.12 mph |  | 135.38 kph |  |  |

Class - 92.5% of Race Speed = 78.56 mph  
Class RMT - 92.5% of Race Speed = 76.65 mph

Weather / Track : Cloudy / Dry

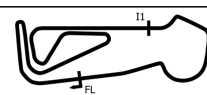
These results are provisional until the conclusion of any judicial and technical matters.

Date: 04/05/2025 Start: 14:39 Finish: 15:00

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:03 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - LAP CHART

| LAP 1 @ 14:41:23.262 |        |          | LAP 2 @ 14:43:29.115 |        |          | LAP 3 @ 14:45:33.961 |        |          | LAP 4 @ 14:47:38.049 |          |          | LAP 5 @ 14:49:43.234 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 1                    |        | 2:12.043 | 1                    |        | 2:05.853 | 1                    |        | 2:04.846 | 1                    |          | 2:04.088 | 1                    |          | 2:05.185 |
| 22                   | 0.421  | 2:12.464 | 22                   | 0.816  | 2:06.248 | 22                   | 2.559  | 2:06.589 | 660                  | 3.733    | 2:05.172 | 660                  | 3.878    | 2:05.330 |
| 21                   | 1.042  | 2:13.085 | 21                   | 2.152  | 2:06.963 | 660                  | 2.649  | 2:05.263 | 21                   | 6.007    | 2:06.332 | 21                   | 7.253    | 2:06.431 |
| 660                  | 1.612  | 2:13.655 | 660                  | 2.232  | 2:06.473 | 21                   | 3.763  | 2:06.457 | 22                   | 7.084    | 2:08.613 | 66                   | 9.570    | 2:05.906 |
| 19                   | 3.182  | 2:15.225 | 66                   | 5.198  | 2:07.681 | 66                   | 6.682  | 2:06.330 | 66                   | 8.849    | 2:06.255 | 22                   | 11.389   | 2:09.490 |
| 33                   | 3.282  | 2:15.325 | 27                   | 6.565  | 2:08.743 | 27                   | 9.554  | 2:07.835 | 27                   | 13.558   | 2:08.092 | 27                   | 16.210   | 2:07.837 |
| 66                   | 3.370  | 2:15.413 | 33                   | 7.285  | 2:09.856 | 33                   | 11.112 | 2:08.673 | 33                   | 14.957   | 2:07.933 | 33                   | 17.984   | 2:08.212 |
| 27                   | 3.675  | 2:15.718 | 19                   | 7.345  | 2:10.016 | 19                   | 11.672 | 2:09.173 | 19                   | 15.406   | 2:07.822 | 96                   | 18.041   | 2:07.633 |
| 96                   | 4.022  | 2:16.065 | 96                   | 7.467  | 2:09.298 | 96                   | 11.675 | 2:09.054 | 96                   | 15.593   | 2:08.006 | 19                   | 18.796   | 2:08.575 |
| 115                  | 4.863  | 2:16.906 | 115                  | 9.186  | 2:10.176 | 115                  | 14.630 | 2:10.290 | 115                  | 20.461   | 2:09.919 | 115                  | 25.632   | 2:10.356 |
| 52                   | 6.187  | 2:18.230 | 69                   | 10.931 | 2:10.463 | 69                   | 16.437 | 2:10.352 | 69                   | 22.090   | 2:09.741 | 69                   | 26.038   | 2:09.133 |
| 69                   | 6.321  | 2:18.364 | 52                   | 11.931 | 2:11.597 | 5                    | 17.833 | 2:09.906 | 5                    | 22.578   | 2:08.833 | 5                    | 26.184   | 2:08.791 |
| 166                  | 7.688  | 2:19.731 | 5                    | 12.773 | 2:09.456 | 52                   | 20.119 | 2:13.034 | 141                  | 25.895   | 2:08.984 | 141                  | 29.279   | 2:08.569 |
| 5                    | 9.170  | 2:21.213 | 166                  | 14.871 | 2:13.036 | 141                  | 20.999 | 2:08.257 | 4                    | 27.459   | 2:09.919 | 4                    | 31.473   | 2:09.199 |
| 39                   | 10.399 | 2:22.442 | 4                    | 16.076 | 2:11.057 | 4                    | 21.628 | 2:10.398 | 166                  | 28.676   | 2:10.331 | 166                  | 35.080   | 2:11.589 |
| 77                   | 10.563 | 2:22.606 | 39                   | 16.649 | 2:12.103 | 166                  | 22.433 | 2:12.408 | 52                   | 29.481   | 2:13.450 | 52                   | 37.008   | 2:12.712 |
| 4                    | 10.872 | 2:22.915 | 141                  | 17.588 | 2:09.551 | 39                   | 23.682 | 2:11.879 | 39                   | 31.651   | 2:12.057 | 39                   | 38.858   | 2:12.392 |
| 140                  | 13.172 | 2:25.215 | 140                  | 21.015 | 2:13.696 | 140                  | 28.212 | 2:12.043 | 140                  | 35.423   | 2:11.299 | 140                  | 41.447   | 2:11.209 |
| 40                   | 13.869 | 2:25.912 | 77                   | 22.495 | 2:17.785 | 77                   | 34.758 | 2:17.109 | 30                   | 45.490   | 2:14.340 | 30                   | 54.141   | 2:13.836 |
| 141                  | 13.890 | 2:25.933 | 81                   | 25.063 | 2:16.508 | 30                   | 35.238 | 2:14.498 | 55                   | 47.489   | 2:14.722 | 55                   | 57.847   | 2:15.543 |
| 81                   | 14.408 | 2:26.451 | 30                   | 25.586 | 2:16.277 | 55                   | 36.855 | 2:15.311 | 77                   | 47.605   | 2:16.935 | 77                   | 59.391   | 2:16.971 |
| 30                   | 15.162 | 2:27.205 | 55                   | 26.390 | 2:15.616 | 81                   | 38.190 | 2:17.973 | 81                   | 48.680   | 2:14.578 | 81                   | 59.606   | 2:16.111 |
| 217                  | 15.372 | 2:27.415 | 217                  | 28.700 | 2:19.181 | 162                  | 41.605 | 2:16.377 | 162                  | 53.694   | 2:16.177 | 162                  | 1:03.582 | 2:15.073 |
| 55                   | 16.627 | 2:28.670 | 40                   | 28.866 | 2:20.850 | 40                   | 43.157 | 2:19.137 | 127                  | 56.785   | 2:16.886 | 127                  | 1:09.715 | 2:18.115 |
| 109                  | 16.951 | 2:28.994 | 127                  | 29.734 | 2:18.481 | 127                  | 43.987 | 2:19.099 | 40                   | 58.116   | 2:19.047 | 40                   | 1:11.269 | 2:18.338 |
| 127                  | 17.106 | 2:29.149 | 162                  | 30.074 | 2:18.214 | 217                  | 44.352 | 2:20.498 | 217                  | 58.839   | 2:18.575 | 217                  | 1:13.592 | 2:19.938 |
| 11                   | 17.466 | 2:29.509 | 109                  | 34.102 | 2:23.004 | 11                   | 48.208 | 2:18.828 | 11                   | 1:01.555 | 2:17.435 | 195                  | 1:15.897 | 2:17.765 |
| 162                  | 17.713 | 2:29.756 | 11                   | 34.226 | 2:22.613 | 109                  | 51.237 | 2:21.981 | 195                  | 1:03.317 | 2:16.156 | 11                   | 1:17.066 | 2:20.696 |
| 138                  | 18.773 | 2:30.816 | 138                  | 34.991 | 2:22.071 | 195                  | 51.249 | 2:20.026 | 164                  | 1:07.030 | 2:19.752 | 164                  | 1:22.104 | 2:20.259 |
| 164                  | 18.902 | 2:30.945 | 164                  | 35.057 | 2:22.008 | 164                  | 51.366 | 2:21.155 | 109                  | 1:08.663 | 2:21.514 | 158                  | 1:24.301 | 2:20.130 |
| 158                  | 19.576 | 2:31.619 | 158                  | 35.416 | 2:21.693 | 138                  | 51.684 | 2:21.539 | 158                  | 1:09.356 | 2:20.908 | 51                   | 1:25.025 | 2:20.282 |
| 145                  | 20.934 | 2:32.977 | 195                  | 36.069 | 2:20.845 | 158                  | 52.536 | 2:21.966 | 138                  | 1:09.440 | 2:21.844 | 145                  | 1:25.475 | 2:20.664 |
| 195                  | 21.077 | 2:33.120 | 145                  | 36.335 | 2:21.254 | 51                   | 53.474 | 2:20.743 | 51                   | 1:09.928 | 2:20.542 | 138                  | 1:25.664 | 2:21.409 |
| 51                   | 21.286 | 2:33.329 | 51                   | 37.577 | 2:22.144 | 145                  | 54.325 | 2:22.836 | 145                  | 1:09.996 | 2:19.759 | 113                  | 1:26.663 | 2:20.320 |
| 113                  | 22.841 | 2:34.884 | 113                  | 40.088 | 2:23.100 | 113                  | 55.913 | 2:20.671 | 113                  | 1:11.528 | 2:19.703 |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - LAP CHART

| LAP 6 @ 14:51:48.104 |          |          | LAP 7 @ 14:53:52.657 |          |          | LAP 8 @ 14:55:57.398 |          |          | LAP 9 @ 14:58:03.797 |          |          | LAP 10 @ 15:00:09.651 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|-----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                    | BEHIND   | LAP TIME |
| 1                    |          | 2:04.870 | 1                    |          | 2:04.553 | 1                    |          | 2:04.741 | 1                    |          | 2:06.399 | 1                     |          | 2:05.854 |
| 660                  | 4.659    | 2:05.651 | 660                  | 5.757    | 2:05.651 | 660                  | 6.779    | 2:05.763 | 164                  | 1 Lap    | 2:19.915 | 195                   | 1 Lap    | 2:17.904 |
| 21                   | 9.274    | 2:06.891 | 21                   | 11.487   | 2:06.766 | 66                   | 12.369   | 2:05.614 | 158                  | 1 Lap    | 2:19.791 | 660                   | 10.137   | 2:10.177 |
| 66                   | 10.489   | 2:05.789 | 66                   | 11.496   | 2:05.560 | 21                   | 12.964   | 2:06.218 | 113                  | 1 Lap    | 2:19.061 | 66                    | 13.055   | 2:07.361 |
| 22                   | 16.504   | 2:09.985 | 22                   | 20.551   | 2:08.600 | 22                   | 25.035   | 2:09.225 | 51                   | 1 Lap    | 2:20.121 | 21                    | 13.468   | 2:07.336 |
| 27                   | 19.203   | 2:07.863 | 27                   | 23.174   | 2:08.524 | 27                   | 26.478   | 2:08.045 | 138                  | 1 Lap    | 2:18.742 | 217                   | 1 Lap    | 2:23.641 |
| 33                   | 21.431   | 2:08.317 | 33                   | 25.452   | 2:08.574 | 33                   | 28.760   | 2:08.049 | 145                  | 1 Lap    | 2:20.499 | 113                   | 1 Lap    | 2:16.433 |
| 96                   | 21.840   | 2:08.669 | 96                   | 25.538   | 2:08.251 | 96                   | 28.792   | 2:07.995 | 660                  | 5.814    | 2:05.434 | 164                   | 1 Lap    | 2:18.179 |
| 19                   | 22.529   | 2:08.603 | 19                   | 26.394   | 2:08.418 | 19                   | 29.987   | 2:08.334 | 66                   | 11.548   | 2:05.578 | 51                    | 1 Lap    | 2:19.647 |
| 115                  | 30.199   | 2:09.437 | 115                  | 34.956   | 2:09.310 | 141                  | 38.729   | 2:07.483 | 21                   | 11.986   | 2:05.421 | 138                   | 1 Lap    | 2:19.344 |
| 69                   | 30.721   | 2:09.553 | 69                   | 35.665   | 2:09.497 | 115                  | 38.976   | 2:08.761 | 27                   | 27.882   | 2:07.803 | 145                   | 1 Lap    | 2:21.444 |
| 141                  | 32.994   | 2:08.585 | 141                  | 35.987   | 2:07.546 | 69                   | 40.039   | 2:09.115 | 22                   | 28.342   | 2:09.706 | 33                    | 31.038   | 2:06.772 |
| 5                    | 33.375   | 2:12.061 | 5                    | 37.479   | 2:08.657 | 5                    | 41.549   | 2:08.811 | 96                   | 29.444   | 2:07.051 | 27                    | 31.058   | 2:09.030 |
| 4                    | 36.064   | 2:09.461 | 4                    | 40.721   | 2:09.210 | 4                    | 44.681   | 2:08.701 | 33                   | 30.120   | 2:07.759 | 96                    | 31.228   | 2:07.638 |
| 166                  | 41.925   | 2:11.715 | 166                  | 48.912   | 2:11.540 | 166                  | 55.415   | 2:11.244 | 19                   | 31.358   | 2:07.770 | 22                    | 32.917   | 2:10.429 |
| 52                   | 43.749   | 2:11.611 | 52                   | 50.415   | 2:11.219 | 52                   | 56.783   | 2:11.109 | 141                  | 39.811   | 2:07.481 | 19                    | 33.606   | 2:08.102 |
| 39                   | 46.050   | 2:12.062 | 140                  | 52.920   | 2:10.167 | 140                  | 57.288   | 2:09.109 | 115                  | 41.707   | 2:09.130 | 141                   | 42.139   | 2:08.182 |
| 140                  | 47.306   | 2:10.729 | 39                   | 53.605   | 2:12.108 | 39                   | 1:00.230 | 2:11.366 | 69                   | 42.599   | 2:08.959 | 115                   | 44.751   | 2:08.898 |
| 30                   | 1:03.532 | 2:14.261 | 30                   | 1:13.484 | 2:14.505 | 30                   | 1:21.936 | 2:13.193 | 5                    | 42.615   | 2:07.465 | 5                     | 45.081   | 2:08.320 |
| 55                   | 1:08.332 | 2:15.355 | 55                   | 1:19.365 | 2:15.586 | 55                   | 1:30.372 | 2:15.748 | 4                    | 47.236   | 2:08.954 | 69                    | 45.568   | 2:08.823 |
| 81                   | 1:09.528 | 2:14.792 | 81                   | 1:19.986 | 2:15.011 | 81                   | 1:30.752 | 2:15.507 | 166                  | 59.399   | 2:10.383 | 4                     | 52.092   | 2:10.710 |
| 77                   | 1:11.143 | 2:16.622 | 77                   | 1:22.579 | 2:15.989 | 162                  | 1:31.951 | 2:13.737 | 140                  | 1:00.852 | 2:09.963 | 166                   | 1:03.880 | 2:10.335 |
| 162                  | 1:13.414 | 2:14.702 | 162                  | 1:22.955 | 2:14.094 | 77                   | 1:34.303 | 2:16.465 | 52                   | 1:01.808 | 2:11.424 | 140                   | 1:04.197 | 2:09.199 |
| 127                  | 1:22.985 | 2:18.140 | 127                  | 1:36.096 | 2:17.664 | 40                   | 1:49.066 | 2:17.362 | 39                   | 1:06.669 | 2:12.838 | 52                    | 1:08.509 | 2:12.555 |
| 40                   | 1:24.347 | 2:17.948 | 40                   | 1:36.445 | 2:16.651 | 127                  | 1:49.141 | 2:17.786 | 30                   | 1:27.726 | 2:12.189 | 39                    | 1:14.079 | 2:13.264 |
| 195                  | 1:29.278 | 2:18.251 | 11                   | 1:41.473 | 2:16.333 | 11                   | 1:51.845 | 2:15.113 | 55                   | 1:38.447 | 2:14.474 | 30                    | 1:34.317 | 2:12.445 |
| 11                   | 1:29.693 | 2:17.497 | 195                  | 1:42.839 | 2:18.114 | 195                  | 1:54.780 | 2:16.682 | 162                  | 1:39.257 | 2:13.705 | 55                    | 1:47.679 | 2:15.086 |
| 217                  | 1:31.082 | 2:22.360 | 217                  | 1:46.736 | 2:20.207 | 217                  | 2:02.663 | 2:20.668 | 81                   | 1:39.319 | 2:14.966 | 162                   | 1:47.889 | 2:14.486 |
| 164                  | 1:37.372 | 2:20.138 | 164                  | 1:53.885 | 2:21.066 |                      |          |          | 77                   | 1:44.493 | 2:16.589 | 81                    | 1:48.901 | 2:15.436 |
| 51                   | 1:39.925 | 2:19.770 | 158                  | 1:54.484 | 2:18.701 |                      |          |          | 127                  | 1:59.718 | 2:16.976 | 77                    | 1:56.427 | 2:17.788 |
| 158                  | 1:40.336 | 2:20.905 | 51                   | 1:55.439 | 2:20.067 |                      |          |          | 40                   | 2:00.257 | 2:17.590 | 127                   | 2:10.330 | 2:16.466 |
| 145                  | 1:40.621 | 2:20.016 | 113                  | 1:55.962 | 2:18.924 |                      |          |          | 11                   | 2:00.424 | 2:14.978 | 11                    | 2:10.403 | 2:15.833 |
| 113                  | 1:41.591 | 2:19.798 | 145                  | 1:56.056 | 2:19.988 |                      |          |          |                      |          |          | 40                    | 2:39.631 | 2:45.228 |
| 138                  | 1:41.685 | 2:20.891 | 138                  | 1:57.519 | 2:20.387 |                      |          |          |                      |          |          |                       |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - POSITION CHART

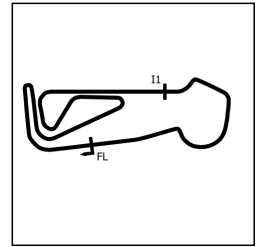
| No  | Name         | Lap |     |     |     |     |     |     |     |     |     |     |
|-----|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|     |              | Pos | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  |
| 33  | COSTIN       | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   |
| 21  | FINNIS       | 2   | 22  | 22  | 22  | 660 | 660 | 660 | 660 | 660 | 660 | 660 |
| 1   | TWYFORD      | 3   | 21  | 21  | 660 | 21  | 21  | 21  | 21  | 66  | 66  | 66  |
| 22  | DOWDS        | 4   | 660 | 660 | 21  | 22  | 66  | 66  | 66  | 21  | 21  | 21  |
| 19  | LILLEY       | 5   | 19  | 66  | 66  | 66  | 22  | 22  | 22  | 22  | 27  | 33  |
| 660 | HARRIS       | 6   | 33  | 27  | 27  | 27  | 27  | 27  | 27  | 27  | 22  | 27  |
| 27  | BETTIS       | 7   | 66  | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 96  | 96  |
| 115 | MAHER        | 8   | 27  | 19  | 19  | 19  | 96  | 96  | 96  | 96  | 33  | 22  |
| 69  | GRIFFITHS    | 9   | 96  | 96  | 96  | 96  | 19  | 19  | 19  | 19  | 19  | 19  |
| 52  | EGGINTON     | 10  | 115 | 115 | 115 | 115 | 115 | 115 | 115 | 141 | 141 | 141 |
| 96  | HOWARTH      | 11  | 52  | 69  | 69  | 69  | 69  | 69  | 69  | 115 | 115 | 115 |
| 40  | WILKINSON    | 12  | 69  | 52  | 5   | 5   | 5   | 141 | 141 | 69  | 69  | 5   |
| 109 | PARSONS      | 13  | 166 | 5   | 52  | 141 | 141 | 5   | 5   | 5   | 5   | 69  |
| 166 | KING         | 14  | 5   | 166 | 141 | 4   | 4   | 4   | 4   | 4   | 4   | 4   |
| 11  | OSBORNE      | 15  | 39  | 4   | 4   | 166 | 166 | 166 | 166 | 166 | 166 | 166 |
| 77  | CRISP        | 16  | 77  | 39  | 166 | 52  | 52  | 52  | 52  | 52  | 140 | 140 |
| 217 | SIGGINS      | 17  | 4   | 141 | 39  | 39  | 39  | 39  | 140 | 140 | 52  | 52  |
| 145 | CATLING      | 18  | 140 | 140 | 140 | 140 | 140 | 140 | 39  | 39  | 39  | 39  |
| 164 | FEARNLEY     | 19  | 40  | 77  | 77  | 30  | 30  | 30  | 30  | 30  | 30  | 30  |
| 140 | SALES        | 20  | 141 | 81  | 30  | 55  | 55  | 55  | 55  | 55  | 55  | 55  |
| 138 | JARMIN       | 21  | 81  | 30  | 55  | 77  | 77  | 81  | 81  | 81  | 162 | 162 |
| 66  | DUCRAN       | 22  | 30  | 55  | 81  | 81  | 81  | 77  | 77  | 162 | 81  | 81  |
| 141 | HARRIS       | 23  | 217 | 217 | 162 | 162 | 162 | 162 | 162 | 77  | 77  | 77  |
| 4   | KILLWORTH    | 24  | 55  | 40  | 40  | 127 | 127 | 127 | 127 | 40  | 127 | 127 |
| 5   | ROOKER       | 25  | 109 | 127 | 127 | 40  | 40  | 40  | 40  | 127 | 40  | 11  |
| 39  | BUSA         | 26  | 127 | 162 | 217 | 217 | 217 | 195 | 11  | 11  | 11  | 40  |
| 30  | LUFF         | 27  | 11  | 109 | 11  | 11  | 195 | 11  | 195 | 195 | 195 |     |
| 81  | MAY          | 28  | 162 | 11  | 109 | 195 | 11  | 217 | 217 | 217 | 217 |     |
| 55  | MANSON-CHUBB | 29  | 138 | 138 | 195 | 164 | 164 | 164 | 164 | 164 | 113 |     |
| 162 | PRIESTLEY    | 30  | 164 | 164 | 164 | 109 | 158 | 51  | 158 | 158 | 164 |     |
| 113 | ROODT        | 31  | 158 | 158 | 138 | 158 | 51  | 158 | 51  | 113 | 51  |     |
| 158 | BRENNAN      | 32  | 145 | 195 | 158 | 138 | 145 | 145 | 113 | 51  | 138 |     |
| 195 | COOK         | 33  | 195 | 145 | 51  | 51  | 138 | 113 | 145 | 138 | 145 |     |
| 127 | CHAM         | 34  | 51  | 51  | 145 | 145 | 113 | 138 | 138 | 145 |     |     |
| 51  | DURANT       | 35  | 113 | 113 | 113 | 113 |     |     |     |     |     |     |
| 144 | LATIMER      | 36  |     |     |     |     |     |     |     |     |     |     |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P1 1 David TWYFORD        |          |                          | Suzuki SV650 K2 - IMP Racing, MHP, Chris Cowan |       |       |              |
|---------------------------|----------|--------------------------|------------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:04.088 |          | BEST LAP TIME : 2:04.088 | DIFFERENCE : 0.000                             |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME                                       | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.958                   | 2:12.043                                       | 80.94 | 7.955 | 14:41:23.262 |
| 2 -                       | 1:24.300 | 41.553                   | 2:05.853                                       | 84.92 | 1.765 | 14:43:29.115 |
| 3 -                       | 1:23.389 | 41.457                   | 2:04.846                                       | 85.61 | 0.758 | 14:45:33.961 |
| 4 -                       | 1:22.953 | 41.135                   | 2:04.088 (1)                                   | 86.13 |       | 14:47:38.049 |
| 5 -                       | 1:23.401 | 41.784                   | 2:05.185                                       | 85.37 | 1.097 | 14:49:43.234 |
| 6 -                       | 1:23.595 | 41.275                   | 2:04.870                                       | 85.59 | 0.782 | 14:51:48.104 |
| 7 -                       | 1:23.119 | 41.434                   | 2:04.553 (2)                                   | 85.81 | 0.465 | 14:53:52.657 |
| 8 -                       | 1:23.424 | 41.317                   | 2:04.741 (3)                                   | 85.68 | 0.653 | 14:55:57.398 |
| 9 -                       | 1:23.376 | 43.023                   | 2:06.399                                       | 84.55 | 2.311 | 14:58:03.797 |
| 10 -                      | 1:23.371 | 42.483                   | 2:05.854                                       | 84.92 | 1.766 | 15:00:09.651 |

| P2 660                    |          | Ronnie HARRIS            |              | Suzuki SV650 -     |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:05.143 |          | BEST LAP TIME : 2:05.172 |              | DIFFERENCE : 0.029 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.612                   | 2:13.655     | 79.96              | 8.483 | 14:41:24.874 |
| 2 -                       | 1:24.671 | 41.802                   | 2:06.473     | 84.50              | 1.301 | 14:43:31.347 |
| 3 -                       | 1:23.765 | 41.498                   | 2:05.263 (2) | 85.32              | 0.091 | 14:45:36.610 |
| 4 -                       | 1:23.653 | 41.519                   | 2:05.172 (1) | 85.38              |       | 14:47:41.782 |
| 5 -                       | 1:23.840 | 41.490                   | 2:05.330 (3) | 85.27              | 0.158 | 14:49:47.112 |
| 6 -                       | 1:23.938 | 41.713                   | 2:05.651     | 85.06              | 0.479 | 14:51:52.763 |
| 7 -                       | 1:24.026 | 41.625                   | 2:05.651     | 85.06              | 0.479 | 14:53:58.414 |
| 8 -                       | 1:24.225 | 41.538                   | 2:05.763     | 84.98              | 0.591 | 14:56:04.177 |
| 9 -                       | 1:23.890 | 41.544                   | 2:05.434     | 85.20              | 0.262 | 14:58:09.611 |
| 10 -                      | 1:27.422 | 42.755                   | 2:10.177     | 82.10              | 5.005 | 15:00:19.788 |

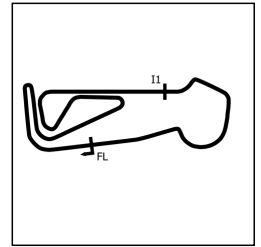
| P3 66 Mitch DUCRAN        |          | Suzuki SV650 - JP Haulage / Black Widow Exhausts |              |                    |       |              |
|---------------------------|----------|--------------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:05.237 |          | BEST LAP TIME : 2:05.560                         |              | DIFFERENCE : 0.323 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                                         | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.427                                           | 2:15.413     | 78.92              | 9.853 | 14:41:26.632 |
| 2 -                       | 1:26.047 | 41.634                                           | 2:07.681     | 83.70              | 2.121 | 14:43:34.313 |
| 3 -                       | 1:24.543 | 41.787                                           | 2:06.330     | 84.60              | 0.770 | 14:45:40.643 |
| 4 -                       | 1:24.262 | 41.993                                           | 2:06.255     | 84.65              | 0.695 | 14:47:46.898 |
| 5 -                       | 1:24.359 | 41.547                                           | 2:05.906     | 84.88              | 0.346 | 14:49:52.804 |
| 6 -                       | 1:24.426 | 41.363                                           | 2:05.789     | 84.96              | 0.229 | 14:51:58.593 |
| 7 -                       | 1:23.874 | 41.686                                           | 2:05.560 (1) | 85.12              |       | 14:54:04.153 |
| 8 -                       | 1:24.192 | 41.422                                           | 2:05.614 (3) | 85.08              | 0.054 | 14:56:09.767 |
| 9 -                       | 1:23.903 | 41.675                                           | 2:05.578 (2) | 85.11              | 0.018 | 14:58:15.345 |
| 10 -                      | 1:24.953 | 42.408                                           | 2:07.361     | 83.91              | 1.801 | 15:00:22.706 |

| P4 21                     |          | Toby FINNIS              |              | Suzuki SV650 - Tey Farm, Harlow AG, Sublime Dsg Ltd |       |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:05.421 |          | BEST LAP TIME : 2:05.421 |              | DIFFERENCE : 0.000                                  |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                 | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.303                   | 2:13.085     | 80.31                                               | 7.664 | 14:41:24.304 |
| 2 -                       | 1:24.986 | 41.977                   | 2:06.963     | 84.18                                               | 1.542 | 14:43:31.267 |
| 3 -                       | 1:24.416 | 42.041                   | 2:06.457     | 84.51                                               | 1.036 | 14:45:37.724 |
| 4 -                       | 1:24.649 | 41.683                   | 2:06.332 (3) | 84.60                                               | 0.911 | 14:47:44.056 |
| 5 -                       | 1:24.392 | 42.039                   | 2:06.431     | 84.53                                               | 1.010 | 14:49:50.487 |
| 6 -                       | 1:24.864 | 42.027                   | 2:06.891     | 84.23                                               | 1.470 | 14:51:57.378 |
| 7 -                       | 1:24.598 | 42.168                   | 2:06.766     | 84.31                                               | 1.345 | 14:54:04.144 |
| 8 -                       | 1:24.493 | 41.725                   | 2:06.218 (2) | 84.67                                               | 0.797 | 14:56:10.362 |
| 9 -                       | 1:23.851 | 41.570                   | 2:05.421 (1) | 85.21                                               |       | 14:58:15.783 |
| 10 -                      | 1:24.543 | 42.793                   | 2:07.336     | 83.93                                               | 1.915 | 15:00:23.119 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P5 33                     |          | Steve COSTIN             |              | Suzuki SV650 - ATP Motorsport / A&R Racing / Sublime dsg |       |              |
|---------------------------|----------|--------------------------|--------------|----------------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:06.772 |          | BEST LAP TIME : 2:06.772 |              | DIFFERENCE : 0.000                                       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                      | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.447                   | 2:15.325     | 78.98                                                    | 8.553 | 14:41:26.544 |
| 2 -                       | 1:26.690 | 43.166                   | 2:09.856     | 82.30                                                    | 3.084 | 14:43:36.400 |
| 3 -                       | 1:26.255 | 42.418                   | 2:08.673     | 83.06                                                    | 1.901 | 14:45:45.073 |
| 4 -                       | 1:25.835 | 42.098                   | 2:07.933 (3) | 83.54                                                    | 1.161 | 14:47:53.006 |
| 5 -                       | 1:25.833 | 42.379                   | 2:08.212     | 83.36                                                    | 1.440 | 14:50:01.218 |
| 6 -                       | 1:26.043 | 42.274                   | 2:08.317     | 83.29                                                    | 1.545 | 14:52:09.535 |
| 7 -                       | 1:26.040 | 42.534                   | 2:08.574     | 83.12                                                    | 1.802 | 14:54:18.109 |
| 8 -                       | 1:25.547 | 42.502                   | 2:08.049     | 83.46                                                    | 1.277 | 14:56:26.158 |
| 9 -                       | 1:25.723 | 42.036                   | 2:07.759 (2) | 83.65                                                    | 0.987 | 14:58:33.917 |
| 10 -                      | 1:24.762 | 42.010                   | 2:06.772 (1) | 84.30                                                    |       | 15:00:40.689 |

| P6 27                     |          | Jack BETTIS              |              | Suzuki SV650 - NB Toolmaking, Lewis Allen Lettings & Property |       |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:07.541 |          | BEST LAP TIME : 2:07.803 |              | DIFFERENCE : 0.262                                            |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                           | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.866                   | 2:15.718     | 78.75                                                         | 7.915 | 14:41:26.937 |
| 2 -                       | 1:26.138 | 42.605                   | 2:08.743     | 83.01                                                         | 0.940 | 14:43:35.680 |
| 3 -                       | 1:25.142 | 42.693                   | 2:07.835 (2) | 83.60                                                         | 0.032 | 14:45:43.515 |
| 4 -                       | 1:25.212 | 42.880                   | 2:08.092     | 83.44                                                         | 0.289 | 14:47:51.607 |
| 5 -                       | 1:25.321 | 42.516                   | 2:07.837 (3) | 83.60                                                         | 0.034 | 14:49:59.444 |
| 6 -                       | 1:25.293 | 42.570                   | 2:07.863     | 83.59                                                         | 0.060 | 14:52:07.307 |
| 7 -                       | 1:25.723 | 42.801                   | 2:08.524     | 83.16                                                         | 0.721 | 14:54:15.831 |
| 8 -                       | 1:25.226 | 42.819                   | 2:08.045     | 83.47                                                         | 0.242 | 14:56:23.876 |
| 9 -                       | 1:25.025 | 42.778                   | 2:07.803 (1) | 83.62                                                         |       | 14:58:31.679 |
| 10 -                      | 1:26.185 | 42.845                   | 2:09.030     | 82.83                                                         | 1.227 | 15:00:40.709 |

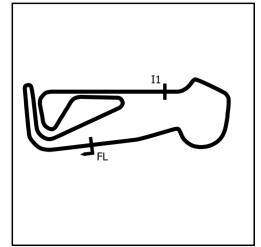
| P7 96 RMT                 |          | William HOWARTH          |              | Suzuki SV650 -     |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:07.051 |          | BEST LAP TIME : 2:07.051 |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 43.077                   | 2:16.065     | 78.55              | 9.014 | 14:41:27.284 |
| 2 -                       | 1:26.171 | 43.127                   | 2:09.298     | 82.66              | 2.247 | 14:43:36.582 |
| 3 -                       | 1:26.153 | 42.901                   | 2:09.054     | 82.81              | 2.003 | 14:45:45.636 |
| 4 -                       | 1:25.577 | 42.429                   | 2:08.006     | 83.49              | 0.955 | 14:47:53.642 |
| 5 -                       | 1:25.473 | 42.160                   | 2:07.633 (2) | 83.74              | 0.582 | 14:50:01.275 |
| 6 -                       | 1:26.068 | 42.601                   | 2:08.669     | 83.06              | 1.618 | 14:52:09.944 |
| 7 -                       | 1:25.749 | 42.502                   | 2:08.251     | 83.33              | 1.200 | 14:54:18.195 |
| 8 -                       | 1:25.500 | 42.495                   | 2:07.995     | 83.50              | 0.944 | 14:56:26.190 |
| 9 -                       | 1:25.190 | 41.861                   | 2:07.051 (1) | 84.12              |       | 14:58:33.241 |
| 10 -                      | 1:25.481 | 42.157                   | 2:07.638 (3) | 83.73              | 0.587 | 15:00:40.879 |

| P8 22                     |          | Darren DOWDS             |              | Suzuki SV650 - Sublime Dsg Ltd |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:05.639 |          | BEST LAP TIME : 2:06.248 |              | DIFFERENCE : 0.609             |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                            | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.420                   | 2:12.464     | 80.68                          | 6.216 | 14:41:23.683 |
| 2 -                       | 1:24.619 | 41.629                   | 2:06.248 (1) | 84.65                          |       | 14:43:29.931 |
| 3 -                       | 1:24.010 | 42.579                   | 2:06.589 (2) | 84.43                          | 0.341 | 14:45:36.520 |
| 4 -                       | 1:25.933 | 42.680                   | 2:08.613     | 83.10                          | 2.365 | 14:47:45.133 |
| 5 -                       | 1:26.241 | 43.249                   | 2:09.490     | 82.53                          | 3.242 | 14:49:54.623 |
| 6 -                       | 1:26.596 | 43.389                   | 2:09.985     | 82.22                          | 3.737 | 14:52:04.608 |
| 7 -                       | 1:25.932 | 42.668                   | 2:08.600 (3) | 83.11                          | 2.352 | 14:54:13.208 |
| 8 -                       | 1:26.243 | 42.982                   | 2:09.225     | 82.70                          | 2.977 | 14:56:22.433 |
| 9 -                       | 1:25.816 | 43.890                   | 2:09.706     | 82.40                          | 3.458 | 14:58:32.139 |
| 10 -                      | 1:26.893 | 43.536                   | 2:10.429     | 81.94                          | 4.181 | 15:00:42.568 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P9 19 Kevin LILLEY        |                 | Suzuki SV650 - Trafalgar Cleaning Eqpt. / Steve Jordan Motorcy |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.696 |                 | BEST LAP TIME : 2:07.770                                       |                     | DIFFERENCE : 0.074 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                                       | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.065                                                         | 2:15.225            | 79.03              | 7.455 | 14:41:26.444        |
| 2 -                       | 1:26.752        | 43.264                                                         | 2:10.016            | 82.20              | 2.246 | 14:43:36.460        |
| 3 -                       | 1:26.252        | 42.921                                                         | 2:09.173            | 82.74              | 1.403 | 14:45:45.633        |
| 4 -                       | 1:25.480        | <b>42.342</b>                                                  | 2:07.822 (2)        | 83.61              | 0.052 | 14:47:53.455        |
| 5 -                       | 1:26.201        | 42.374                                                         | 2:08.575            | 83.12              | 0.805 | 14:50:02.030        |
| 6 -                       | 1:25.999        | 42.604                                                         | 2:08.603            | 83.10              | 0.833 | 14:52:10.633        |
| 7 -                       | 1:26.003        | 42.415                                                         | 2:08.418            | 83.22              | 0.648 | 14:54:19.051        |
| 8 -                       | 1:25.571        | 42.763                                                         | 2:08.334            | 83.28              | 0.564 | 14:56:27.385        |
| 9 -                       | <b>1:25.354</b> | 42.416                                                         | <b>2:07.770 (1)</b> | <b>83.65</b>       |       | <b>14:58:35.155</b> |
| 10 -                      | 1:25.490        | 42.612                                                         | 2:08.102 (3)        | 83.43              | 0.332 | 15:00:43.257        |

| P10 141 Bill HARRIS       |                 | Suzuki SV650 -           |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.164 |                 | BEST LAP TIME : 2:07.481 |                     | DIFFERENCE : 0.317 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.978                   | 2:25.933            | 73.23              | 18.452 | 14:41:37.152        |
| 2 -                       | 1:26.750        | 42.801                   | 2:09.551            | 82.50              | 2.070  | 14:43:46.703        |
| 3 -                       | 1:25.552        | 42.705                   | 2:08.257            | 83.33              | 0.776  | 14:45:54.960        |
| 4 -                       | 1:25.853        | 43.131                   | 2:08.984            | 82.86              | 1.503  | 14:48:03.944        |
| 5 -                       | 1:25.748        | 42.821                   | 2:08.569            | 83.13              | 1.088  | 14:50:12.513        |
| 6 -                       | 1:25.441        | 43.144                   | 2:08.585            | 83.12              | 1.104  | 14:52:21.098        |
| 7 -                       | 1:25.404        | <b>42.142</b>            | 2:07.546 (3)        | 83.79              | 0.065  | 14:54:28.644        |
| 8 -                       | <b>1:25.022</b> | 42.461                   | 2:07.483 (2)        | 83.83              | 0.002  | 14:56:36.127        |
| 9 -                       | 1:25.036        | 42.445                   | <b>2:07.481 (1)</b> | <b>83.84</b>       |        | <b>14:58:43.608</b> |
| 10 -                      | 1:25.400        | 42.782                   | 2:08.182            | 83.38              | 0.701  | 15:00:51.790        |

| P11 115 Brian MAHER       |                 | Suzuki SV650 - Spraytech /Espresso Solutions |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.691 |                 | BEST LAP TIME : 2:08.761                     |                     | DIFFERENCE : 0.070 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                     | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.289                                       | 2:16.906            | 78.06              | 8.145 | 14:41:28.125        |
| 2 -                       | 1:27.310        | 42.866                                       | 2:10.176            | 82.10              | 1.415 | 14:43:38.301        |
| 3 -                       | 1:27.023        | 43.267                                       | 2:10.290            | 82.03              | 1.529 | 14:45:48.591        |
| 4 -                       | 1:26.749        | 43.170                                       | 2:09.919            | 82.26              | 1.158 | 14:47:58.510        |
| 5 -                       | 1:27.426        | 42.930                                       | 2:10.356            | 81.99              | 1.595 | 14:50:08.866        |
| 6 -                       | 1:26.683        | 42.754                                       | 2:09.437            | 82.57              | 0.676 | 14:52:18.303        |
| 7 -                       | 1:26.689        | 42.621                                       | 2:09.310            | 82.65              | 0.549 | 14:54:27.613        |
| 8 -                       | 1:26.152        | 42.609                                       | <b>2:08.761 (1)</b> | <b>83.00</b>       |       | <b>14:56:36.374</b> |
| 9 -                       | <b>1:26.090</b> | 43.040                                       | 2:09.130 (3)        | 82.76              | 0.369 | 14:58:45.504        |
| 10 -                      | 1:26.297        | <b>42.601</b>                                | 2:08.898 (2)        | 82.91              | 0.137 | 15:00:54.402        |

| P12 5 Travis ROOKER       |                 | Suzuki SV650 - Swedish car connection |                     |                    |        |                     |
|---------------------------|-----------------|---------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.465 |                 | BEST LAP TIME : 2:07.465              |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                              | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.692                                | 2:21.213            | 75.68              | 13.748 | 14:41:32.432        |
| 2 -                       | 1:26.743        | 42.713                                | 2:09.456            | 82.56              | 1.991  | 14:43:41.888        |
| 3 -                       | 1:26.681        | 43.225                                | 2:09.906            | 82.27              | 2.441  | 14:45:51.794        |
| 4 -                       | 1:25.998        | 42.835                                | 2:08.833            | 82.96              | 1.368  | 14:48:00.627        |
| 5 -                       | 1:25.868        | 42.923                                | 2:08.791            | 82.98              | 1.326  | 14:50:09.418        |
| 6 -                       | 1:26.191        | 45.870                                | 2:12.061            | 80.93              | 4.596  | 14:52:21.479        |
| 7 -                       | 1:25.916        | 42.741                                | 2:08.657 (3)        | 83.07              | 1.192  | 14:54:30.136        |
| 8 -                       | 1:26.402        | 42.409                                | 2:08.811            | 82.97              | 1.346  | 14:56:38.947        |
| 9 -                       | <b>1:25.412</b> | <b>42.053</b>                         | <b>2:07.465 (1)</b> | <b>83.85</b>       |        | <b>14:58:46.412</b> |
| 10 -                      | 1:25.458        | 42.862                                | 2:08.320 (2)        | 83.29              | 0.855  | 15:00:54.732        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P13 69 Jack GRIFFITHS     |                 | Suzuki SV650 - Joe's Carpets, ATP Racing |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.568 |                 | BEST LAP TIME : 2:08.823                 |                     | DIFFERENCE : 0.255 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.485                                   | 2:18.364            | 77.24              | 9.541 | 14:41:29.583        |
| 2 -                       | 1:27.292        | 43.171                                   | 2:10.463            | 81.92              | 1.640 | 14:43:40.046        |
| 3 -                       | 1:27.352        | 43.000                                   | 2:10.352            | 81.99              | 1.529 | 14:45:50.398        |
| 4 -                       | 1:26.947        | 42.794                                   | 2:09.741            | 82.38              | 0.918 | 14:48:00.139        |
| 5 -                       | 1:26.221        | 42.912                                   | 2:09.133            | 82.76              | 0.310 | 14:50:09.272        |
| 6 -                       | 1:26.730        | 42.823                                   | 2:09.553            | 82.49              | 0.730 | 14:52:18.825        |
| 7 -                       | 1:26.355        | 43.142                                   | 2:09.497            | 82.53              | 0.674 | 14:54:28.322        |
| 8 -                       | 1:26.730        | <b>42.385</b>                            | 2:09.115 (3)        | 82.77              | 0.292 | 14:56:37.437        |
| 9 -                       | 1:26.464        | 42.495                                   | 2:08.959 (2)        | 82.87              | 0.136 | 14:58:46.396        |
| 10 -                      | <b>1:26.183</b> | 42.640                                   | <b>2:08.823 (1)</b> | <b>82.96</b>       |       | <b>15:00:55.219</b> |

| P14 4 Hayden KILLWORTH    |                 | Suzuki SV650 - Amy - Helmet City - GreenplantUK |                     |                    |        |                     |
|---------------------------|-----------------|-------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.541 |                 | BEST LAP TIME : 2:08.701                        |                     | DIFFERENCE : 0.160 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.774                                          | 2:22.915            | 74.78              | 14.214 | 14:41:34.134        |
| 2 -                       | 1:27.776        | 43.281                                          | 2:11.057            | 81.55              | 2.356  | 14:43:45.191        |
| 3 -                       | 1:27.199        | 43.199                                          | 2:10.398            | 81.96              | 1.697  | 14:45:55.589        |
| 4 -                       | 1:27.242        | 42.677                                          | 2:09.919            | 82.26              | 1.218  | 14:48:05.508        |
| 5 -                       | 1:26.517        | 42.682                                          | 2:09.199 (3)        | 82.72              | 0.498  | 14:50:14.707        |
| 6 -                       | 1:26.812        | 42.649                                          | 2:09.461            | 82.55              | 0.760  | 14:52:24.168        |
| 7 -                       | 1:26.592        | 42.618                                          | 2:09.210            | 82.71              | 0.509  | 14:54:33.378        |
| 8 -                       | 1:26.453        | <b>42.248</b>                                   | <b>2:08.701 (1)</b> | <b>83.04</b>       |        | <b>14:56:42.079</b> |
| 9 -                       | <b>1:26.293</b> | 42.661                                          | 2:08.954 (2)        | 82.88              | 0.253  | 14:58:51.033        |
| 10 -                      | 1:27.334        | 43.376                                          | 2:10.710            | 81.76              | 2.009  | 15:01:01.743        |

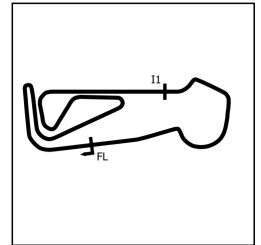
| P15 166 Ben KING          |                 | Suzuki SV650 -           |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:10.133 |                 | BEST LAP TIME : 2:10.331 |                     | DIFFERENCE : 0.198 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.500                   | 2:19.731            | 76.49              | 9.400 | 14:41:30.950        |
| 2 -                       | 1:28.463        | 44.573                   | 2:13.036            | 80.33              | 2.705 | 14:43:43.986        |
| 3 -                       | 1:28.361        | 44.047                   | 2:12.408            | 80.72              | 2.077 | 14:45:56.394        |
| 4 -                       | <b>1:26.752</b> | 43.579                   | <b>2:10.331 (1)</b> | <b>82.00</b>       |       | <b>14:48:06.725</b> |
| 5 -                       | 1:27.423        | 44.166                   | 2:11.589            | 81.22              | 1.258 | 14:50:18.314        |
| 6 -                       | 1:27.754        | 43.961                   | 2:11.715            | 81.14              | 1.384 | 14:52:30.029        |
| 7 -                       | 1:27.580        | 43.960                   | 2:11.540            | 81.25              | 1.209 | 14:54:41.569        |
| 8 -                       | 1:27.495        | 43.749                   | 2:11.244            | 81.43              | 0.913 | 14:56:52.813        |
| 9 -                       | 1:26.856        | 43.527                   | 2:10.383 (3)        | 81.97              | 0.052 | 14:59:03.196        |
| 10 -                      | 1:26.954        | <b>43.381</b>            | 2:10.335 (2)        | 82.00              | 0.004 | 15:01:13.531        |

| P16 140 Daniel SALES      |                 | Suzuki SV650 - Team Freddie, Ron & Frankie |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.615 |                 | BEST LAP TIME : 2:09.109                   |                     | DIFFERENCE : 0.494 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.092                                     | 2:25.215            | 73.60              | 16.106 | 14:41:36.434        |
| 2 -                       | 1:29.184        | 44.512                                     | 2:13.696            | 79.94              | 4.587  | 14:43:50.130        |
| 3 -                       | 1:28.100        | 43.943                                     | 2:12.043            | 80.94              | 2.934  | 14:46:02.173        |
| 4 -                       | 1:27.210        | 44.089                                     | 2:11.299            | 81.40              | 2.190  | 14:48:13.472        |
| 5 -                       | 1:27.557        | 43.652                                     | 2:11.209            | 81.45              | 2.100  | 14:50:24.681        |
| 6 -                       | 1:27.508        | 43.221                                     | 2:10.729            | 81.75              | 1.620  | 14:52:35.410        |
| 7 -                       | 1:26.821        | 43.346                                     | 2:10.167            | 82.11              | 1.058  | 14:54:45.577        |
| 8 -                       | 1:25.957        | 43.152                                     | <b>2:09.109 (1)</b> | <b>82.78</b>       |        | <b>14:56:54.686</b> |
| 9 -                       | 1:26.964        | <b>42.999</b>                              | 2:09.963 (3)        | 82.23              | 0.854  | 14:59:04.649        |
| 10 -                      | <b>1:25.616</b> | 43.583                                     | 2:09.199 (2)        | 82.72              | 0.090  | 15:01:13.848        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P17 52                    |                 | James EGGINTON           |                     | Suzuki SV650 - Advance Computer Services - www.ACS.co.uk |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:10.893 |                 | BEST LAP TIME : 2:11.109 |                     | DIFFERENCE : 0.216                                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                      | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.693                   | 2:18.230            | 77.32                                                    | 7.121 | 14:41:29.449        |
| 2 -                       | 1:27.705        | 43.892                   | 2:11.597            | 81.21                                                    | 0.488 | 14:43:41.046        |
| 3 -                       | 1:28.799        | 44.235                   | 2:13.034            | 80.34                                                    | 1.925 | 14:45:54.080        |
| 4 -                       | 1:29.006        | 44.444                   | 2:13.450            | 80.09                                                    | 2.341 | 14:48:07.530        |
| 5 -                       | 1:28.423        | 44.289                   | 2:12.712            | 80.53                                                    | 1.603 | 14:50:20.242        |
| 6 -                       | 1:27.765        | 43.846                   | 2:11.611            | 81.20                                                    | 0.502 | 14:52:31.853        |
| 7 -                       | 1:27.824        | <b>43.395</b>            | 2:11.219 (2)        | 81.45                                                    | 0.110 | 14:54:43.072        |
| 8 -                       | <b>1:27.498</b> | 43.611                   | <b>2:11.109 (1)</b> | <b>81.52</b>                                             |       | <b>14:56:54.181</b> |
| 9 -                       | 1:27.598        | 43.826                   | 2:11.424 (3)        | 81.32                                                    | 0.315 | 14:59:05.605        |
| 10 -                      | 1:28.459        | 44.096                   | 2:12.555            | 80.63                                                    | 1.446 | 15:01:18.160        |

| P18 39                    |                 | Daryn BUSA               |                     | Suzuki SV650 - iActiveRC |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.366 |                 | BEST LAP TIME : 2:11.366 |                     | DIFFERENCE : 0.000       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.573                   | 2:22.442            | 75.03                    | 11.076 | 14:41:33.661        |
| 2 -                       | 1:28.136        | 43.967                   | 2:12.103            | 80.90                    | 0.737  | 14:43:45.764        |
| 3 -                       | 1:28.140        | 43.739                   | 2:11.879 (2)        | 81.04                    | 0.513  | 14:45:57.643        |
| 4 -                       | 1:28.005        | 44.052                   | 2:12.057 (3)        | 80.93                    | 0.691  | 14:48:09.700        |
| 5 -                       | 1:28.307        | 44.085                   | 2:12.392            | 80.73                    | 1.026  | 14:50:22.092        |
| 6 -                       | 1:28.283        | 43.779                   | 2:12.062            | 80.93                    | 0.696  | 14:52:34.154        |
| 7 -                       | 1:28.145        | 43.963                   | 2:12.108            | 80.90                    | 0.742  | 14:54:46.262        |
| 8 -                       | <b>1:27.781</b> | <b>43.585</b>            | <b>2:11.366 (1)</b> | <b>81.36</b>             |        | <b>14:56:57.628</b> |
| 9 -                       | 1:28.669        | 44.169                   | 2:12.838            | 80.45                    | 1.472  | 14:59:10.466        |
| 10 -                      | 1:28.398        | 44.866                   | 2:13.264            | 80.20                    | 1.898  | 15:01:23.730        |

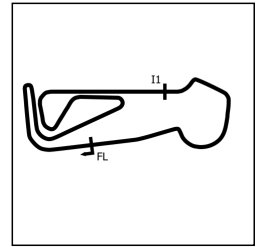
| P19 30                    |                 | David LUFF               |                     | Suzuki SV650 - ATP & Sarah O'Neill |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.171 |                 | BEST LAP TIME : 2:12.189 |                     | DIFFERENCE : 0.018                 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.976                   | 2:27.205            | 72.60                              | 15.016 | 14:41:38.424        |
| 2 -                       | 1:31.750        | 44.527                   | 2:16.277            | 78.42                              | 4.088  | 14:43:54.701        |
| 3 -                       | 1:29.894        | 44.604                   | 2:14.498            | 79.46                              | 2.309  | 14:46:09.199        |
| 4 -                       | 1:29.733        | 44.607                   | 2:14.340            | 79.55                              | 2.151  | 14:48:23.539        |
| 5 -                       | 1:29.428        | 44.408                   | 2:13.836            | 79.85                              | 1.647  | 14:50:37.375        |
| 6 -                       | 1:29.788        | 44.473                   | 2:14.261            | 79.60                              | 2.072  | 14:52:51.636        |
| 7 -                       | 1:29.762        | 44.743                   | 2:14.505            | 79.46                              | 2.316  | 14:55:06.141        |
| 8 -                       | 1:28.891        | 44.302                   | 2:13.193 (3)        | 80.24                              | 1.004  | 14:57:19.334        |
| 9 -                       | 1:28.406        | <b>43.783</b>            | <b>2:12.189 (1)</b> | <b>80.85</b>                       |        | <b>14:59:31.523</b> |
| 10 -                      | <b>1:28.388</b> | 44.057                   | 2:12.445 (2)        | 80.69                              | 0.256  | 15:01:43.968        |

| P20 55                    |                 | Magnus MANSON-CHUBB      |                     | Suzuki SV650 -     |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.443 |                 | BEST LAP TIME : 2:14.474 |                     | DIFFERENCE : 0.031 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.287                   | 2:28.670            | 71.89              | 14.196 | 14:41:39.889        |
| 2 -                       | 1:30.483        | 45.133                   | 2:15.616            | 78.81              | 1.142  | 14:43:55.505        |
| 3 -                       | 1:30.445        | 44.866                   | 2:15.311            | 78.98              | 0.837  | 14:46:10.816        |
| 4 -                       | 1:29.996        | <b>44.726</b>            | 2:14.722 (2)        | 79.33              | 0.248  | 14:48:25.538        |
| 5 -                       | 1:30.258        | 45.285                   | 2:15.543            | 78.85              | 1.069  | 14:50:41.081        |
| 6 -                       | 1:30.608        | 44.747                   | 2:15.355            | 78.96              | 0.881  | 14:52:56.436        |
| 7 -                       | 1:30.695        | 44.891                   | 2:15.586            | 78.82              | 1.112  | 14:55:12.022        |
| 8 -                       | 1:30.226        | 45.522                   | 2:15.748            | 78.73              | 1.274  | 14:57:27.770        |
| 9 -                       | <b>1:29.717</b> | 44.757                   | <b>2:14.474 (1)</b> | <b>79.48</b>       |        | <b>14:59:42.244</b> |
| 10 -                      | 1:30.143        | 44.943                   | 2:15.086 (3)        | 79.12              | 0.612  | 15:01:57.330        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P21 162                   |                 | Max PRIESTLEY            |                     | Suzuki SV650 -     |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.628 |                 | BEST LAP TIME : 2:13.705 |                     | DIFFERENCE : 0.077 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.187                   | 2:29.756            | 71.36              | 16.051 | 14:41:40.975        |
| 2 -                       | 1:32.661        | 45.553                   | 2:18.214            | 77.32              | 4.509  | 14:43:59.189        |
| 3 -                       | 1:31.544        | 44.833                   | 2:16.377            | 78.37              | 2.672  | 14:46:15.566        |
| 4 -                       | 1:30.734        | 45.443                   | 2:16.177            | 78.48              | 2.472  | 14:48:31.743        |
| 5 -                       | 1:30.563        | 44.510                   | 2:15.073            | 79.12              | 1.368  | 14:50:46.816        |
| 6 -                       | 1:29.956        | 44.746                   | 2:14.702            | 79.34              | 0.997  | 14:53:01.518        |
| 7 -                       | 1:29.206        | 44.888                   | 2:14.094 (3)        | 79.70              | 0.389  | 14:55:15.612        |
| 8 -                       | 1:29.250        | <b>44.487</b>            | 2:13.737 (2)        | 79.91              | 0.032  | 14:57:29.349        |
| 9 -                       | <b>1:29.141</b> | 44.564                   | <b>2:13.705 (1)</b> | <b>79.93</b>       |        | <b>14:59:43.054</b> |
| 10 -                      | 1:29.788        | 44.698                   | 2:14.486            | 79.47              | 0.781  | 15:01:57.540        |

| P22 81                    |                 | Malvern MAY              |                     | Suzuki SV650 - IMP racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.807 |                 | BEST LAP TIME : 2:14.578 |                     | DIFFERENCE : 0.771        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.018                   | 2:26.451            | 72.98                     | 11.873 | 14:41:37.670        |
| 2 -                       | 1:31.677        | 44.831                   | 2:16.508            | 78.29                     | 1.930  | 14:43:54.178        |
| 3 -                       | 1:31.585        | 46.388                   | 2:17.973            | 77.46                     | 3.395  | 14:46:12.151        |
| 4 -                       | <b>1:29.439</b> | 45.139                   | <b>2:14.578 (1)</b> | <b>79.41</b>              |        | <b>14:48:26.729</b> |
| 5 -                       | 1:30.911        | 45.200                   | 2:16.111            | 78.52                     | 1.533  | 14:50:42.840        |
| 6 -                       | 1:30.142        | 44.650                   | 2:14.792 (2)        | 79.29                     | 0.214  | 14:52:57.632        |
| 7 -                       | 1:30.643        | <b>44.368</b>            | 2:15.011            | 79.16                     | 0.433  | 14:55:12.643        |
| 8 -                       | 1:29.832        | 45.675                   | 2:15.507            | 78.87                     | 0.929  | 14:57:28.150        |
| 9 -                       | 1:29.890        | 45.076                   | 2:14.966 (3)        | 79.19                     | 0.388  | 14:59:43.116        |
| 10 -                      | 1:30.389        | 45.047                   | 2:15.436            | 78.91                     | 0.858  | 15:01:58.552        |

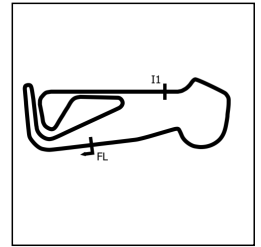
| P23 77 RMT                |                 | Joshua CRISP             |                     | Suzuki SV650 - JMC GUITARWORKS |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.989 |                 | BEST LAP TIME : 2:15.989 |                     | DIFFERENCE : 0.000             |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.811                   | 2:22.606            | 74.94                          | 6.617 | 14:41:33.825        |
| 2 -                       | 1:31.970        | 45.815                   | 2:17.785            | 77.57                          | 1.796 | 14:43:51.610        |
| 3 -                       | 1:32.275        | 44.834                   | 2:17.109            | 77.95                          | 1.120 | 14:46:08.719        |
| 4 -                       | 1:32.148        | 44.787                   | 2:16.935            | 78.05                          | 0.946 | 14:48:25.654        |
| 5 -                       | 1:31.800        | 45.171                   | 2:16.971            | 78.03                          | 0.982 | 14:50:42.625        |
| 6 -                       | 1:31.836        | 44.786                   | 2:16.622            | 78.23                          | 0.633 | 14:52:59.247        |
| 7 -                       | <b>1:31.505</b> | <b>44.484</b>            | <b>2:15.989 (1)</b> | <b>78.59</b>                   |       | <b>14:55:15.236</b> |
| 8 -                       | 1:31.585        | 44.880                   | 2:16.465 (2)        | 78.32                          | 0.476 | 14:57:31.701        |
| 9 -                       | 1:31.722        | 44.867                   | 2:16.589 (3)        | 78.24                          | 0.600 | 14:59:48.290        |
| 10 -                      | 1:32.482        | 45.306                   | 2:17.788            | 77.56                          | 1.799 | 15:02:06.078        |

| P24 127                   |                 | Matthew CHAM             |                     | Ducati MONSTER 796 - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.201 |                 | BEST LAP TIME : 2:16.466 |                     | DIFFERENCE : 0.265   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.574                   | 2:29.149            | 71.66                | 12.683 | 14:41:40.368        |
| 2 -                       | 1:32.235        | 46.246                   | 2:18.481            | 77.18                | 2.015  | 14:43:58.849        |
| 3 -                       | 1:32.763        | 46.336                   | 2:19.099            | 76.83                | 2.633  | 14:46:17.948        |
| 4 -                       | 1:31.005        | 45.881                   | 2:16.886 (2)        | 78.08                | 0.420  | 14:48:34.834        |
| 5 -                       | 1:31.668        | 46.447                   | 2:18.115            | 77.38                | 1.649  | 14:50:52.949        |
| 6 -                       | 1:31.958        | 46.182                   | 2:18.140            | 77.37                | 1.674  | 14:53:11.089        |
| 7 -                       | 1:31.700        | 45.964                   | 2:17.664            | 77.63                | 1.198  | 14:55:28.753        |
| 8 -                       | 1:31.885        | 45.901                   | 2:17.786            | 77.57                | 1.320  | 14:57:46.539        |
| 9 -                       | 1:31.314        | <b>45.662</b>            | 2:16.976 (3)        | 78.02                | 0.510  | 15:00:03.515        |
| 10 -                      | <b>1:30.539</b> | 45.927                   | <b>2:16.466 (1)</b> | <b>78.32</b>         |        | <b>15:02:19.981</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P25 11                    |                 | Mark OSBORNE             |                     | Suzuki SV650 -     |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.334 |                 | BEST LAP TIME : 2:14.978 |                     | DIFFERENCE : 0.644 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.197                   | 2:29.509            | 71.48              | 14.531 | 14:41:40.728        |
| 2 -                       | 1:34.934        | 47.679                   | 2:22.613            | 74.94              | 7.635  | 14:44:03.341        |
| 3 -                       | 1:32.788        | 46.040                   | 2:18.828            | 76.98              | 3.850  | 14:46:22.169        |
| 4 -                       | 1:31.746        | 45.689                   | 2:17.435            | 77.76              | 2.457  | 14:48:39.604        |
| 5 -                       | 1:34.944        | 45.752                   | 2:20.696            | 75.96              | 5.718  | 14:51:00.300        |
| 6 -                       | 1:31.912        | 45.585                   | 2:17.497            | 77.73              | 2.519  | 14:53:17.797        |
| 7 -                       | 1:31.447        | <b>44.886</b>            | 2:16.333            | 78.39              | 1.355  | 14:55:34.130        |
| 8 -                       | 1:30.085        | 45.028                   | 2:15.113 (2)        | 79.10              | 0.135  | 14:57:49.243        |
| 9 -                       | <b>1:29.448</b> | 45.530                   | <b>2:14.978 (1)</b> | <b>79.18</b>       |        | <b>15:00:04.221</b> |
| 10 -                      | 1:30.209        | 45.624                   | 2:15.833 (3)        | 78.68              | 0.855  | 15:02:20.054        |

| P26 40                    |                 | Simon WILKINSON          |                     | Suzuki SV650 -     |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.651 |                 | BEST LAP TIME : 2:16.651 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.978                   | 2:25.912            | 73.25              | 9.261  | 14:41:37.131        |
| 2 -                       | 1:33.213        | 47.637                   | 2:20.850            | 75.88              | 4.199  | 14:43:57.981        |
| 3 -                       | 1:32.702        | 46.435                   | 2:19.137            | 76.81              | 2.486  | 14:46:17.118        |
| 4 -                       | 1:32.591        | 46.456                   | 2:19.047            | 76.86              | 2.396  | 14:48:36.165        |
| 5 -                       | 1:31.762        | 46.576                   | 2:18.338            | 77.26              | 1.687  | 14:50:54.503        |
| 6 -                       | 1:31.992        | 45.956                   | 2:17.948            | 77.47              | 1.297  | 14:53:12.451        |
| 7 -                       | <b>1:31.283</b> | <b>45.368</b>            | <b>2:16.651 (1)</b> | <b>78.21</b>       |        | <b>14:55:29.102</b> |
| 8 -                       | 1:31.377        | 45.985                   | 2:17.362 (2)        | 77.80              | 0.711  | 14:57:46.464        |
| 9 -                       | 1:31.287        | 46.303                   | 2:17.590 (3)        | 77.68              | 0.939  | 15:00:04.054        |
| 10 -                      | 1:53.485        | 51.743                   | 2:45.228            | 64.68              | 28.577 | 15:02:49.282        |

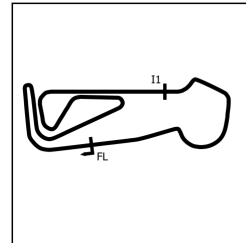
| P27 195 RMT               |                 | Alex COOK                |                     | Suzuki SV650 - Sac boiler plant |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.856 |                 | BEST LAP TIME : 2:16.156 |                     | DIFFERENCE : 0.300              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.935                   | 2:33.120            | 69.80                           | 16.964 | 14:41:44.339        |
| 2 -                       | 1:33.858        | 46.987                   | 2:20.845            | 75.88                           | 4.689  | 14:44:05.184        |
| 3 -                       | 1:33.985        | 46.041                   | 2:20.026            | 76.32                           | 3.870  | 14:46:25.210        |
| 4 -                       | <b>1:30.884</b> | 45.272                   | <b>2:16.156 (1)</b> | <b>78.49</b>                    |        | <b>14:48:41.366</b> |
| 5 -                       | 1:32.793        | <b>44.972</b>            | 2:17.765 (3)        | 77.58                           | 1.609  | 14:50:59.131        |
| 6 -                       | 1:32.616        | 45.635                   | 2:18.251            | 77.30                           | 2.095  | 14:53:17.382        |
| 7 -                       | 1:32.663        | 45.451                   | 2:18.114            | 77.38                           | 1.958  | 14:55:35.496        |
| 8 -                       | 1:31.654        | 45.028                   | 2:16.682 (2)        | 78.19                           | 0.526  | 14:57:52.178        |
| 9 -                       | 1:32.119        | 45.785                   | 2:17.904            | 77.50                           | 1.748  | 15:00:10.082        |

| P28 217 RMT               |                 | Martin SIGGINS           |                     | Suzuki SV650 - Siggins Property Services |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.575 |                 | BEST LAP TIME : 2:18.575 |                     | DIFFERENCE : 0.000                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                      | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.476                   | 2:27.415            | 72.50                                    | 8.840 | 14:41:38.634        |
| 2 -                       | 1:32.745        | 46.436                   | 2:19.181 (2)        | 76.79                                    | 0.606 | 14:43:57.815        |
| 3 -                       | 1:33.634        | 46.864                   | 2:20.498            | 76.07                                    | 1.923 | 14:46:18.313        |
| 4 -                       | <b>1:32.676</b> | <b>45.899</b>            | <b>2:18.575 (1)</b> | <b>77.12</b>                             |       | <b>14:48:36.888</b> |
| 5 -                       | 1:33.585        | 46.353                   | 2:19.938 (3)        | 76.37                                    | 1.363 | 14:50:56.826        |
| 6 -                       | 1:35.369        | 46.991                   | 2:22.360            | 75.07                                    | 3.785 | 14:53:19.186        |
| 7 -                       | 1:34.221        | 45.986                   | 2:20.207            | 76.23                                    | 1.632 | 14:55:39.393        |
| 8 -                       | 1:34.308        | 46.360                   | 2:20.668            | 75.98                                    | 2.093 | 14:58:00.061        |
| 9 -                       | 1:36.776        | 46.865                   | 2:23.641            | 74.40                                    | 5.066 | 15:00:23.702        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| P29 113 RMT Phil ROODT    |          | Suzuki SV650 - Carter Thorne Carpets and flooring 2018 ltd |              |                    |        |              |
|---------------------------|----------|------------------------------------------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:16.433 |          | BEST LAP TIME : 2:16.433                                   |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                                                   | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.810                                                     | 2:34.884     | 69.00              | 18.451 | 14:41:46.103 |
| 2 -                       | 1:35.553 | 47.547                                                     | 2:23.100     | 74.68              | 6.667  | 14:44:09.203 |
| 3 -                       | 1:34.086 | 46.585                                                     | 2:20.671     | 75.97              | 4.238  | 14:46:29.874 |
| 4 -                       | 1:33.525 | 46.178                                                     | 2:19.703     | 76.50              | 3.270  | 14:48:49.577 |
| 5 -                       | 1:32.773 | 47.547                                                     | 2:20.320     | 76.16              | 3.887  | 14:51:09.897 |
| 6 -                       | 1:31.887 | 47.911                                                     | 2:19.798     | 76.45              | 3.365  | 14:53:29.695 |
| 7 -                       | 1:32.402 | 46.522                                                     | 2:18.924 (2) | 76.93              | 2.491  | 14:55:48.619 |
| 8 -                       | 1:31.669 | 47.392                                                     | 2:19.061 (3) | 76.85              | 2.628  | 14:58:07.680 |
| 9 -                       | 1:31.436 | 44.997                                                     | 2:16.433 (1) | 78.33              |        | 15:00:24.113 |

| P30 164 RMT Adam FEARNLEY |          | Suzuki SV650 -           |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:18.179 |          | BEST LAP TIME : 2:18.179 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.081                   | 2:30.945     | 70.80              | 12.766 | 14:41:42.164 |
| 2 -                       | 1:34.531 | 47.477                   | 2:22.008     | 75.26              | 3.829  | 14:44:04.172 |
| 3 -                       | 1:33.441 | 47.714                   | 2:21.155     | 75.71              | 2.976  | 14:46:25.327 |
| 4 -                       | 1:33.338 | 46.414                   | 2:19.752 (2) | 76.47              | 1.573  | 14:48:45.079 |
| 5 -                       | 1:33.653 | 46.606                   | 2:20.259     | 76.20              | 2.080  | 14:51:05.338 |
| 6 -                       | 1:33.530 | 46.608                   | 2:20.138     | 76.26              | 1.959  | 14:53:25.476 |
| 7 -                       | 1:33.928 | 47.138                   | 2:21.066     | 75.76              | 2.887  | 14:55:46.542 |
| 8 -                       | 1:33.396 | 46.519                   | 2:19.915 (3) | 76.38              | 1.736  | 14:58:06.457 |
| 9 -                       | 1:32.581 | 45.598                   | 2:18.179 (1) | 77.34              |        | 15:00:24.636 |

| P31 51 Andrew DURANT      |          | Suzuki SV650 -           |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:19.120 |          | BEST LAP TIME : 2:19.647 |              | DIFFERENCE : 0.527 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 48.265                   | 2:33.329     | 69.70              | 13.682 | 14:41:44.548 |
| 2 -                       | 1:34.815 | 47.329                   | 2:22.144     | 75.19              | 2.497  | 14:44:06.692 |
| 3 -                       | 1:33.103 | 47.640                   | 2:20.743     | 75.94              | 1.096  | 14:46:27.435 |
| 4 -                       | 1:33.534 | 47.008                   | 2:20.542     | 76.04              | 0.895  | 14:48:47.977 |
| 5 -                       | 1:32.773 | 47.509                   | 2:20.282     | 76.18              | 0.635  | 14:51:08.259 |
| 6 -                       | 1:32.557 | 47.213                   | 2:19.770 (2) | 76.46              | 0.123  | 14:53:28.029 |
| 7 -                       | 1:33.504 | 46.563                   | 2:20.067 (3) | 76.30              | 0.420  | 14:55:48.096 |
| 8 -                       | 1:33.015 | 47.106                   | 2:20.121     | 76.27              | 0.474  | 14:58:08.217 |
| 9 -                       | 1:32.800 | 46.847                   | 2:19.647 (1) | 76.53              |        | 15:00:27.864 |

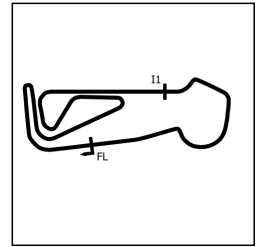
| P32 138 Craig JARMIN      |          | Suzuki SV650 - SK PreP / NB Toolmaking |              |                    |        |              |
|---------------------------|----------|----------------------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:18.484 |          | BEST LAP TIME : 2:18.742               |              | DIFFERENCE : 0.258 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                               | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 48.230                                 | 2:30.816     | 70.86              | 12.074 | 14:41:42.035 |
| 2 -                       | 1:34.226 | 47.845                                 | 2:22.071     | 75.23              | 3.329  | 14:44:04.106 |
| 3 -                       | 1:34.278 | 47.261                                 | 2:21.539     | 75.51              | 2.797  | 14:46:25.645 |
| 4 -                       | 1:34.330 | 47.514                                 | 2:21.844     | 75.35              | 3.102  | 14:48:47.489 |
| 5 -                       | 1:34.002 | 47.407                                 | 2:21.409     | 75.58              | 2.667  | 14:51:08.898 |
| 6 -                       | 1:33.884 | 47.007                                 | 2:20.891     | 75.86              | 2.149  | 14:53:29.789 |
| 7 -                       | 1:33.146 | 47.241                                 | 2:20.387 (3) | 76.13              | 1.645  | 14:55:50.176 |
| 8 -                       | 1:32.564 | 46.178                                 | 2:18.742 (1) | 77.03              |        | 14:58:08.918 |
| 9 -                       | 1:32.306 | 47.038                                 | 2:19.344 (2) | 76.70              | 0.602  | 15:00:28.262 |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - SECTOR ANALYSIS



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

| <b>P33 145 Bradley CATLING</b><br>IDEAL LAP TIME : 2:18.019      BEST LAP TIME : 2:19.759      DIFFERENCE : 1.740<br>Suzuki SV650 - Electric avenue Leeds Ltd |                 |               |                     |              |        |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                                           |                 | 48.153        | 2:32.977            | 69.86        | 13.218 | 14:41:44.196        |
| 2 -                                                                                                                                                           | 1:33.822        | 47.432        | 2:21.254            | 75.66        | 1.495  | 14:44:05.450        |
| 3 -                                                                                                                                                           | 1:34.120        | 48.716        | 2:22.836            | 74.82        | 3.077  | 14:46:28.286        |
| 4 -                                                                                                                                                           | 1:32.917        | 46.842        | <b>2:19.759 (1)</b> | <b>76.47</b> |        | <b>14:48:48.045</b> |
| 5 -                                                                                                                                                           | 1:32.966        | 47.698        | 2:20.664            | 75.98        | 0.905  | 14:51:08.709        |
| 6 -                                                                                                                                                           | <b>1:32.338</b> | 47.678        | 2:20.016 <b>(3)</b> | 76.33        | 0.257  | 14:53:28.725        |
| 7 -                                                                                                                                                           | 1:33.013        | 46.975        | 2:19.988 <b>(2)</b> | 76.34        | 0.229  | 14:55:48.713        |
| 8 -                                                                                                                                                           | 1:32.822        | 47.677        | 2:20.499            | 76.07        | 0.740  | 14:58:09.212        |
| 9 -                                                                                                                                                           | 1:35.763        | <b>45.681</b> | 2:21.444            | 75.56        | 1.685  | 15:00:30.656        |

| <b>P34 158 Danny BRENNAN</b><br>IDEAL LAP TIME : 2:18.701      BEST LAP TIME : 2:18.701      DIFFERENCE : 0.000<br>Suzuki SV650 - |                 |               |                     |              |        |                     |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| LAP                                                                                                                               | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                               |                 | 47.110        | 2:31.619            | 70.49        | 12.918 | 14:41:42.838        |
| 2 -                                                                                                                               | 1:34.592        | 47.101        | 2:21.693            | 75.43        | 2.992  | 14:44:04.531        |
| 3 -                                                                                                                               | 1:34.854        | 47.112        | 2:21.966            | 75.28        | 3.265  | 14:46:26.497        |
| 4 -                                                                                                                               | 1:33.481        | 47.427        | 2:20.908            | 75.85        | 2.207  | 14:48:47.405        |
| 5 -                                                                                                                               | 1:33.044        | 47.086        | 2:20.130 <b>(3)</b> | 76.27        | 1.429  | 14:51:07.535        |
| 6 -                                                                                                                               | 1:33.012        | 47.893        | 2:20.905            | 75.85        | 2.204  | 14:53:28.440        |
| 7 -                                                                                                                               | <b>1:32.648</b> | <b>46.053</b> | <b>2:18.701 (1)</b> | <b>77.05</b> |        | <b>14:55:47.141</b> |
| 8 -                                                                                                                               | 1:33.516        | 46.275        | 2:19.791 <b>(2)</b> | 76.45        | 1.090  | 14:58:06.932        |

| <b>P35 109 RMT Logan PARSONS</b><br>IDEAL LAP TIME : 2:19.888      BEST LAP TIME : 2:21.514      DIFFERENCE : 1.626<br>Suzuki SV650 - Logan Voiceover |          |               |                     |              |       |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------|--------------|-------|---------------------|
| LAP                                                                                                                                                   | SECTOR 1 | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                   |          | 47.544        | 2:28.994            | 71.73        | 7.480 | 14:41:40.213        |
| 2 -                                                                                                                                                   | 1:34.935 | 48.069        | 2:23.004 <b>(3)</b> | 74.73        | 1.490 | 14:44:03.217        |
| 3 -                                                                                                                                                   | 1:34.056 | 47.925        | 2:21.981 <b>(2)</b> | 75.27        | 0.467 | 14:46:25.198        |
| 4 -                                                                                                                                                   | 1:34.283 | <b>47.231</b> | <b>2:21.514 (1)</b> | <b>75.52</b> |       | <b>14:48:46.712</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:04.088 |       |
| 1        | 1   | 1:22.953 | 1        | 41.135 | 1                       | 1   | TWYFORD      | 2:04.088    | 2:04.088 | 0.000 |
| 2        | 660 | 1:23.653 | 66       | 41.363 | 2                       | 660 | HARRIS       | 2:05.143    | 2:05.172 | 0.029 |
| 3        | 21  | 1:23.851 | 660      | 41.490 | 3                       | 66  | DUCRAN       | 2:05.237    | 2:05.560 | 0.323 |
| 4        | 66  | 1:23.874 | 21       | 41.570 | 4                       | 21  | FINNIS       | 2:05.421    | 2:05.421 | 0.000 |
| 5        | 22  | 1:24.010 | 22       | 41.629 | 5                       | 22  | DOWDS        | 2:05.639    | 2:06.248 | 0.609 |
| 6        | 33  | 1:24.762 | 96       | 41.861 | 6                       | 33  | COSTIN       | 2:06.772    | 2:06.772 | 0.000 |
| 7        | 141 | 1:25.022 | 33       | 42.010 | 7                       | 96  | HOWARTH      | 2:07.051    | 2:07.051 | 0.000 |
| 8        | 27  | 1:25.025 | 5        | 42.053 | 8                       | 141 | HARRIS       | 2:07.164    | 2:07.481 | 0.317 |
| 9        | 96  | 1:25.190 | 141      | 42.142 | 9                       | 5   | ROOKER       | 2:07.465    | 2:07.465 | 0.000 |
| 10       | 19  | 1:25.354 | 4        | 42.248 | 10                      | 27  | BETTIS       | 2:07.541    | 2:07.803 | 0.262 |
| 11       | 5   | 1:25.412 | 19       | 42.342 | 11                      | 19  | LILLEY       | 2:07.696    | 2:07.770 | 0.074 |
| 12       | 140 | 1:25.616 | 69       | 42.385 | 12                      | 4   | KILLWORTH    | 2:08.541    | 2:08.701 | 0.160 |
| 13       | 115 | 1:26.090 | 27       | 42.516 | 13                      | 69  | GRIFFITHS    | 2:08.568    | 2:08.823 | 0.255 |
| 14       | 69  | 1:26.183 | 115      | 42.601 | 14                      | 140 | SALES        | 2:08.615    | 2:09.109 | 0.494 |
| 15       | 4   | 1:26.293 | 140      | 42.999 | 15                      | 115 | MAHER        | 2:08.691    | 2:08.761 | 0.070 |
| 16       | 166 | 1:26.752 | 166      | 43.381 | 16                      | 166 | KING         | 2:10.133    | 2:10.331 | 0.198 |
| 17       | 52  | 1:27.498 | 52       | 43.395 | 17                      | 52  | EGGINTON     | 2:10.893    | 2:11.109 | 0.216 |
| 18       | 39  | 1:27.781 | 39       | 43.585 | 18                      | 39  | BUSA         | 2:11.366    | 2:11.366 | 0.000 |
| 19       | 30  | 1:28.388 | 30       | 43.783 | 19                      | 30  | LUFF         | 2:12.171    | 2:12.189 | 0.018 |
| 20       | 162 | 1:29.141 | 81       | 44.368 | 20                      | 162 | PRIESTLEY    | 2:13.628    | 2:13.705 | 0.077 |
| 21       | 81  | 1:29.439 | 77       | 44.484 | 21                      | 81  | MAY          | 2:13.807    | 2:14.578 | 0.771 |
| 22       | 11  | 1:29.448 | 162      | 44.487 | 22                      | 11  | OSBORNE      | 2:14.334    | 2:14.978 | 0.644 |
| 23       | 55  | 1:29.717 | 55       | 44.726 | 23                      | 55  | MANSON-CHUBB | 2:14.443    | 2:14.474 | 0.031 |
| 24       | 127 | 1:30.539 | 11       | 44.886 | 24                      | 195 | COOK         | 2:15.856    | 2:16.156 | 0.300 |
| 25       | 195 | 1:30.884 | 195      | 44.972 | 25                      | 77  | CRISP        | 2:15.989    | 2:15.989 | 0.000 |
| 26       | 40  | 1:31.283 | 113      | 44.997 | 26                      | 127 | CHAM         | 2:16.201    | 2:16.466 | 0.265 |
| 27       | 113 | 1:31.436 | 40       | 45.368 | 27                      | 113 | ROODT        | 2:16.433    | 2:16.433 | 0.000 |
| 28       | 77  | 1:31.505 | 164      | 45.598 | 28                      | 40  | WILKINSON    | 2:16.651    | 2:16.651 | 0.000 |
| 29       | 138 | 1:32.306 | 127      | 45.662 | 29                      | 145 | CATLING      | 2:18.019    | 2:19.759 | 1.740 |
| 30       | 145 | 1:32.338 | 145      | 45.681 | 30                      | 164 | FEARNLEY     | 2:18.179    | 2:18.179 | 0.000 |
| 31       | 51  | 1:32.557 | 217      | 45.899 | 31                      | 138 | JARMIN       | 2:18.484    | 2:18.742 | 0.258 |
| 32       | 164 | 1:32.581 | 158      | 46.053 | 32                      | 217 | SIGGINS      | 2:18.575    | 2:18.575 | 0.000 |
| 33       | 158 | 1:32.648 | 138      | 46.178 | 33                      | 158 | BRENNAN      | 2:18.701    | 2:18.701 | 0.000 |
| 34       | 109 | 1:32.657 | 51       | 46.563 | 34                      | 51  | DURANT       | 2:19.120    | 2:19.647 | 0.527 |
| 35       | 217 | 1:32.676 | 109      | 47.231 | 35                      | 109 | PARSONS      | 2:19.888    | 2:21.514 | 1.626 |
| 36       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

MRO Minitwins & Rookie Minitwins

RACE 10 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 35                        |
| Planned Start          | 2025-05-04 @ 14:40:00.000 |
| Actual Start           | 2025-05-04 @ 14:39:11.219 |
| Finish Time            | 2025-05-04 @ 15:00:09.650 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 335                       |
| Total Distance Covered | 994.5853mi.               |

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|---------------|----------|--------------|-----|-----------------|
| 1  |    | David TWYFORD | 2:05.853 | 14:43:29.115 | 2   | Suzuki SV650 K2 |
| 1  |    | David TWYFORD | 2:04.846 | 14:45:33.961 | 3   | Suzuki SV650 K2 |
| 1  |    | David TWYFORD | 2:04.088 | 14:47:38.049 | 4   | Suzuki SV650 K2 |

Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|---------------|----------|----------|-------------|-----------------|
| 1  |    | David TWYFORD | 1        | 10       | 29.68 miles | Suzuki SV650 K2 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:39:11.219 |
| FINISH | 15:00:09.650 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 10         | 23:52.867  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - STATISTICS

**CLASS :**

28 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|---------------|----------|--------------|-----|-----------------|
| 1  | David TWYFORD | 2:05.853 | 14:43:29.115 | 2   | Suzuki SV650 K2 |
| 1  | David TWYFORD | 2:04.846 | 14:45:33.961 | 3   | Suzuki SV650 K2 |
| 1  | David TWYFORD | 2:04.088 | 14:47:38.049 | 4   | Suzuki SV650 K2 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|---------------|----------|----------|-------------|-----------------|
| 1  | David TWYFORD | 1        | 10       | 29.68 miles | Suzuki SV650 K2 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## MRO Minitwins & Rookie Minitwins

### RACE 10 - STATISTICS

CLASS : RMT

7 Starters

#### Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|-----------------|----------|--------------|-----|--------------|
| 96 | William HOWARTH | 2:09.298 | 14:43:36.582 | 2   | Suzuki SV650 |
| 96 | William HOWARTH | 2:09.054 | 14:45:45.636 | 3   | Suzuki SV650 |
| 96 | William HOWARTH | 2:08.006 | 14:47:53.642 | 4   | Suzuki SV650 |
| 96 | William HOWARTH | 2:07.633 | 14:50:01.275 | 5   | Suzuki SV650 |
| 96 | William HOWARTH | 2:07.051 | 14:58:33.241 | 9   | Suzuki SV650 |

#### Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|-----------------|----------|----------|-------------|--------------|
| 96 | William HOWARTH | 1        | 10       | 29.68 miles | Suzuki SV650 |



# ACU KAWASAKI TEAM GREEN JUNIOR CUP & SENIOR NINJA SERIES / REVDCOIN BMZRC 250 MZs



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

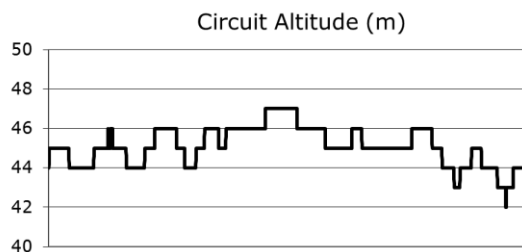
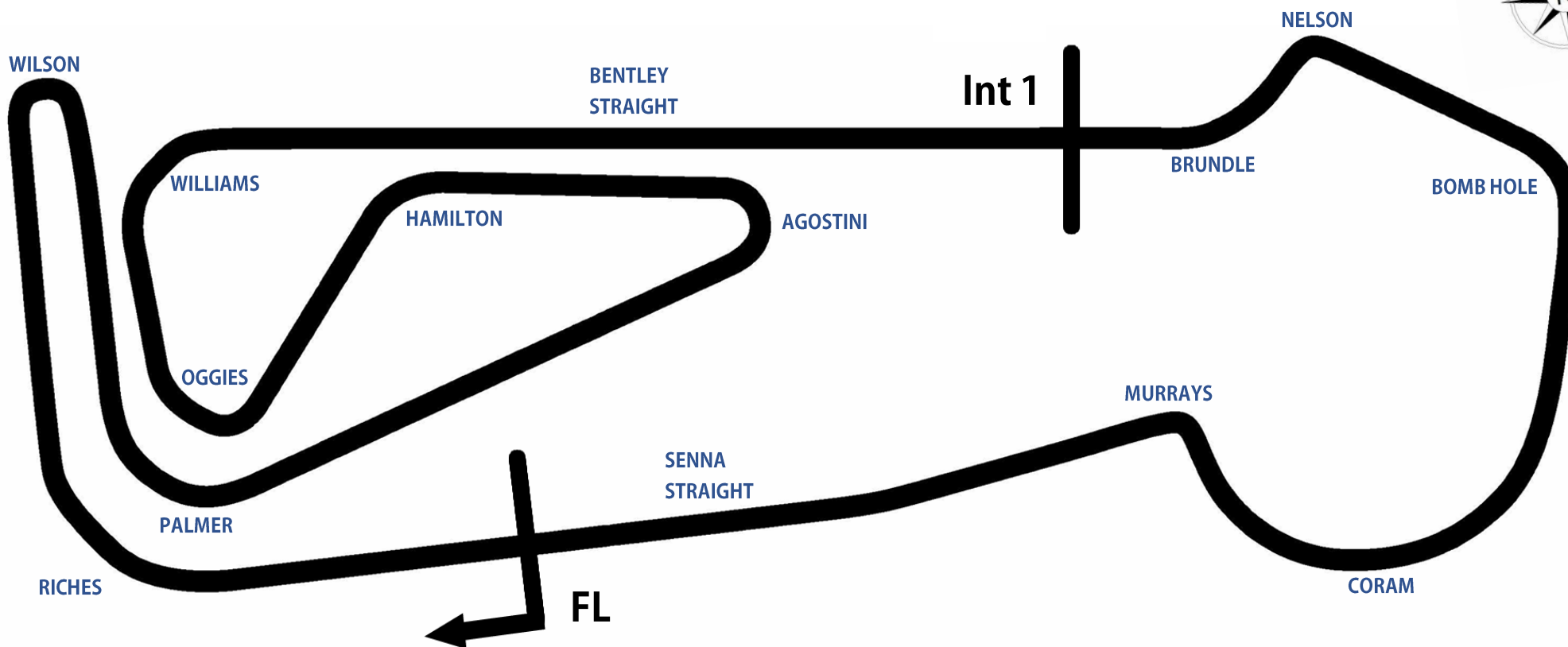
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**QUALIFYING - CLASSIFICATION**

| POS | NO  | CL | PIC | NAME               | ENTRY                                               | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----|-----|--------------------|-----------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 30  | S  | 1   | Lewis JONES        | Kawasaki NINJA 400 -                                | 2:13.902 | 4  | 5    |        |       | 79.82 |
| 2   | 257 | J  | 1   | Henry MCCARTNEY    | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb g  | 2:13.993 | 5  | 5    | 0.091  | 0.091 | 79.76 |
| 3   | 217 | J  | 2   | Hudson COOPER      | Kawasaki NINJA - Rides R Us                         | 2:14.126 | 5  | 5    | 0.224  | 0.133 | 79.68 |
| 4   | 0   | J  | 3   | Lucas KING         | Kawasaki NINJA400 - NW racing                       | 2:16.565 | 3  | 5    | 2.663  | 2.439 | 78.26 |
| 5   | 7   | J  | 4   | Travis ROOKER      | Kawasaki NINJA 400 - Swedish car connection         | 2:17.482 | 4  | 5    | 3.580  | 0.917 | 77.74 |
| 6   | 17  | S  | 2   | Daryn BUSA         | Kawasaki NINJA 400 - iActiveRC                      | 2:18.391 | 4  | 5    | 4.489  | 0.909 | 77.23 |
| 7   | 125 | J  | 5   | Isabelle WINGATE   | Kawasaki NINJA 400 -                                | 2:18.847 | 4  | 5    | 4.945  | 0.456 | 76.97 |
| 8   | 185 | J  | 6   | Billy CARTER       | Kawasaki NINJA 400 - A&M pure engineering           | 2:19.140 | 2  | 5    | 5.238  | 0.293 | 76.81 |
| 9   | 40  | J  | 7   | Archie ORMROD      | Kawasaki NINJA 400 - Prestige Flooring              | 2:22.529 | 3  | 5    | 8.627  | 3.389 | 74.98 |
| 10  | 43  | S  | 3   | Mark SWARBRICK     | Kawasaki NINJA 400 -                                | 2:22.537 | 3  | 5    | 8.635  | 0.008 | 74.98 |
| 11  | 58  | J  | 8   | Max RHODES         | Kawasaki EX 400 - Oliver's mount Mototec            | 2:23.137 | 3  | 5    | 9.235  | 0.600 | 74.67 |
| 12  | 127 | S  | 4   | Michael STONE      | Kawasaki 400 NINJA -                                | 2:23.155 | 4  | 4    | 9.253  | 0.018 | 74.66 |
| 13  | 461 | J  | 9   | Sid MARSHALL       | Kawasaki NINJA 400 - TransCare road transport engin | 2:23.307 | 4  | 4    | 9.405  | 0.152 | 74.58 |
| 14  | 69  | MZ | 1   | Alexander MANN     | Mz TS 250 - HS RACING                               | 2:23.384 | 4  | 4    | 9.482  | 0.077 | 74.54 |
| 15  | 25  | J  | 10  | Chloe GLEESON      | Kawasaki NINJA - Sussex Independent Financial Advis | 2:23.752 | 4  | 4    | 9.850  | 0.368 | 74.35 |
| 16  | 12  | J  | 11  | Kees RAMSEY        | Kawasaki NINJA 400 -                                | 2:24.958 | 3  | 4    | 11.056 | 1.206 | 73.73 |
| 17  | 75  | MZ | 2   | Peter WOODALL      | MZ ETZ 250 - RevdCoin                               | 2:24.962 | 4  | 4    | 11.060 | 0.004 | 73.73 |
| 18  | 85  | MZ | 3   | Andrew WALES       | MZ ETZ 250 - Show Control International             | 2:25.201 | 4  | 4    | 11.299 | 0.239 | 73.60 |
| 19  | 124 | J  | 12  | Harley BAKER       | Kawasaki NINJA 400 -                                | 2:25.619 | 3  | 4    | 11.717 | 0.418 | 73.39 |
| 20  | 33  | S  | 5   | Patrick KLINGE     | Kawasaki NINJA 400 - Klingklong Racing              | 2:26.147 | 2  | 4    | 12.245 | 0.528 | 73.13 |
| 21  | 27  | J  | 13  | Alfie GARROD       | Kawasaki NINJA 400 - Dad                            | 2:26.783 | 2  | 4    | 12.881 | 0.636 | 72.81 |
| 22  | 102 | MZ | 4   | Caleb WRIGHT       | MZ ETZ 250 - Clover Investments                     | 2:27.401 | 4  | 4    | 13.499 | 0.618 | 72.51 |
| 23  | 82  | S  | 6   | Joe DENNEY         | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD           | 2:27.698 | 3  | 4    | 13.796 | 0.297 | 72.36 |
| 24  | 66  | S  | 7   | Mark SMITH         | Kawasaki EX300 - IMP RACING                         | 2:27.731 | 4  | 4    | 13.829 | 0.033 | 72.34 |
| 25  | 165 | J  | 14  | Lilly RHODES       | Kawasaki NINJA - Olivers mount Mototec              | 2:27.818 | 3  | 4    | 13.916 | 0.087 | 72.30 |
| 26  | 164 | J  | 15  | George COWIE       | Kawasaki NINJA 300 - Faraldo racing                 | 2:27.914 | 2  | 4    | 14.012 | 0.096 | 72.25 |
| 27  | 95  | MZ | 5   | Christopher ROGERS | MZ ETZ 250 - CB Racing                              | 2:28.968 | 2  | 3    | 15.066 | 1.054 | 71.74 |
| 28  | 54  | S  | 8   | Ben SCOTT          | Kawasaki NINJA 400 - GI Landscapes VampTech         | 2:31.440 | 2  | 2    | 17.538 | 2.472 | 70.57 |
| 29  | 166 | MZ | 6   | Graeme LEWIS       | MZ 250 - Morris Racing Lubricants #MRL              | 2:31.461 | 2  | 2    | 17.559 | 0.021 | 70.56 |
| 30  | 1   | S  | 9   | Haydon SMITH       | Kawasaki - Shelf & Rail Co.                         | 2:32.902 | 1  | 1    | 19.000 | 1.441 | 69.90 |
| 31  | 21  | MZ | 7   | Jack WOLFF         | MZ 250 - James MZ Racing                            | 2:32.917 | 2  | 4    | 19.015 | 0.015 | 69.89 |
| 32  | 57  | S  | 10  | Richard BUCKHAM    | Kawasaki NINJA 400 -                                | 2:34.767 | 3  | 4    | 20.865 | 1.850 | 69.05 |
| 33  | 41  | MZ | 8   | Gary WILLIAMS      | MZ ETZ 250 -                                        | 2:39.954 | 2  | 4    | 26.052 | 5.187 | 66.81 |
| 34  | 32  | MZ | 9   | John ASHMEAD       | MZ 250 -                                            | 2:41.957 | 2  | 2    | 28.055 | 2.003 | 65.99 |
| 35  | 52  | MZ | 10  | Tony PARKER        | MZ 250 - Cancer research uk                         | 2:46.635 | 4  | 4    | 32.733 | 4.678 | 64.14 |
| 36  | 38  | MZ | 11  | Chris PETTET       | MZ ETZ 250 -                                        | 2:50.282 | 1  | 4    | 36.380 | 3.647 | 62.76 |
| 37  | 72  | S  | 11  | Paige BINGLEY      | Kawasaki NINJA 300 -                                | 2:50.403 | 4  | 4    | 36.501 | 0.121 | 62.72 |

Weather / Track : Cloudy / Dry

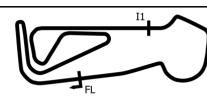
Date: 03/05/2025 Start: 09:40 Finish: 09:50

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:53 Saturday, 03 May 2025

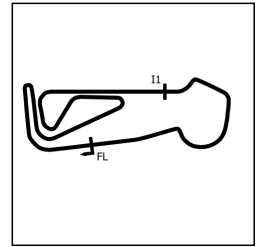




# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                      |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>30 S</b>     | <b>Lewis JONES</b>       | Kawasaki NINJA 400 - |              |       |                     |
| IDEAL LAP TIME : 2:13.637 |                 | BEST LAP TIME : 2:13.902 | DIFFERENCE : 0.265   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:36.601        | 45.874                   | 2:22.475             | 75.01        | 8.573 | 09:43:28.782        |
| 2 -                       | 1:31.521        | 45.591                   | 2:17.112             | 77.95        | 3.210 | 09:45:45.894        |
| 3 -                       | 1:31.525        | 45.160                   | 2:16.685 (3)         | 78.19        | 2.783 | 09:48:02.579        |
| 4 -                       | 1:29.837        | <b>44.065</b>            | <b>2:13.902 (1)</b>  | <b>79.82</b> |       | <b>09:50:16.481</b> |
| 5 -                       | <b>1:29.572</b> | 44.445                   | 2:14.017 (2)         | 79.75        | 0.115 | 09:52:30.498        |

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>257 J</b>    | <b>Henry MCCARTNEY</b>   | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp camp |              |       |                     |
| IDEAL LAP TIME : 2:13.993 |                 | BEST LAP TIME : 2:13.993 | DIFFERENCE : 0.000                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:35.483        | 45.684                   | 2:21.167                                                 | 75.71        | 7.174 | 09:43:18.205        |
| 2 -                       | 1:30.625        | 44.697                   | 2:15.322                                                 | 78.98        | 1.329 | 09:45:33.527        |
| 3 -                       | 1:29.689        | 44.435                   | 2:14.124 (2)                                             | 79.68        | 0.131 | 09:47:47.651        |
| 4 -                       | 1:30.665        | 44.612                   | 2:15.277 (3)                                             | 79.00        | 1.284 | 09:50:02.928        |
| 5 -                       | <b>1:29.568</b> | <b>44.425</b>            | <b>2:13.993 (1)</b>                                      | <b>79.76</b> |       | <b>09:52:16.921</b> |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>217 J</b>    | <b>Hudson COOPER</b>     | Kawasaki NINJA - Rides R Us |              |       |                     |
| IDEAL LAP TIME : 2:14.003 |                 | BEST LAP TIME : 2:14.126 | DIFFERENCE : 0.123          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.231        | 45.842                   | 2:23.073                    | 74.70        | 8.947 | 09:43:28.000        |
| 2 -                       | 1:32.275        | 45.023                   | 2:17.298                    | 77.84        | 3.172 | 09:45:45.298        |
| 3 -                       | 1:30.168        | 44.720                   | 2:14.888 (3)                | 79.23        | 0.762 | 09:48:00.186        |
| 4 -                       | 1:30.172        | <b>44.605</b>            | 2:14.777 (2)                | 79.30        | 0.651 | 09:50:14.963        |
| 5 -                       | <b>1:29.398</b> | 44.728                   | <b>2:14.126 (1)</b>         | <b>79.68</b> |       | <b>09:52:29.089</b> |

|                           |                 |                          |                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>0 J</b>      | <b>Lucas KING</b>        | Kawasaki NINJA400 - NW racing |              |       |                     |
| IDEAL LAP TIME : 2:16.443 |                 | BEST LAP TIME : 2:16.565 | DIFFERENCE : 0.122            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.455        | 45.506                   | 2:22.961                      | 74.76        | 6.396 | 09:43:28.879        |
| 2 -                       | 1:32.470        | 46.036                   | 2:18.506                      | 77.16        | 1.941 | 09:45:47.385        |
| 3 -                       | <b>1:31.122</b> | 45.443                   | <b>2:16.565 (1)</b>           | <b>78.26</b> |       | <b>09:48:03.950</b> |
| 4 -                       | 1:31.391        | <b>45.321</b>            | 2:16.712 (2)                  | 78.17        | 0.147 | 09:50:20.662        |
| 5 -                       | 1:32.170        | 45.395                   | 2:17.565 (3)                  | 77.69        | 1.000 | 09:52:38.227        |

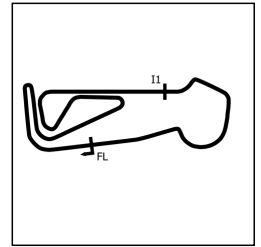
|                           |                 |                          |                                             |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>7 J</b>      | <b>Travis ROOKER</b>     | Kawasaki NINJA 400 - Swedish car connection |              |       |                     |
| IDEAL LAP TIME : 2:17.159 |                 | BEST LAP TIME : 2:17.482 | DIFFERENCE : 0.323                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:36.873        | <b>45.931</b>            | 2:22.804                                    | 74.84        | 5.322 | 09:43:25.126        |
| 2 -                       | 1:32.149        | 46.691                   | 2:18.840 (2)                                | 76.98        | 1.358 | 09:45:43.966        |
| 3 -                       | 1:33.677        | 47.778                   | 2:21.455 (3)                                | 75.55        | 3.973 | 09:48:05.421        |
| 4 -                       | <b>1:31.228</b> | 46.254                   | <b>2:17.482 (1)</b>                         | <b>77.74</b> |       | <b>09:50:22.903</b> |
| 5 -                       | 1:37.410        | 47.030                   | 2:24.440                                    | 73.99        | 6.958 | 09:52:47.343        |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>17 S</b>     | <b>Daryn BUSA</b>        | Kawasaki NINJA 400 - iActiveRC |              |       |                     |
| IDEAL LAP TIME : 2:18.314 |                 | BEST LAP TIME : 2:18.391 | DIFFERENCE : 0.077             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.884        | 46.610                   | 2:24.494                       | 73.96        | 6.103 | 09:43:25.922        |
| 2 -                       | 1:34.368        | 46.022                   | 2:20.390                       | 76.13        | 1.999 | 09:45:46.312        |
| 3 -                       | 1:32.656        | <b>45.845</b>            | 2:18.501 (2)                   | 77.16        | 0.110 | 09:48:04.813        |
| 4 -                       | <b>1:32.469</b> | 45.922                   | <b>2:18.391 (1)</b>            | <b>77.23</b> |       | <b>09:50:23.204</b> |
| 5 -                       | 1:33.587        | 46.358                   | 2:19.945 (3)                   | 76.37        | 1.554 | 09:52:43.149        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - SECTOR ANALYSIS



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

| P7 125 J                  |                 | Isabelle WINGATE         |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.847 |                 | BEST LAP TIME : 2:18.847 |                     | DIFFERENCE : 0.000   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.231        | 47.253                   | 2:24.484            | 73.97                | 5.637 | 09:43:23.500        |
| 2 -                       | 1:33.458        | 46.949                   | 2:20.407            | 76.12                | 1.560 | 09:45:43.907        |
| 3 -                       | 1:33.191        | 46.656                   | 2:19.847 (2)        | 76.42                | 1.000 | 09:48:03.754        |
| 4 -                       | <b>1:32.511</b> | <b>46.336</b>            | <b>2:18.847 (1)</b> | <b>76.97</b>         |       | <b>09:50:22.601</b> |
| 5 -                       | 1:33.272        | 46.903                   | 2:20.175 (3)        | 76.24                | 1.328 | 09:52:42.776        |

| P8 185 J                  |                 | Billy CARTER             |                     | Kawasaki NINJA 400 - A&M pure engineering |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.140 |                 | BEST LAP TIME : 2:19.140 |                     | DIFFERENCE : 0.000                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       | 1:39.390        | 47.248                   | 2:26.638            | 72.88                                     | 7.498 | 09:43:29.190        |
| 2 -                       | <b>1:32.957</b> | <b>46.183</b>            | <b>2:19.140 (1)</b> | <b>76.81</b>                              |       | <b>09:45:48.330</b> |
| 3 -                       | 1:34.202        | 46.477                   | 2:20.679 (2)        | 75.97                                     | 1.539 | 09:48:09.009        |
| 4 -                       | 1:34.760        | 46.600                   | 2:21.360 (3)        | 75.60                                     | 2.220 | 09:50:30.369        |
| 5 -                       | 1:35.379        | 47.487                   | 2:22.866            | 74.81                                     | 3.726 | 09:52:53.235        |

| P9 40 J                   |                 | Archie ORMROD            |                     | Kawasaki NINJA 400 - Prestige Flooring |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.058 |                 | BEST LAP TIME : 2:22.529 |                     | DIFFERENCE : 0.471                     |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF  | TIME OF DAY         |
| 1 -                       | 1:38.120        | 47.584                   | 2:25.704            | 73.35                                  | 3.175 | 09:43:24.980        |
| 2 -                       | 1:35.791        | <b>47.222</b>            | 2:23.013 (3)        | 74.73                                  | 0.484 | 09:45:47.993        |
| 3 -                       | 1:35.286        | 47.243                   | <b>2:22.529 (1)</b> | <b>74.98</b>                           |       | <b>09:48:10.522</b> |
| 4 -                       | <b>1:34.836</b> | 47.731                   | 2:22.567 (2)        | 74.96                                  | 0.038 | 09:50:33.089        |
| 5 -                       | 1:35.401        | 47.933                   | 2:23.334            | 74.56                                  | 0.805 | 09:52:56.423        |

| P10 43 S                  |                 | Mark SWARBRICK           |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.366 |                 | BEST LAP TIME : 2:22.537 |                     | DIFFERENCE : 0.171   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       | 1:38.379        | 47.705                   | 2:26.084            | 73.16                | 3.547 | 09:43:27.810        |
| 2 -                       | 1:36.315        | 47.799                   | 2:24.114            | 74.16                | 1.577 | 09:45:51.924        |
| 3 -                       | <b>1:34.880</b> | 47.657                   | <b>2:22.537 (1)</b> | <b>74.98</b>         |       | <b>09:48:14.461</b> |
| 4 -                       | 1:35.965        | <b>47.486</b>            | 2:23.451 (3)        | 74.50                | 0.914 | 09:50:37.912        |
| 5 -                       | 1:35.494        | 47.763                   | 2:23.257 (2)        | 74.60                | 0.720 | 09:53:01.169        |

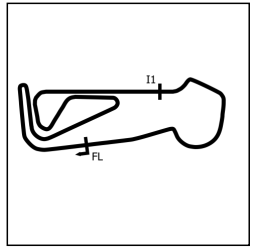
| P11 58 J                  |                 | Max RHODES               |                     | Kawasaki EX 400 - Oliver's mount Mototec |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.030 |                 | BEST LAP TIME : 2:23.137 |                     | DIFFERENCE : 0.107                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                      | DIFF  | TIME OF DAY         |
| 1 -                       | 1:39.267        | 48.129                   | 2:27.396            | 72.51                                    | 4.259 | 09:43:27.416        |
| 2 -                       | 1:36.577        | 48.340                   | 2:24.917            | 73.75                                    | 1.780 | 09:45:52.333        |
| 3 -                       | <b>1:35.169</b> | 47.968                   | <b>2:23.137 (1)</b> | <b>74.67</b>                             |       | <b>09:48:15.470</b> |
| 4 -                       | 1:35.374        | 48.053                   | 2:23.427 (3)        | 74.51                                    | 0.290 | 09:50:38.897        |
| 5 -                       | 1:35.361        | <b>47.861</b>            | 2:23.222 (2)        | 74.62                                    | 0.085 | 09:53:02.119        |

| P12 127 S                 |                 | Michael STONE            |                     | Kawasaki 400 NINJA - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.097 |                 | BEST LAP TIME : 2:23.155 |                     | DIFFERENCE : 0.058   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       | 1:44.465        | 49.701                   | 2:34.166            | 69.32                | 11.011 | 09:43:37.160        |
| 2 -                       | 1:37.048        | 48.093                   | 2:25.141 (3)        | 73.63                | 1.986  | 09:46:02.301        |
| 3 -                       | 1:36.037        | <b>47.218</b>            | 2:23.255 (2)        | 74.60                | 0.100  | 09:48:25.556        |
| 4 -                       | <b>1:35.879</b> | 47.276                   | <b>2:23.155 (1)</b> | <b>74.66</b>         |        | <b>09:50:48.711</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>461 J</b>    | <b>Sid MARSHALL</b>      | Kawasaki NINJA 400 - TransCare road transport engineering |              |       |                     |
| IDEAL LAP TIME : 2:23.088 |                 | BEST LAP TIME : 2:23.307 | DIFFERENCE : 0.219                                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:42.682        | 49.219                   | 2:31.901                                                  | 70.36        | 8.594 | 09:43:37.484        |
| 2 -                       | 1:37.455        | 48.992                   | 2:26.447 (3)                                              | 72.98        | 3.140 | 09:46:03.931        |
| 3 -                       | 1:36.392        | <b>47.427</b>            | 2:23.819 (2)                                              | 74.31        | 0.512 | 09:48:27.750        |
| 4 -                       | <b>1:35.661</b> | 47.646                   | <b>2:23.307 (1)</b>                                       | <b>74.58</b> |       | <b>09:50:51.057</b> |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P14</b>                | <b>69 MZ</b>    | <b>Alexander MANN</b>    | Mz TS 250 - HS RACING |              |       |                     |
| IDEAL LAP TIME : 2:22.803 |                 | BEST LAP TIME : 2:23.384 | DIFFERENCE : 0.581    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.739        | 50.359                   | 2:32.098              | 70.27        | 8.714 | 09:43:49.253        |
| 2 -                       | 1:36.307        | 48.006                   | 2:24.313 (3)          | 74.06        | 0.929 | 09:46:13.566        |
| 3 -                       | 1:37.020        | <b>46.945</b>            | 2:23.965 (2)          | 74.24        | 0.581 | 09:48:37.531        |
| 4 -                       | <b>1:35.858</b> | 47.526                   | <b>2:23.384 (1)</b>   | <b>74.54</b> |       | <b>09:51:00.915</b> |

|                           |                 |                          |                                                              |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>25 J</b>     | <b>Chloe GLEESON</b>     | Kawasaki NINJA - Sussex Independent Financial Advisers Ltd / |              |       |                     |
| IDEAL LAP TIME : 2:23.752 |                 | BEST LAP TIME : 2:23.752 | DIFFERENCE : 0.000                                           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.444        | 48.915                   | 2:30.359                                                     | 71.08        | 6.607 | 09:43:35.022        |
| 2 -                       | 1:37.463        | 48.464                   | 2:25.927 (3)                                                 | 73.24        | 2.175 | 09:46:00.949        |
| 3 -                       | 1:37.266        | 48.125                   | 2:25.391 (2)                                                 | 73.51        | 1.639 | 09:48:26.340        |
| 4 -                       | <b>1:35.999</b> | <b>47.753</b>            | <b>2:23.752 (1)</b>                                          | <b>74.35</b> |       | <b>09:50:50.092</b> |

|                           |                 |                          |                      |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>12 J</b>     | <b>Kees RAMSEY</b>       | Kawasaki NINJA 400 - |              |        |                     |
| IDEAL LAP TIME : 2:24.958 |                 | BEST LAP TIME : 2:24.958 | DIFFERENCE : 0.000   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:45.211        | 51.298                   | 2:36.509             | 68.29        | 11.551 | 09:43:42.663        |
| 2 -                       | 1:41.001        | 48.985                   | 2:29.986 (3)         | 71.26        | 5.028  | 09:46:12.649        |
| 3 -                       | <b>1:36.926</b> | <b>48.032</b>            | <b>2:24.958 (1)</b>  | <b>73.73</b> |        | <b>09:48:37.607</b> |
| 4 -                       | 1:40.248        | 48.758                   | 2:29.006 (2)         | 71.72        | 4.048  | 09:51:06.613        |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>75 MZ</b>    | <b>Peter WOODALL</b>     | MZ ETZ 250 - RevdCoin |              |       |                     |
| IDEAL LAP TIME : 2:24.962 |                 | BEST LAP TIME : 2:24.962 | DIFFERENCE : 0.000    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:43.531        | 49.743                   | 2:33.274              | 69.73        | 8.312 | 09:43:42.627        |
| 2 -                       | 1:37.364        | 49.253                   | 2:26.617 (3)          | 72.89        | 1.655 | 09:46:09.244        |
| 3 -                       | 1:37.006        | 48.301                   | 2:25.307 (2)          | 73.55        | 0.345 | 09:48:34.551        |
| 4 -                       | <b>1:37.001</b> | <b>47.961</b>            | <b>2:24.962 (1)</b>   | <b>73.73</b> |       | <b>09:50:59.513</b> |

|                           |                 |                          |                                         |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>85 MZ</b>    | <b>Andrew WALES</b>      | MZ ETZ 250 - Show Control International |              |       |                     |
| IDEAL LAP TIME : 2:25.056 |                 | BEST LAP TIME : 2:25.201 | DIFFERENCE : 0.145                      |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:42.304        | 49.828                   | 2:32.132                                | 70.25        | 6.931 | 09:43:42.355        |
| 2 -                       | <b>1:36.873</b> | 48.384                   | 2:25.257 (2)                            | 73.58        | 0.056 | 09:46:07.612        |
| 3 -                       | 1:38.430        | 48.371                   | 2:26.801 (3)                            | 72.80        | 1.600 | 09:48:34.413        |
| 4 -                       | 1:37.018        | <b>48.183</b>            | <b>2:25.201 (1)</b>                     | <b>73.60</b> |       | <b>09:50:59.614</b> |

|                           |                 |                          |                      |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>124 J</b>    | <b>Harley BAKER</b>      | Kawasaki NINJA 400 - |              |        |                     |
| IDEAL LAP TIME : 2:25.558 |                 | BEST LAP TIME : 2:25.619 | DIFFERENCE : 0.061   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:46.020        | 50.646                   | 2:36.666             | 68.22        | 11.047 | 09:43:49.223        |
| 2 -                       | 1:37.622        | 49.074                   | 2:26.696 (2)         | 72.85        | 1.077  | 09:46:15.919        |
| 3 -                       | 1:37.184        | <b>48.435</b>            | <b>2:25.619 (1)</b>  | <b>73.39</b> |        | <b>09:48:41.538</b> |
| 4 -                       | <b>1:37.123</b> | 49.996                   | 2:27.119 (3)         | 72.64        | 1.500  | 09:51:08.657        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - SECTOR ANALYSIS



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

|                                                                       |                 |                          |                     |                    |        |                     |
|-----------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P20 33 S Patrick KLINGE</b> Kawasaki NINJA 400 - Klingklong Racing |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:25.746                                             |                 | BEST LAP TIME : 2:26.147 |                     | DIFFERENCE : 0.401 |        |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                                   | 1:46.995        | 49.764                   | 2:36.759            | 68.18              | 10.612 | 09:43:47.529        |
| 2 -                                                                   | 1:37.236        | <b>48.911</b>            | <b>2:26.147 (1)</b> | <b>73.13</b>       |        | <b>09:46:13.676</b> |
| 3 -                                                                   | 1:38.385        | 49.278                   | 2:27.663 (3)        | 72.38              | 1.516  | 09:48:41.339        |
| 4 -                                                                   | <b>1:36.835</b> | 50.133                   | 2:26.968 (2)        | 72.72              | 0.821  | 09:51:08.307        |

|                                                       |                 |                          |                     |                    |       |                     |
|-------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P21 27 J Alfie GARROD</b> Kawasaki NINJA 400 - Dad |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:26.417                             |                 | BEST LAP TIME : 2:26.783 |                     | DIFFERENCE : 0.366 |       |                     |
| LAP                                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                   | 1:41.812        | 49.324                   | 2:31.136            | 70.71              | 4.353 | 09:43:40.598        |
| 2 -                                                   | <b>1:37.186</b> | 49.597                   | <b>2:26.783 (1)</b> | <b>72.81</b>       |       | <b>09:46:07.381</b> |
| 3 -                                                   | 1:37.960        | 49.449                   | 2:27.409 (2)        | 72.50              | 0.626 | 09:48:34.790        |
| 4 -                                                   | 1:38.415        | <b>49.231</b>            | 2:27.646 (3)        | 72.38              | 0.863 | 09:51:02.436        |

|                                                                |                 |                          |                     |                    |        |                     |
|----------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P22 102 MZ Caleb WRIGHT</b> MZ ETZ 250 - Clover Investments |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:27.401                                      |                 | BEST LAP TIME : 2:27.401 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                            | 1:49.046        | 49.322                   | 2:38.368            | 67.48              | 10.967 | 09:43:56.227        |
| 2 -                                                            | 1:39.439        | 48.785                   | 2:28.224 (2)        | 72.10              | 0.823  | 09:46:24.451        |
| 3 -                                                            | 1:39.732        | 48.832                   | 2:28.564 (3)        | 71.94              | 1.163  | 09:48:53.015        |
| 4 -                                                            | <b>1:39.210</b> | <b>48.191</b>            | <b>2:27.401 (1)</b> | <b>72.51</b>       |        | <b>09:51:20.416</b> |

|                                                                      |                 |                          |                     |                    |       |                     |
|----------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P23 82 S Joe DENNEY</b> Kawasaki NINJA 400 - SWC TRADE FRAMES LTD |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:27.385                                            |                 | BEST LAP TIME : 2:27.698 |                     | DIFFERENCE : 0.313 |       |                     |
| LAP                                                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                  | 1:45.259        | 50.751                   | 2:36.010            | 68.50              | 8.312 | 09:43:40.947        |
| 2 -                                                                  | 1:38.596        | <b>49.492</b>            | 2:28.088 (2)        | 72.17              | 0.390 | 09:46:09.035        |
| 3 -                                                                  | <b>1:37.893</b> | 49.805                   | <b>2:27.698 (1)</b> | <b>72.36</b>       |       | <b>09:48:36.733</b> |
| 4 -                                                                  | 1:38.540        | 50.399                   | 2:28.939 (3)        | 71.76              | 1.241 | 09:51:05.672        |

|                                                        |                 |                          |                     |                    |       |                     |
|--------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P24 66 S Mark SMITH</b> Kawasaki EX300 - IMP RACING |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:27.731                              |                 | BEST LAP TIME : 2:27.731 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                    | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                    | 1:44.822        | 50.848                   | 2:35.670            | 68.65              | 7.939 | 09:43:37.171        |
| 2 -                                                    | 1:38.873        | 49.285                   | 2:28.158 (2)        | 72.13              | 0.427 | 09:46:05.329        |
| 3 -                                                    | 1:39.815        | 49.349                   | 2:29.164 (3)        | 71.65              | 1.433 | 09:48:34.493        |
| 4 -                                                    | <b>1:38.523</b> | <b>49.208</b>            | <b>2:27.731 (1)</b> | <b>72.34</b>       |       | <b>09:51:02.224</b> |

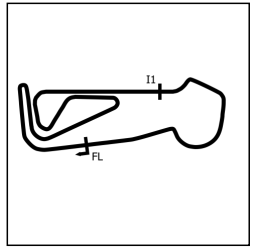
|                                                                      |                 |                          |                     |                    |       |                     |
|----------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P25 165 J Lilly RHODES</b> Kawasaki NINJA - Olivers mount Mototec |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:27.344                                            |                 | BEST LAP TIME : 2:27.818 |                     | DIFFERENCE : 0.474 |       |                     |
| LAP                                                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                  | 1:44.289        | 49.843                   | 2:34.132            | 69.34              | 6.314 | 09:43:34.679        |
| 2 -                                                                  | 1:39.879        | <b>48.964</b>            | 2:28.843 (3)        | 71.80              | 1.025 | 09:46:03.522        |
| 3 -                                                                  | 1:38.519        | 49.299                   | <b>2:27.818 (1)</b> | <b>72.30</b>       |       | <b>09:48:31.340</b> |
| 4 -                                                                  | <b>1:38.380</b> | 50.410                   | 2:28.790 (2)        | 71.83              | 0.972 | 09:51:00.130        |

|                                                                   |                 |                          |                     |                    |       |                     |
|-------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P26 164 J George COWIE</b> Kawasaki NINJA 300 - Faraldo racing |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:27.774                                         |                 | BEST LAP TIME : 2:27.914 |                     | DIFFERENCE : 0.140 |       |                     |
| LAP                                                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                               | 1:44.099        | 50.949                   | 2:35.048            | 68.93              | 7.134 | 09:43:39.273        |
| 2 -                                                               | <b>1:37.829</b> | 50.085                   | <b>2:27.914 (1)</b> | <b>72.25</b>       |       | <b>09:46:07.187</b> |
| 3 -                                                               | 1:39.398        | <b>49.945</b>            | 2:29.343 (2)        | 71.56              | 1.429 | 09:48:36.530        |
| 4 -                                                               | 1:39.080        | 52.080                   | 2:31.160 (3)        | 70.70              | 3.246 | 09:51:07.690        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - SECTOR ANALYSIS



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

|                                                            |                 |                          |                     |                    |       |                     |
|------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P27 95 MZ Christopher ROGERS</b> MZ ETZ 250 - CB Racing |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:28.968                                  |                 | BEST LAP TIME : 2:28.968 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                        | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                        | 1:45.052        | 50.757                   | 2:35.809 (3)        | 68.59              | 6.841 | 09:43:53.457        |
| 2 -                                                        | <b>1:39.553</b> | <b>49.415</b>            | <b>2:28.968 (1)</b> | <b>71.74</b>       |       | <b>09:46:22.425</b> |
| 3 -                                                        | 1:40.528        | 50.162                   | 2:30.690 (2)        | 70.92              | 1.722 | 09:48:53.115        |

|                                                                       |                 |                          |                     |                    |       |                     |
|-----------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P28 54 S Ben SCOTT</b> Kawasaki NINJA 400 - GI Landscapes VampTech |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:31.440                                             |                 | BEST LAP TIME : 2:31.440 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                   | 1:48.271        | 51.512                   | 2:39.783 (2)        | 66.89              | 8.343 | 09:43:50.553        |
| 2 -                                                                   | <b>1:40.978</b> | <b>50.462</b>            | <b>2:31.440 (1)</b> | <b>70.57</b>       |       | <b>09:46:21.993</b> |

|                                                                       |                 |                          |                     |                    |       |                     |
|-----------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P29 166 MZ Graeme LEWIS</b> MZ 250 - Morris Racing Lubricants #MRL |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:31.461                                             |                 | BEST LAP TIME : 2:31.461 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                   | 1:48.424        | 51.149                   | 2:39.573 (2)        | 66.97              | 8.112 | 09:43:49.348        |
| 2 -                                                                   | <b>1:40.970</b> | <b>50.491</b>            | <b>2:31.461 (1)</b> | <b>70.56</b>       |       | <b>09:46:20.809</b> |

|                                                         |          |                          |                     |                    |      |                     |
|---------------------------------------------------------|----------|--------------------------|---------------------|--------------------|------|---------------------|
| <b>P30 1 S Haydon SMITH</b> Kawasaki - Shelf & Rail Co. |          |                          |                     |                    |      |                     |
| IDEAL LAP TIME : 2:26.421                               |          | BEST LAP TIME : 2:32.902 |                     | DIFFERENCE : 6.481 |      |                     |
| LAP                                                     | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF | TIME OF DAY         |
| 1 -                                                     | 1:43.346 | <b>49.556</b>            | <b>2:32.902 (1)</b> | <b>69.90</b>       |      | <b>09:43:41.585</b> |

|                                                      |                 |                          |                     |                    |       |                     |
|------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P31 21 MZ Jack WOLFF</b> MZ 250 - James MZ Racing |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:32.917                            |                 | BEST LAP TIME : 2:32.917 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                  | 1:47.614        | 51.931                   | 2:39.545            | 66.99              | 6.628 | 09:43:53.995        |
| 2 -                                                  | <b>1:41.989</b> | <b>50.928</b>            | <b>2:32.917 (1)</b> | <b>69.89</b>       |       | <b>09:46:26.912</b> |
| 3 -                                                  | 1:43.027        | 51.616                   | 2:34.643 (2)        | 69.11              | 1.726 | 09:49:01.555        |
| 4 -                                                  | 1:44.055        | 52.264                   | 2:36.319 (3)        | 68.37              | 3.402 | 09:51:37.874        |

|                                                      |                 |                          |                     |                    |       |                     |
|------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P32 57 S Richard BUCKHAM</b> Kawasaki NINJA 400 - |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:34.767                            |                 | BEST LAP TIME : 2:34.767 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                  | 1:48.607        | 52.914                   | 2:41.521            | 66.17              | 6.754 | 09:43:55.519        |
| 2 -                                                  | 1:43.257        | 52.404                   | 2:35.661 (3)        | 68.66              | 0.894 | 09:46:31.180        |
| 3 -                                                  | <b>1:42.695</b> | <b>52.072</b>            | <b>2:34.767 (1)</b> | <b>69.05</b>       |       | <b>09:49:05.947</b> |
| 4 -                                                  | 1:43.353        | 52.081                   | 2:35.434 (2)        | 68.76              | 0.667 | 09:51:41.381        |

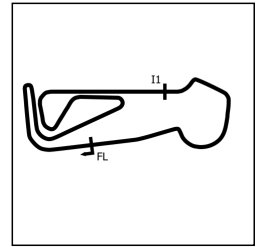
|                                             |                 |                          |                     |                    |       |                     |
|---------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P33 41 MZ Gary WILLIAMS</b> MZ ETZ 250 - |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:39.736                   |                 | BEST LAP TIME : 2:39.954 |                     | DIFFERENCE : 0.218 |       |                     |
| LAP                                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                         | 1:50.377        | 54.320                   | 2:44.697            | 64.89              | 4.743 | 09:44:01.060        |
| 2 -                                         | <b>1:45.873</b> | 54.081                   | <b>2:39.954 (1)</b> | <b>66.81</b>       |       | <b>09:46:41.014</b> |
| 3 -                                         | 1:46.834        | 54.197                   | 2:41.031 (3)        | 66.37              | 1.077 | 09:49:22.045        |
| 4 -                                         | 1:46.908        | <b>53.863</b>            | 2:40.771 (2)        | 66.48              | 0.817 | 09:52:02.816        |

|                                        |                 |                          |                     |                    |       |                     |
|----------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P34 32 MZ John ASHMEAD</b> MZ 250 - |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:41.957              |                 | BEST LAP TIME : 2:41.957 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                    | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                    | 1:49.165        | 53.637                   | 2:42.802 (2)        | 65.65              | 0.845 | 09:43:53.819        |
| 2 -                                    | <b>1:49.086</b> | <b>52.871</b>            | <b>2:41.957 (1)</b> | <b>65.99</b>       |       | <b>09:46:35.776</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P35</b>                | <b>52 MZ</b>    | <b>Tony PARKER</b>       | MZ 250 - Cancer research uk |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:46.635 |                 | BEST LAP TIME : 2:46.635 |                             | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:55.917        | 59.340                   | 2:55.257                    | 60.98              | 8.622 | 09:44:10.799        |
| 2 -                       | 1:52.197        | 58.101                   | 2:50.298 <b>(2)</b>         | 62.76              | 3.663 | 09:47:01.097        |
| 3 -                       | 1:52.325        | 58.556                   | 2:50.881 <b>(3)</b>         | 62.54              | 4.246 | 09:49:51.978        |
| 4 -                       | <b>1:50.915</b> | <b>55.720</b>            | <b>2:46.635 (1)</b>         | <b>64.14</b>       |       | <b>09:52:38.613</b> |

| <b>P36</b>                | <b>38 MZ</b>    | <b>Chris PETTET</b>      | MZ ETZ 250 -        |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:49.512 |                 | BEST LAP TIME : 2:50.282 |                     | DIFFERENCE : 0.770 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:53.705        | <b>56.577</b>            | <b>2:50.282 (1)</b> | <b>62.76</b>       |       | <b>09:44:11.203</b> |
| 2 -                       | 1:53.069        | 57.837                   | 2:50.906 <b>(3)</b> | 62.53              | 0.624 | 09:47:02.109        |
| 3 -                       | <b>1:52.935</b> | 57.794                   | 2:50.729 <b>(2)</b> | 62.60              | 0.447 | 09:49:52.838        |
| 4 -                       | 1:53.478        | 1:00.622                 | 2:54.100            | 61.39              | 3.818 | 09:52:46.938        |

| <b>P37</b>                | <b>72 S</b>     | <b>Paige BINGLEY</b>     | Kawasaki NINJA 300 - |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:50.403 |                 | BEST LAP TIME : 2:50.403 |                      | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 2:04.467        | 1:04.231                 | 3:08.698             | 56.64              | 18.295 | 09:44:22.425        |
| 2 -                       | 1:54.227        | 58.261                   | 2:52.488 <b>(2)</b>  | 61.96              | 2.085  | 09:47:14.913        |
| 3 -                       | 1:58.763        | 57.597                   | 2:56.360 <b>(3)</b>  | 60.60              | 5.957  | 09:50:11.273        |
| 4 -                       | <b>1:53.500</b> | <b>56.903</b>            | <b>2:50.403 (1)</b>  | <b>62.72</b>       |        | <b>09:53:01.676</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          |     | SECTOR 2 |     | IDEAL / BEST COMPARISON |           |             |          |       |
|----------|-----|----------|-----|----------|-----|-------------------------|-----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO  | TIME     | POS | NO                      | NAME      | IDEAL       | BEST     | DIFF  |
|          |     |          |     |          |     |                         |           | PERFECT LAP | 2:13.463 |       |
| 1        | 217 | 1:29.398 | 30  | 44.065   | 1   | 30                      | JONES     | 2:13.637    | 2:13.902 | 0.265 |
| 2        | 257 | 1:29.568 | 257 | 44.425   | 2   | 257                     | MCCARTNEY | 2:13.993    | 2:13.993 | 0.000 |
| 3        | 30  | 1:29.572 | 217 | 44.605   | 3   | 217                     | COOPER    | 2:14.003    | 2:14.126 | 0.123 |
| 4        | 0   | 1:31.122 | 0   | 45.321   | 4   | 0                       | KING      | 2:16.443    | 2:16.565 | 0.122 |
| 5        | 7   | 1:31.228 | 17  | 45.845   | 5   | 7                       | ROOKER    | 2:17.159    | 2:17.482 | 0.323 |
| 6        | 17  | 1:32.469 | 7   | 45.931   | 6   | 17                      | BUSA      | 2:18.314    | 2:18.391 | 0.077 |
| 7        | 125 | 1:32.511 | 185 | 46.183   | 7   | 125                     | WINGATE   | 2:18.847    | 2:18.847 | 0.000 |
| 8        | 185 | 1:32.957 | 125 | 46.336   | 8   | 185                     | CARTER    | 2:19.140    | 2:19.140 | 0.000 |
| 9        | 40  | 1:34.836 | 69  | 46.945   | 9   | 40                      | ORMROD    | 2:22.058    | 2:22.529 | 0.471 |
| 10       | 43  | 1:34.880 | 127 | 47.218   | 10  | 43                      | SWARBRICK | 2:22.366    | 2:22.537 | 0.171 |
| 11       | 58  | 1:35.169 | 40  | 47.222   | 11  | 69                      | MANN      | 2:22.803    | 2:23.384 | 0.581 |
| 12       | 461 | 1:35.661 | 461 | 47.427   | 12  | 58                      | RHODES    | 2:23.030    | 2:23.137 | 0.107 |
| 13       | 69  | 1:35.858 | 43  | 47.486   | 13  | 461                     | MARSHALL  | 2:23.088    | 2:23.307 | 0.219 |
| 14       | 127 | 1:35.879 | 25  | 47.753   | 14  | 127                     | STONE     | 2:23.097    | 2:23.155 | 0.058 |
| 15       | 25  | 1:35.999 | 58  | 47.861   | 15  | 25                      | GLEESON   | 2:23.752    | 2:23.752 | 0.000 |
| 16       | 33  | 1:36.835 | 75  | 47.961   | 16  | 12                      | RAMSEY    | 2:24.958    | 2:24.958 | 0.000 |
| 17       | 1   | 1:36.865 | 12  | 48.032   | 17  | 75                      | WOODALL   | 2:24.962    | 2:24.962 | 0.000 |
| 18       | 85  | 1:36.873 | 85  | 48.183   | 18  | 85                      | WALES     | 2:25.056    | 2:25.201 | 0.145 |
| 19       | 12  | 1:36.926 | 102 | 48.191   | 19  | 124                     | BAKER     | 2:25.558    | 2:25.619 | 0.061 |
| 20       | 75  | 1:37.001 | 124 | 48.435   | 20  | 33                      | KLINGE    | 2:25.746    | 2:26.147 | 0.401 |
| 21       | 124 | 1:37.123 | 33  | 48.911   | 21  | 27                      | GARROD    | 2:26.417    | 2:26.783 | 0.366 |
| 22       | 27  | 1:37.186 | 165 | 48.964   | 22  | 1                       | SMITH     | 2:26.421    | 2:32.902 | 6.481 |
| 23       | 164 | 1:37.829 | 66  | 49.208   | 23  | 165                     | RHODES    | 2:27.344    | 2:27.818 | 0.474 |
| 24       | 82  | 1:37.893 | 27  | 49.231   | 24  | 82                      | DENNEY    | 2:27.385    | 2:27.698 | 0.313 |
| 25       | 165 | 1:38.380 | 95  | 49.415   | 25  | 102                     | WRIGHT    | 2:27.401    | 2:27.401 | 0.000 |
| 26       | 66  | 1:38.523 | 82  | 49.492   | 26  | 66                      | SMITH     | 2:27.731    | 2:27.731 | 0.000 |
| 27       | 102 | 1:39.210 | 1   | 49.556   | 27  | 164                     | COWIE     | 2:27.774    | 2:27.914 | 0.140 |
| 28       | 95  | 1:39.553 | 164 | 49.945   | 28  | 95                      | ROGERS    | 2:28.968    | 2:28.968 | 0.000 |
| 29       | 166 | 1:40.970 | 54  | 50.462   | 29  | 54                      | SCOTT     | 2:31.440    | 2:31.440 | 0.000 |
| 30       | 54  | 1:40.978 | 166 | 50.491   | 30  | 166                     | LEWIS     | 2:31.461    | 2:31.461 | 0.000 |
| 31       | 21  | 1:41.989 | 21  | 50.928   | 31  | 21                      | WOLFF     | 2:32.917    | 2:32.917 | 0.000 |
| 32       | 57  | 1:42.695 | 57  | 52.072   | 32  | 57                      | BUCKHAM   | 2:34.767    | 2:34.767 | 0.000 |
| 33       | 41  | 1:45.873 | 32  | 52.871   | 33  | 41                      | WILLIAMS  | 2:39.736    | 2:39.954 | 0.218 |
| 34       | 32  | 1:49.086 | 41  | 53.863   | 34  | 32                      | ASHMEAD   | 2:41.957    | 2:41.957 | 0.000 |
| 35       | 52  | 1:50.915 | 52  | 55.720   | 35  | 52                      | PARKER    | 2:46.635    | 2:46.635 | 0.000 |
| 36       | 38  | 1:52.935 | 38  | 56.577   | 36  | 38                      | PETTET    | 2:49.512    | 2:50.282 | 0.770 |
| 37       | 72  | 1:53.500 | 72  | 56.903   | 37  | 72                      | BINGLEY   | 2:50.403    | 2:50.403 | 0.000 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

QUALIFYING - STATISTICS

Competitors Started 37

Planned Start 2025-05-03 @ 09:39:00.000

Actual Start 2025-05-03 @ 09:40:45.633

Finish Time 2025-05-03 @ 09:50:45.019

Track Length 2.9689mi.

Total Laps 149

Total Distance Covered 442.3678mi.

Session Fastest Lap History

| NO  | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----|-----------------|----------|--------------|-----|--------------------|
| 257 | J  | Henry MCCARTNEY | 2:21.167 | 09:43:18.205 | 1   | Kawasaki NINJA 400 |
| 257 | J  | Henry MCCARTNEY | 2:15.322 | 09:45:33.527 | 2   | Kawasaki NINJA 400 |
| 257 | J  | Henry MCCARTNEY | 2:14.124 | 09:47:47.651 | 3   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:13.902 | 09:50:16.481 | 4   | Kawasaki NINJA 400 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:40:45.633 |
| FINISH | 09:50:45.019 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:37.315  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**QUALIFYING - STATISTICS**

**CLASS : J**

15 Starters

**Fastest Lap History**

| NO  | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----------------|----------|--------------|-----|--------------------|
| 257 | Henry MCCARTNEY | 2:21.167 | 09:43:18.205 | 1   | Kawasaki NINJA 400 |
| 257 | Henry MCCARTNEY | 2:15.322 | 09:45:33.527 | 2   | Kawasaki NINJA 400 |
| 257 | Henry MCCARTNEY | 2:14.124 | 09:47:47.651 | 3   | Kawasaki NINJA 400 |
| 257 | Henry MCCARTNEY | 2:13.993 | 09:52:16.921 | 5   | Kawasaki NINJA 400 |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**QUALIFYING - STATISTICS**

**CLASS : S**

11 Starters

**Fastest Lap History**

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|----|-------------|----------|--------------|-----|--------------------|
| 17 | Daryn BUSA  | 2:24.494 | 09:43:25.922 | 1   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:22.475 | 09:43:28.782 | 1   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:17.112 | 09:45:45.894 | 2   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:16.685 | 09:48:02.579 | 3   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:13.902 | 09:50:16.481 | 4   | Kawasaki NINJA 400 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### QUALIFYING - STATISTICS

**CLASS : MZ**

11 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|----------------|----------|--------------|-----|------------|
| 85 | Andrew WALES   | 2:32.132 | 09:43:42.355 | 1   | MZ ETZ 250 |
| 69 | Alexander MANN | 2:32.098 | 09:43:49.253 | 1   | Mz TS 250  |
| 85 | Andrew WALES   | 2:25.257 | 09:46:07.612 | 2   | MZ ETZ 250 |
| 69 | Alexander MANN | 2:24.313 | 09:46:13.566 | 2   | Mz TS 250  |
| 69 | Alexander MANN | 2:23.965 | 09:48:37.531 | 3   | Mz TS 250  |
| 69 | Alexander MANN | 2:23.384 | 09:51:00.915 | 4   | Mz TS 250  |





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME               | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|--------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 217 | J  | 1   | Hudson COOPER      | Kawasaki NINJA - Rides R Us                              | 5    | 11:20.588 |          |        | 78.52 | 2:14.792 | 2  | 3   | 2  |
| 2   | 257 | J  | 2   | Henry MCCARTNEY    | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp car  | 5    | 11:20.654 | 0.066    | 0.066  | 78.51 | 2:14.622 | 3  | 2   | 0  |
| 3   | 30  | S  | 1   | Lewis JONES        | Kawasaki NINJA 400 -                                     | 5    | 11:20.694 | 0.106    | 0.040  | 78.50 | 2:14.361 | 3  | 1   | -2 |
| 4   | 0   | J  | 3   | Lucas KING         | Kawasaki NINJA400 - NW racing                            | 5    | 11:34.109 | 13.521   | 13.415 | 76.99 | 2:16.875 | 3  | 4   | 0  |
| 5   | 125 | J  | 4   | Isabelle WINGATE   | Kawasaki NINJA 400 -                                     | 5    | 11:49.168 | 28.580   | 15.059 | 75.35 | 2:20.158 | 2  | 7   | 2  |
| 6   | 185 | J  | 5   | Billy CARTER       | Kawasaki NINJA 400 - A&M pure engineering                | 5    | 11:53.165 | 32.577   | 3.997  | 74.93 | 2:20.790 | 2  | 8   | 2  |
| 7   | 40  | J  | 6   | Archie ORMROD      | Kawasaki NINJA 400 - Prestige Flooring                   | 5    | 11:53.677 | 33.089   | 0.512  | 74.88 | 2:20.132 | 2  | 9   | 2  |
| 8   | 17  | S  | 2   | Daryn BUSA         | Kawasaki NINJA 400 - iActiveRC                           | 5    | 11:54.110 | 33.522   | 0.433  | 74.83 | 2:21.337 | 2  | 6   | -2 |
| 9   | 461 | J  | 7   | Sid MARSHALL       | Kawasaki NINJA 400 - TransCare road transport engineerir | 5    | 11:59.933 | 39.345   | 5.823  | 74.22 | 2:20.689 | 5  | 13  | 4  |
| 10  | 58  | J  | 8   | Max RHODES         | Kawasaki EX 400 - Oliver's mount Mototec                 | 5    | 12:01.263 | 40.675   | 1.330  | 74.09 | 2:22.536 | 3  | 11  | 1  |
| 11  | 127 | S  | 3   | Michael STONE      | Kawasaki 400 NINJA -                                     | 5    | 12:02.265 | 41.677   | 1.002  | 73.98 | 2:22.357 | 3  | 12  | 1  |
| 12  | 43  | S  | 4   | Mark SWARBRICK     | Kawasaki NINJA 400 -                                     | 5    | 12:02.475 | 41.887   | 0.210  | 73.96 | 2:22.656 | 3  | 10  | -2 |
| 13  | 25  | J  | 9   | Chloe GLEESON      | Kawasaki NINJA - Sussex Independent Financial Advisers I | 5    | 12:13.645 | 53.057   | 11.170 | 72.84 | 2:23.634 | 5  | 14  | 1  |
| 14  | 1   | S  | 5   | Haydon SMITH       | Kawasaki - Shelf & Rail Co.                              | 5    | 12:13.914 | 53.326   | 0.269  | 72.81 | 2:24.124 | 5  | 24  | 10 |
| 15  | 124 | J  | 10  | Harley BAKER       | Kawasaki NINJA 400 -                                     | 5    | 12:17.985 | 57.397   | 4.071  | 72.41 | 2:25.510 | 5  | 16  | 1  |
| 16  | 33  | S  | 6   | Patrick KLINGE     | Kawasaki NINJA 400 - Klingklong Racing                   | 5    | 12:26.054 | 1:05.466 | 8.069  | 71.63 | 2:26.411 | 4  | 17  | 1  |
| 17  | 165 | J  | 11  | Lilly RHODES       | Kawasaki NINJA - Olivers mount Mototec                   | 5    | 12:29.377 | 1:08.789 | 3.323  | 71.31 | 2:27.173 | 5  | 21  | 4  |
| 18  | 164 | J  | 12  | George COWIE       | Kawasaki NINJA 300 - Faraldo racing                      | 5    | 12:30.212 | 1:09.624 | 0.835  | 71.23 | 2:26.813 | 5  | 22  | 4  |
| 19  | 66  | S  | 7   | Mark SMITH         | Kawasaki EX300 - IMP RACING                              | 5    | 12:32.080 | 1:11.492 | 1.868  | 71.05 | 2:27.744 | 3  | 20  | 1  |
| 20  | 54  | S  | 8   | Ben SCOTT          | Kawasaki NINJA 400 - GI Landscapes VampTech              | 5    | 12:32.361 | 1:11.773 | 0.281  | 71.03 | 2:26.517 | 5  | 23  | 3  |
| 21  | 82  | S  | 9   | Joe DENNEY         | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD                | 5    | 12:34.747 | 1:14.159 | 2.386  | 70.80 | 2:28.161 | 5  | 19  | -2 |
| 22  | 12  | J  | 13  | Kees RAMSEY        | Kawasaki NINJA 400 -                                     | 5    | 12:37.222 | 1:16.634 | 2.475  | 70.57 | 2:27.754 | 3  | 15  | -7 |
| 23  | 69  | MZ | 1   | Alexander MANN     | Mz TS 250 - HS RACING                                    | 5    | 12:44.267 | 1:23.679 | 7.045  | 69.92 | 2:22.542 | 5  | 28  | 5  |
| 24  | 85  | MZ | 2   | Andrew WALES       | MZ ETZ 250 - Show Control International                  | 5    | 12:49.474 | 1:28.886 | 5.207  | 69.45 | 2:22.460 | 3  | 30  | 6  |
| 25  | 57  | S  | 10  | Richard BUCKHAM    | Kawasaki NINJA 400 -                                     | 5    | 12:52.254 | 1:31.666 | 2.780  | 69.20 | 2:30.906 | 2  | 25  | 0  |
| 26  | 75  | MZ | 3   | Peter WOODALL      | MZ ETZ 250 - RevdCoin                                    | 5    | 13:00.300 | 1:39.712 | 8.046  | 68.48 | 2:26.159 | 3  | 29  | 3  |
| 27  | 95  | MZ | 4   | Christopher ROGERS | MZ ETZ 250 - CB Racing                                   | 5    | 13:03.103 | 1:42.515 | 2.803  | 68.24 | 2:26.614 | 3  | 32  | 5  |
| 28  | 102 | MZ | 5   | Caleb WRIGHT       | MZ ETZ 250 - Clover Investments                          | 5    | 13:10.349 | 1:49.761 | 7.246  | 67.61 | 2:27.225 | 4  | 31  | 3  |
| 29  | 166 | MZ | 6   | Graeme LEWIS       | MZ 250 - Morris Racing Lubricants #MRL                   | 5    | 13:32.402 | 2:11.814 | 22.053 | 65.78 | 2:33.055 | 4  | 33  | 4  |
| 30  | 21  | MZ | 7   | Jack WOLFF         | MZ 250 - James MZ Racing                                 | 5    | 13:46.289 | 2:25.701 | 13.887 | 64.67 | 2:35.635 | 3  | 34  | 4  |
| 31  | 72  | S  | 11  | Paige BINGLEY      | Kawasaki NINJA 300 -                                     | 4    | 11:20.930 | 1 Lap    | 1 Lap  | 62.78 | 2:42.728 | 4  | 26  | -5 |
| 32  | 32  | MZ | 8   | John ASHMEAD       | MZ 250 -                                                 | 4    | 11:21.804 | 1 Lap    | 0.874  | 62.70 | 2:38.100 | 3  | 36  | 4  |
| 33  | 41  | MZ | 9   | Gary WILLIAMS      | MZ ETZ 250 -                                             | 4    | 11:23.233 | 1 Lap    | 1.429  | 62.57 | 2:38.514 | 3  | 35  | 2  |
| 34  | 52  | MZ | 10  | Tony PARKER        | MZ 250 - Cancer research uk                              | 4    | 11:53.105 | 1 Lap    | 29.872 | 59.95 | 2:44.823 | 4  | 37  | 3  |
| 35  | 38  | MZ | 11  | Chris PETTET       | MZ ETZ 250 -                                             | 4    | 11:59.737 | 1 Lap    | 6.632  | 59.39 | 2:47.651 | 2  | 38  | 3  |

#### NOT CLASSIFIED

|     |    |   |  |               |                                             |   |          |        |        |       |          |   |    |  |
|-----|----|---|--|---------------|---------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 7  | J |  | Travis ROOKER | Kawasaki NINJA 400 - Swedish car connection | 3 | 6:55.800 | 2 Laps | 1 Lap  | 77.11 | 2:16.864 | 2 | 5  |  |
| DNF | 27 | J |  | Alfie GARROD  | Kawasaki NINJA 400 - Dad                    | 1 | 2:42.386 | 4 Laps | 2 Laps | 65.81 |          |   | 18 |  |

#### FASTEST LAP

|     |    |  |  |                 |                                                         |   |          |  |  |           |  |            |  |  |
|-----|----|--|--|-----------------|---------------------------------------------------------|---|----------|--|--|-----------|--|------------|--|--|
| 30  | S  |  |  | Lewis JONES     | Kawasaki NINJA 400 -                                    | 3 | 2:14.361 |  |  | 79.54 mph |  | 128.01 kph |  |  |
| 257 | J  |  |  | Henry MCCARTNEY | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp car | 3 | 2:14.622 |  |  | 79.39 mph |  | 127.77 kph |  |  |
| 85  | MZ |  |  | Andrew WALES    | MZ ETZ 250 - Show Control International                 | 3 | 2:22.460 |  |  | 75.02 mph |  | 120.74 kph |  |  |

Class J - 92.5% of Race Speed = 72.63 mph  
Class S - 92.5% of Race Speed = 72.61 mph  
Class MZ - 92.5% of Race Speed = 64.67 mph

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

Date: 03/05/2025 Start: 12:50 Finish: 13:01  
Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 4 - LAP CHART

| LAP 1 @ 12:52:24.246 |          |          | LAP 2 @ 12:54:39.038 |          |          | LAP 3 @ 12:56:53.843 |          |          | LAP 4 @ 12:59:09.291 |          |          | LAP 5 @ 13:01:24.504 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 217                  |          | 2:20.330 | 217                  |          | 2:14.792 | 257                  |          | 2:14.622 | 30                   |          | 2:15.289 | 217                  |          | 2:15.154 |
| 30                   | 0.139    | 2:20.469 | 257                  | 0.183    | 2:14.774 | 217                  | 0.086    | 2:14.891 | 217                  | 0.059    | 2:15.421 | 257                  | 0.066    | 2:15.151 |
| 257                  | 0.201    | 2:20.531 | 30                   | 0.603    | 2:15.256 | 30                   | 0.159    | 2:14.361 | 257                  | 0.128    | 2:15.576 | 30                   | 0.106    | 2:15.319 |
| 0                    | 1.608    | 2:21.938 | 0                    | 3.730    | 2:16.914 | 0                    | 5.800    | 2:16.875 | 52                   | 1 Lap    | 2:48.090 | 72                   | 1 Lap    | 2:42.728 |
| 7                    | 1.730    | 2:22.060 | 7                    | 3.802    | 2:16.864 | 7                    | 5.873    | 2:16.876 | 38                   | 1 Lap    | 2:48.827 | 32                   | 1 Lap    | 2:40.296 |
| 17                   | 5.815    | 2:26.145 | 125                  | 11.303   | 2:20.158 | 125                  | 16.852   | 2:20.354 | 0                    | 9.569    | 2:19.217 | 41                   | 1 Lap    | 2:41.925 |
| 125                  | 5.937    | 2:26.267 | 40                   | 12.008   | 2:20.132 | 40                   | 18.969   | 2:21.766 | 125                  | 22.484   | 2:21.080 | 0                    | 13.521   | 2:19.165 |
| 40                   | 6.668    | 2:26.998 | 17                   | 12.360   | 2:21.337 | 185                  | 19.536   | 2:21.566 | 40                   | 26.174   | 2:22.653 | 125                  | 28.580   | 2:21.309 |
| 185                  | 6.777    | 2:27.107 | 185                  | 12.775   | 2:20.790 | 17                   | 19.683   | 2:22.128 | 185                  | 26.269   | 2:22.181 | 52                   | 1 Lap    | 2:44.823 |
| 461                  | 8.076    | 2:28.406 | 127                  | 17.236   | 2:22.635 | 127                  | 24.788   | 2:22.357 | 17                   | 26.682   | 2:22.447 | 185                  | 32.577   | 2:21.521 |
| 58                   | 8.600    | 2:28.930 | 58                   | 17.415   | 2:23.607 | 58                   | 25.146   | 2:22.536 | 58                   | 33.194   | 2:23.496 | 40                   | 33.089   | 2:22.128 |
| 43                   | 9.344    | 2:29.674 | 43                   | 17.622   | 2:23.070 | 43                   | 25.473   | 2:22.656 | 127                  | 33.691   | 2:24.351 | 17                   | 33.522   | 2:22.053 |
| 127                  | 9.393    | 2:29.723 | 461                  | 18.304   | 2:25.020 | 461                  | 25.790   | 2:22.291 | 461                  | 33.869   | 2:23.527 | 38                   | 1 Lap    | 2:49.133 |
| 1                    | 12.685   | 2:33.015 | 1                    | 23.817   | 2:25.924 | 25                   | 34.236   | 2:24.587 | 43                   | 34.041   | 2:24.016 | 461                  | 39.345   | 2:20.689 |
| 124                  | 14.138   | 2:34.468 | 25                   | 24.454   | 2:23.719 | 1                    | 34.372   | 2:25.360 | 1                    | 44.415   | 2:25.491 | 58                   | 40.675   | 2:22.694 |
| 25                   | 15.527   | 2:35.857 | 124                  | 25.497   | 2:26.151 | 124                  | 36.584   | 2:25.892 | 25                   | 44.636   | 2:25.848 | 127                  | 41.677   | 2:23.199 |
| 165                  | 16.002   | 2:36.332 | 165                  | 29.986   | 2:28.776 | 33                   | 42.889   | 2:26.815 | 124                  | 47.100   | 2:25.964 | 43                   | 41.887   | 2:23.059 |
| 66                   | 16.413   | 2:36.743 | 33                   | 30.879   | 2:26.949 | 66                   | 44.045   | 2:27.744 | 33                   | 53.852   | 2:26.411 | 25                   | 53.057   | 2:23.634 |
| 12                   | 16.644   | 2:36.974 | 66                   | 31.106   | 2:29.485 | 12                   | 44.724   | 2:27.754 | 165                  | 56.829   | 2:27.417 | 1                    | 53.326   | 2:24.124 |
| 54                   | 18.531   | 2:38.861 | 12                   | 31.775   | 2:29.923 | 165                  | 44.860   | 2:29.679 | 66                   | 57.933   | 2:29.336 | 124                  | 57.397   | 2:25.510 |
| 33                   | 18.722   | 2:39.052 | 54                   | 32.919   | 2:29.180 | 164                  | 45.616   | 2:27.070 | 164                  | 58.024   | 2:27.856 | 33                   | 1:05.466 | 2:26.827 |
| 164                  | 19.411   | 2:39.741 | 164                  | 33.351   | 2:28.732 | 54                   | 47.424   | 2:29.310 | 12                   | 1:00.457 | 2:31.181 | 165                  | 1:08.789 | 2:27.173 |
| 82                   | 19.906   | 2:40.236 | 82                   | 34.522   | 2:29.408 | 82                   | 48.205   | 2:28.488 | 54                   | 1:00.469 | 2:28.493 | 164                  | 1:09.624 | 2:26.813 |
| 57                   | 21.310   | 2:41.640 | 57                   | 37.424   | 2:30.906 | 57                   | 54.811   | 2:32.192 | 82                   | 1:01.211 | 2:28.454 | 66                   | 1:11.492 | 2:28.772 |
| 27                   | 22.056   | 2:42.386 | 69                   | 59.225   | 2:24.179 | 69                   | 1:08.090 | 2:23.670 | 57                   | 1:12.605 | 2:33.242 | 54                   | 1:11.773 | 2:26.517 |
| 72                   | 44.371   | 3:04.701 | 85                   | 1:00.691 | 2:23.935 | 85                   | 1:08.346 | 2:22.460 | 69                   | 1:16.350 | 2:23.708 | 82                   | 1:14.159 | 2:28.161 |
| 69                   | 49.838   | 3:10.168 | 75                   | 1:05.406 | 2:26.857 | 75                   | 1:16.760 | 2:26.159 | 85                   | 1:16.800 | 2:23.902 | 12                   | 1:16.634 | 2:31.390 |
| 85                   | 51.548   | 3:11.878 | 102                  | 1:06.340 | 2:27.936 | 95                   | 1:18.551 | 2:26.614 | 75                   | 1:28.040 | 2:26.728 | 69                   | 1:23.679 | 2:22.542 |
| 102                  | 53.196   | 3:13.526 | 95                   | 1:06.742 | 2:28.274 | 102                  | 1:19.462 | 2:27.927 | 95                   | 1:31.033 | 2:27.930 | 85                   | 1:28.886 | 2:27.299 |
| 95                   | 53.260   | 3:13.590 | 72                   | 1:16.498 | 2:46.919 | 166                  | 1:35.945 | 2:33.702 | 102                  | 1:31.239 | 2:27.225 | 57                   | 1:31.666 | 2:34.274 |
| 75                   | 53.341   | 3:13.671 | 166                  | 1:17.048 | 2:33.139 | 21                   | 1:40.773 | 2:35.635 | 166                  | 1:53.552 | 2:33.055 | 75                   | 1:39.712 | 2:26.885 |
| 21                   | 57.730   | 3:18.060 | 21                   | 1:19.943 | 2:37.005 | 72                   | 1:48.275 | 2:46.582 | 21                   | 2:01.694 | 2:36.369 | 95                   | 1:42.515 | 2:26.695 |
| 166                  | 58.701   | 3:19.031 | 41                   | 1:27.672 | 2:39.838 | 41                   | 1:51.381 | 2:38.514 |                      |          |          | 102                  | 1:49.761 | 2:33.735 |
| 32                   | 1:01.801 | 3:22.131 | 32                   | 1:28.286 | 2:41.277 | 32                   | 1:51.581 | 2:38.100 |                      |          |          | 166                  | 2:11.814 | 2:33.475 |
| 41                   | 1:02.626 | 3:22.956 | 52                   | 1:45.070 | 2:47.550 |                      |          |          |                      |          |          | 21                   | 2:25.701 | 2:39.220 |
| 52                   | 1:12.312 | 3:32.642 | 38                   | 1:46.655 | 2:47.651 |                      |          |          |                      |          |          |                      |          |          |
| 38                   | 1:13.796 | 3:34.126 |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

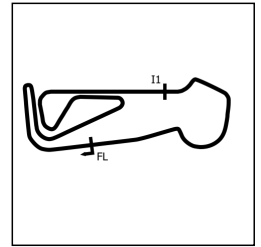
RACE 4 - POSITION CHART

| No  | Name      | Lap |     |     |     |     |     |
|-----|-----------|-----|-----|-----|-----|-----|-----|
|     |           | Pos | 1   | 2   | 3   | 4   | 5   |
| 30  | JONES     | 1   | 217 | 217 | 257 | 30  | 217 |
| 257 | MCCARTNEY | 2   | 30  | 257 | 217 | 217 | 257 |
| 217 | COOPER    | 3   | 257 | 30  | 30  | 257 | 30  |
| 0   | KING      | 4   | 0   | 0   | 0   | 0   | 0   |
| 7   | ROOKER    | 5   | 7   | 7   | 7   | 125 | 125 |
| 17  | BUSA      | 6   | 17  | 125 | 125 | 40  | 185 |
| 125 | WINGATE   | 7   | 125 | 40  | 40  | 185 | 40  |
| 185 | CARTER    | 8   | 40  | 17  | 185 | 17  | 17  |
| 40  | ORMROD    | 9   | 185 | 185 | 17  | 58  | 461 |
| 43  | SWARBRICK | 10  | 461 | 127 | 127 | 127 | 58  |
| 58  | RHODES    | 11  | 58  | 58  | 58  | 461 | 127 |
| 127 | STONE     | 12  | 43  | 43  | 43  | 43  | 43  |
| 461 | MARSHALL  | 13  | 127 | 461 | 461 | 1   | 25  |
| 25  | GLEESON   | 14  | 1   | 1   | 25  | 25  | 1   |
| 12  | RAMSEY    | 15  | 124 | 25  | 1   | 124 | 124 |
| 124 | BAKER     | 16  | 25  | 124 | 124 | 33  | 33  |
| 33  | KLINGE    | 17  | 165 | 165 | 33  | 165 | 165 |
| 27  | GARROD    | 18  | 66  | 33  | 66  | 66  | 164 |
| 82  | DENNEY    | 19  | 12  | 66  | 12  | 164 | 66  |
| 66  | SMITH     | 20  | 54  | 12  | 165 | 12  | 54  |
| 165 | RHODES    | 21  | 33  | 54  | 164 | 54  | 82  |
| 164 | COWIE     | 22  | 164 | 164 | 54  | 82  | 12  |
| 54  | SCOTT     | 23  | 82  | 82  | 82  | 57  | 69  |
| 1   | SMITH     | 24  | 57  | 57  | 57  | 69  | 85  |
| 57  | BUCKHAM   | 25  | 27  | 69  | 69  | 85  | 57  |
| 72  | BINGLEY   | 26  | 72  | 85  | 85  | 75  | 75  |
| 69  | MANN      | 27  | 69  | 75  | 75  | 95  | 95  |
| 75  | WOODALL   | 28  | 85  | 102 | 95  | 102 | 102 |
| 85  | WALES     | 29  | 102 | 95  | 102 | 166 | 166 |
| 102 | WRIGHT    | 30  | 95  | 72  | 166 | 21  | 21  |
| 95  | ROGERS    | 31  | 75  | 166 | 21  | 72  |     |
| 166 | LEWIS     | 32  | 21  | 21  | 72  | 32  |     |
| 21  | WOLFF     | 33  | 166 | 41  | 41  | 41  |     |
| 41  | WILLIAMS  | 34  | 32  | 32  | 32  | 52  |     |
| 32  | ASHMEAD   | 35  | 41  | 52  | 52  | 38  |     |
| 52  | PARKER    | 36  | 52  | 38  | 38  |     |     |
| 38  | PETTET    | 37  | 38  |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P1 217 J                  |                 | Hudson COOPER            |                     | Kawasaki NINJA - Rides R Us |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.017 |                 | BEST LAP TIME : 2:14.792 |                     | DIFFERENCE : 0.775          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.645                   | 2:20.330            | 76.16                       | 5.538 | 12:52:24.246        |
| 2 -                       | 1:30.644        | <b>44.148</b>            | <b>2:14.792 (1)</b> | <b>79.29</b>                |       | <b>12:54:39.038</b> |
| 3 -                       | 1:30.630        | 44.261                   | 2:14.891 (2)        | 79.23                       | 0.099 | 12:56:53.929        |
| 4 -                       | 1:30.429        | 44.992                   | 2:15.421            | 78.92                       | 0.629 | 12:59:09.350        |
| 5 -                       | <b>1:29.869</b> | 45.285                   | 2:15.154 (3)        | 79.08                       | 0.362 | 13:01:24.504        |

| P2 257 J                  |                 | Henry MCCARTNEY          |                     | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp camp |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.065 |                 | BEST LAP TIME : 2:14.622 |                     | DIFFERENCE : 0.557                                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                      | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.811                   | 2:20.531            | 76.05                                                    | 5.909 | 12:52:24.447        |
| 2 -                       | 1:30.516        | <b>44.258</b>            | 2:14.774 (2)        | 79.30                                                    | 0.152 | 12:54:39.221        |
| 3 -                       | 1:30.168        | 44.454                   | <b>2:14.622 (1)</b> | <b>79.39</b>                                             |       | <b>12:56:53.843</b> |
| 4 -                       | 1:30.342        | 45.234                   | 2:15.576            | 78.83                                                    | 0.954 | 12:59:09.419        |
| 5 -                       | <b>1:29.807</b> | 45.344                   | 2:15.151 (3)        | 79.08                                                    | 0.529 | 13:01:24.570        |

| P3 30 S                   |                 | Lewis JONES              |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.347 |                 | BEST LAP TIME : 2:14.361 |                     | DIFFERENCE : 0.014   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.728                   | 2:20.469            | 76.08                | 6.108 | 12:52:24.385        |
| 2 -                       | 1:30.667        | <b>44.589</b>            | 2:15.256 (2)        | 79.02                | 0.895 | 12:54:39.641        |
| 3 -                       | <b>1:29.758</b> | 44.603                   | <b>2:14.361 (1)</b> | <b>79.54</b>         |       | <b>12:56:54.002</b> |
| 4 -                       | 1:30.242        | 45.047                   | 2:15.289 (3)        | 79.00                | 0.928 | 12:59:09.291        |
| 5 -                       | 1:30.069        | 45.250                   | 2:15.319            | 78.98                | 0.958 | 13:01:24.610        |

| P4 0 J                    |                 | Lucas KING               |                     | Kawasaki NINJA400 - NW racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.374 |                 | BEST LAP TIME : 2:16.875 |                     | DIFFERENCE : 0.501            |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                           | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.085</b>            | 2:21.938            | 75.30                         | 5.063 | 12:52:25.854        |
| 2 -                       | <b>1:31.289</b> | 45.625                   | 2:16.914 (2)        | 78.06                         | 0.039 | 12:54:42.768        |
| 3 -                       | 1:31.530        | 45.345                   | <b>2:16.875 (1)</b> | <b>78.08</b>                  |       | <b>12:56:59.643</b> |
| 4 -                       | 1:33.420        | 45.797                   | 2:19.217            | 76.77                         | 2.342 | 12:59:18.860        |
| 5 -                       | 1:33.108        | 46.057                   | 2:19.165 (3)        | 76.80                         | 2.290 | 13:01:38.025        |

| P5 125 J                  |                 | Isabelle WINGATE         |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.467 |                 | BEST LAP TIME : 2:20.158 |                     | DIFFERENCE : 0.691   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.172</b>            | 2:26.267            | 73.07                | 6.109 | 12:52:30.183        |
| 2 -                       | <b>1:33.295</b> | 46.863                   | <b>2:20.158 (1)</b> | <b>76.25</b>         |       | <b>12:54:50.341</b> |
| 3 -                       | 1:33.327        | 47.027                   | 2:20.354 (2)        | 76.15                | 0.196 | 12:57:10.695        |
| 4 -                       | 1:34.319        | 46.761                   | 2:21.080 (3)        | 75.75                | 0.922 | 12:59:31.775        |
| 5 -                       | 1:33.925        | 47.384                   | 2:21.309            | 75.63                | 1.151 | 13:01:53.084        |

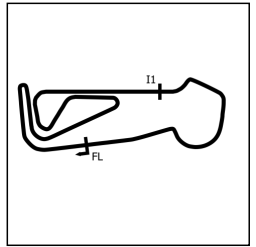
| P6 185 J                  |                 | Billy CARTER             |                     | Kawasaki NINJA 400 - A&M pure engineering |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.388 |                 | BEST LAP TIME : 2:20.790 |                     | DIFFERENCE : 0.402                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.391                   | 2:27.107            | 72.65                                     | 6.317 | 12:52:31.023        |
| 2 -                       | <b>1:34.080</b> | 46.710                   | <b>2:20.790 (1)</b> | <b>75.91</b>                              |       | <b>12:54:51.813</b> |
| 3 -                       | 1:34.248        | 47.318                   | 2:21.566 (3)        | 75.49                                     | 0.776 | 12:57:13.379        |
| 4 -                       | 1:35.192        | 46.989                   | 2:22.181            | 75.17                                     | 1.391 | 12:59:35.560        |
| 5 -                       | 1:35.213        | <b>46.308</b>            | 2:21.521 (2)        | 75.52                                     | 0.731 | 13:01:57.081        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P7 40 J Archie ORMROD     |                 | Kawasaki NINJA 400 - Prestige Flooring |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.821 |                 | BEST LAP TIME : 2:20.132               |                     | DIFFERENCE : 0.311 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.379</b>                          | 2:26.998            | 72.70              | 6.866 | 12:52:30.914        |
| 2 -                       | <b>1:33.442</b> | 46.690                                 | <b>2:20.132 (1)</b> | <b>76.27</b>       |       | <b>12:54:51.046</b> |
| 3 -                       | 1:34.906        | 46.860                                 | 2:21.766 (2)        | 75.39              | 1.634 | 12:57:12.812        |
| 4 -                       | 1:35.743        | 46.910                                 | 2:22.653            | 74.92              | 2.521 | 12:59:35.465        |
| 5 -                       | 1:35.122        | 47.006                                 | 2:22.128 (3)        | 75.20              | 1.996 | 13:01:57.593        |

| P8 17 S Daryn BUSA        |                 | Kawasaki NINJA 400 - iActiveRC |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.709 |                 | BEST LAP TIME : 2:21.337       |                     | DIFFERENCE : 0.628 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                       | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.117</b>                  | 2:26.145            | 73.13              | 4.808 | 12:52:30.061        |
| 2 -                       | <b>1:34.592</b> | 46.745                         | <b>2:21.337 (1)</b> | <b>75.62</b>       |       | <b>12:54:51.398</b> |
| 3 -                       | 1:35.419        | 46.709                         | 2:22.128 (3)        | 75.20              | 0.791 | 12:57:13.526        |
| 4 -                       | 1:35.811        | 46.636                         | 2:22.447            | 75.03              | 1.110 | 12:59:35.973        |
| 5 -                       | 1:35.447        | 46.606                         | 2:22.053 (2)        | 75.24              | 0.716 | 13:01:58.026        |

| P9 461 J Sid MARSHALL     |                 | Kawasaki NINJA 400 - TransCare road transport engineering |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.689 |                 | BEST LAP TIME : 2:20.689                                  |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                                  | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.831                                                    | 2:28.406            | 72.01              | 7.717 | 12:52:32.322        |
| 2 -                       | 1:36.478        | 48.542                                                    | 2:25.020            | 73.70              | 4.331 | 12:54:57.342        |
| 3 -                       | 1:34.821        | 47.470                                                    | 2:22.291 (2)        | 75.11              | 1.602 | 12:57:19.633        |
| 4 -                       | 1:35.255        | 48.272                                                    | 2:23.527 (3)        | 74.46              | 2.838 | 12:59:43.160        |
| 5 -                       | <b>1:33.905</b> | <b>46.784</b>                                             | <b>2:20.689 (1)</b> | <b>75.96</b>       |       | <b>13:02:03.849</b> |

| P10 58 J Max RHODES       |                 | Kawasaki EX 400 - Oliver's mount Mototec |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.055 |                 | BEST LAP TIME : 2:22.536                 |                     | DIFFERENCE : 0.481 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.739</b>                            | 2:28.930            | 71.76              | 6.394 | 12:52:32.846        |
| 2 -                       | 1:35.700        | 47.907                                   | 2:23.607            | 74.42              | 1.071 | 12:54:56.453        |
| 3 -                       | <b>1:35.316</b> | 47.220                                   | <b>2:22.536 (1)</b> | <b>74.98</b>       |       | <b>12:57:18.989</b> |
| 4 -                       | 1:35.647        | 47.849                                   | 2:23.496 (3)        | 74.48              | 0.960 | 12:59:42.485        |
| 5 -                       | 1:35.727        | 46.967                                   | 2:22.694 (2)        | 74.90              | 0.158 | 13:02:05.179        |

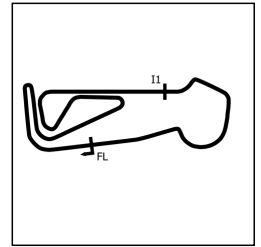
| P11 127 S Michael STONE   |                 | Kawasaki 400 NINJA -     |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.042 |                 | BEST LAP TIME : 2:22.357 |                     | DIFFERENCE : 0.315 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.144                   | 2:29.723            | 71.38              | 7.366 | 12:52:33.639        |
| 2 -                       | <b>1:35.164</b> | 47.471                   | 2:22.635 (2)        | 74.93              | 0.278 | 12:54:56.274        |
| 3 -                       | 1:35.479        | <b>46.878</b>            | <b>2:22.357 (1)</b> | <b>75.07</b>       |       | <b>12:57:18.631</b> |
| 4 -                       | 1:36.040        | 48.311                   | 2:24.351            | 74.04              | 1.994 | 12:59:42.982        |
| 5 -                       | 1:35.701        | 47.498                   | 2:23.199 (3)        | 74.63              | 0.842 | 13:02:06.181        |

| P12 43 S Mark SWARBRICK   |                 | Kawasaki NINJA 400 -     |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.565 |                 | BEST LAP TIME : 2:22.656 |                     | DIFFERENCE : 0.091 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.387                   | 2:29.674            | 71.40              | 7.018 | 12:52:33.590        |
| 2 -                       | 1:35.696        | 47.374                   | 2:23.070 (3)        | 74.70              | 0.414 | 12:54:56.660        |
| 3 -                       | 1:35.572        | <b>47.084</b>            | <b>2:22.656 (1)</b> | <b>74.92</b>       |       | <b>12:57:19.316</b> |
| 4 -                       | 1:35.807        | 48.209                   | 2:24.016            | 74.21              | 1.360 | 12:59:43.332        |
| 5 -                       | <b>1:35.481</b> | 47.578                   | 2:23.059 (2)        | 74.71              | 0.403 | 13:02:06.391        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                              |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>25 J</b>     | <b>Chloe GLEESON</b>     | Kawasaki NINJA - Sussex Independent Financial Advisers Ltd / |              |        |                     |
| IDEAL LAP TIME : 2:23.289 |                 | BEST LAP TIME : 2:23.634 | DIFFERENCE : 0.345                                           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.897                   | 2:35.857                                                     | 68.57        | 12.223 | 12:52:39.773        |
| 2 -                       | <b>1:36.063</b> | 47.656                   | 2:23.719 (2)                                                 | 74.36        | 0.085  | 12:55:03.492        |
| 3 -                       | 1:36.358        | 48.229                   | 2:24.587 (3)                                                 | 73.92        | 0.953  | 12:57:28.079        |
| 4 -                       | 1:36.946        | 48.902                   | 2:25.848                                                     | 73.28        | 2.214  | 12:59:53.927        |
| 5 -                       | 1:36.408        | <b>47.226</b>            | <b>2:23.634 (1)</b>                                          | <b>74.41</b> |        | <b>13:02:17.561</b> |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P14</b>                | <b>1 S</b>      | <b>Haydon SMITH</b>      | Kawasaki - Shelf & Rail Co. |              |       |                     |
| IDEAL LAP TIME : 2:24.124 |                 | BEST LAP TIME : 2:24.124 | DIFFERENCE : 0.000          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.936                   | 2:33.015                    | 69.84        | 8.891 | 12:52:36.931        |
| 2 -                       | 1:38.186        | 47.738                   | 2:25.924                    | 73.24        | 1.800 | 12:55:02.855        |
| 3 -                       | 1:37.540        | 47.820                   | 2:25.360 (2)                | 73.52        | 1.236 | 12:57:28.215        |
| 4 -                       | 1:37.108        | 48.383                   | 2:25.491 (3)                | 73.46        | 1.367 | 12:59:53.706        |
| 5 -                       | <b>1:36.761</b> | <b>47.363</b>            | <b>2:24.124 (1)</b>         | <b>74.15</b> |       | <b>13:02:17.830</b> |

|                           |                 |                          |                      |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>124 J</b>    | <b>Harley BAKER</b>      | Kawasaki NINJA 400 - |              |       |                     |
| IDEAL LAP TIME : 2:25.484 |                 | BEST LAP TIME : 2:25.510 | DIFFERENCE : 0.026   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.548                   | 2:34.468             | 69.19        | 8.958 | 12:52:38.384        |
| 2 -                       | 1:37.845        | 48.306                   | 2:26.151             | 73.13        | 0.641 | 12:55:04.535        |
| 3 -                       | <b>1:37.262</b> | 48.630                   | 2:25.892 (2)         | 73.26        | 0.382 | 12:57:30.427        |
| 4 -                       | 1:37.498        | 48.466                   | 2:25.964 (3)         | 73.22        | 0.454 | 12:59:56.391        |
| 5 -                       | 1:37.288        | <b>48.222</b>            | <b>2:25.510 (1)</b>  | <b>73.45</b> |       | <b>13:02:21.901</b> |

|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>33 S</b>     | <b>Patrick KLINGE</b>    | Kawasaki NINJA 400 - Klingklong Racing |              |        |                     |
| IDEAL LAP TIME : 2:26.254 |                 | BEST LAP TIME : 2:26.411 | DIFFERENCE : 0.157                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.851                   | 2:39.052                               | 67.19        | 12.641 | 12:52:42.968        |
| 2 -                       | <b>1:37.489</b> | 49.460                   | 2:26.949                               | 72.73        | 0.538  | 12:55:09.917        |
| 3 -                       | 1:37.928        | 48.887                   | 2:26.815 (2)                           | 72.79        | 0.404  | 12:57:36.732        |
| 4 -                       | 1:37.646        | <b>48.765</b>            | <b>2:26.411 (1)</b>                    | <b>73.00</b> |        | <b>13:00:03.143</b> |
| 5 -                       | 1:37.946        | 48.881                   | 2:26.827 (3)                           | 72.79        | 0.416  | 13:02:29.970        |

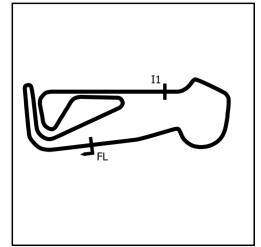
|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>165 J</b>    | <b>Lilly RHODES</b>      | Kawasaki NINJA - Olivers mount Mototec |              |       |                     |
| IDEAL LAP TIME : 2:26.650 |                 | BEST LAP TIME : 2:27.173 | DIFFERENCE : 0.523                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.735                   | 2:36.332                               | 68.36        | 9.159 | 12:52:40.248        |
| 2 -                       | 1:39.444        | 49.332                   | 2:28.776 (3)                           | 71.84        | 1.603 | 12:55:09.024        |
| 3 -                       | 1:40.602        | 49.077                   | 2:29.679                               | 71.40        | 2.506 | 12:57:38.703        |
| 4 -                       | <b>1:38.235</b> | 49.182                   | 2:27.417 (2)                           | 72.50        | 0.244 | 13:00:06.120        |
| 5 -                       | 1:38.758        | <b>48.415</b>            | <b>2:27.173 (1)</b>                    | <b>72.62</b> |       | <b>13:02:33.293</b> |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>164 J</b>    | <b>George COWIE</b>      | Kawasaki NINJA 300 - Faraldo racing |              |        |                     |
| IDEAL LAP TIME : 2:26.709 |                 | BEST LAP TIME : 2:26.813 | DIFFERENCE : 0.104                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.219                   | 2:39.741                            | 66.90        | 12.928 | 12:52:43.657        |
| 2 -                       | 1:38.843        | 49.889                   | 2:28.732                            | 71.86        | 1.919  | 12:55:12.389        |
| 3 -                       | 1:38.354        | <b>48.716</b>            | 2:27.070 (2)                        | 72.67        | 0.257  | 12:57:39.459        |
| 4 -                       | 1:38.043        | 49.813                   | 2:27.856 (3)                        | 72.28        | 1.043  | 13:00:07.315        |
| 5 -                       | <b>1:37.993</b> | 48.820                   | <b>2:26.813 (1)</b>                 | <b>72.80</b> |        | <b>13:02:34.128</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P19 66 S                  |                 | Mark SMITH               |                     | Kawasaki EX300 - IMP RACING |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.276 |                 | BEST LAP TIME : 2:27.744 |                     | DIFFERENCE : 0.468          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.278                   | 2:36.743            | 68.18                       | 8.999 | 12:52:40.659        |
| 2 -                       | 1:39.465        | 50.020                   | 2:29.485            | 71.49                       | 1.741 | 12:55:10.144        |
| 3 -                       | <b>1:38.264</b> | 49.480                   | <b>2:27.744 (1)</b> | <b>72.34</b>                |       | <b>12:57:37.888</b> |
| 4 -                       | 1:39.307        | 50.029                   | 2:29.336 (3)        | 71.57                       | 1.592 | 13:00:07.224        |
| 5 -                       | 1:39.760        | <b>49.012</b>            | 2:28.772 (2)        | 71.84                       | 1.028 | 13:02:35.996        |

| P20 54 S                  |                 | Ben SCOTT                |                     | Kawasaki NINJA 400 - GI Landscapes VampTech |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.517 |                 | BEST LAP TIME : 2:26.517 |                     | DIFFERENCE : 0.000                          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.205                   | 2:38.861            | 67.27                                       | 12.344 | 12:52:42.777        |
| 2 -                       | 1:39.208        | 49.972                   | 2:29.180 (3)        | 71.64                                       | 2.663  | 12:55:11.957        |
| 3 -                       | 1:39.695        | 49.615                   | 2:29.310            | 71.58                                       | 2.793  | 12:57:41.267        |
| 4 -                       | 1:39.357        | 49.136                   | 2:28.493 (2)        | 71.97                                       | 1.976  | 13:00:09.760        |
| 5 -                       | <b>1:38.102</b> | <b>48.415</b>            | <b>2:26.517 (1)</b> | <b>72.94</b>                                |        | <b>13:02:36.277</b> |

| P21 82 S                  |                 | Joe DENNEY               |                     | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:27.659 |                 | BEST LAP TIME : 2:28.161 |                     | DIFFERENCE : 0.502                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.132                   | 2:40.236            | 66.70                                     | 12.075 | 12:52:44.152        |
| 2 -                       | 1:40.038        | 49.370                   | 2:29.408            | 71.53                                     | 1.247  | 12:55:13.560        |
| 3 -                       | <b>1:38.948</b> | 49.540                   | 2:28.488 (3)        | 71.97                                     | 0.327  | 12:57:42.048        |
| 4 -                       | 1:39.463        | 48.991                   | 2:28.454 (2)        | 71.99                                     | 0.293  | 13:00:10.502        |
| 5 -                       | 1:39.450        | <b>48.711</b>            | <b>2:28.161 (1)</b> | <b>72.13</b>                              |        | <b>13:02:38.663</b> |

| P22 12 J                  |                 | Kees RAMSEY              |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.754 |                 | BEST LAP TIME : 2:27.754 |                     | DIFFERENCE : 0.000   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.417                   | 2:36.974            | 68.08                | 9.220 | 12:52:40.890        |
| 2 -                       | 1:39.619        | 50.304                   | 2:29.923 (2)        | 71.29                | 2.169 | 12:55:10.813        |
| 3 -                       | <b>1:38.450</b> | <b>49.304</b>            | <b>2:27.754 (1)</b> | <b>72.33</b>         |       | <b>12:57:38.567</b> |
| 4 -                       | 1:41.018        | 50.163                   | 2:31.181 (3)        | 70.69                | 3.427 | 13:00:09.748        |
| 5 -                       | 1:40.416        | 50.974                   | 2:31.390            | 70.59                | 3.636 | 13:02:41.138        |

| P23 69 MZ                 |                 | Alexander MANN           |                     | Mz TS 250 - HS RACING |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.542 |                 | BEST LAP TIME : 2:22.542 |                     | DIFFERENCE : 0.000    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.882                   | 3:10.168            | 56.20                 | 47.626 | 12:53:14.084        |
| 2 -                       | 1:36.804        | 47.375                   | 2:24.179            | 74.13                 | 1.637  | 12:55:38.263        |
| 3 -                       | 1:36.571        | 47.099                   | 2:23.670 (2)        | 74.39                 | 1.128  | 12:58:01.933        |
| 4 -                       | 1:36.954        | 46.754                   | 2:23.708 (3)        | 74.37                 | 1.166  | 13:00:25.641        |
| 5 -                       | <b>1:35.934</b> | <b>46.608</b>            | <b>2:22.542 (1)</b> | <b>74.98</b>          |        | <b>13:02:48.183</b> |

| P24 85 MZ                 |                 | Andrew WALES             |                     | MZ ETZ 250 - Show Control International |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.460 |                 | BEST LAP TIME : 2:22.460 |                     | DIFFERENCE : 0.000                      |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                     | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.512                   | 3:11.878            | 55.70                                   | 49.418 | 12:53:15.794        |
| 2 -                       | 1:36.848        | 47.087                   | 2:23.935 (3)        | 74.25                                   | 1.475  | 12:55:39.729        |
| 3 -                       | <b>1:35.816</b> | <b>46.644</b>            | <b>2:22.460 (1)</b> | <b>75.02</b>                            |        | <b>12:58:02.189</b> |
| 4 -                       | 1:36.763        | 47.139                   | 2:23.902 (2)        | 74.27                                   | 1.442  | 13:00:26.091        |
| 5 -                       | 1:36.403        | 50.896                   | 2:27.299            | 72.56                                   | 4.839  | 13:02:53.390        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P25 57 S                  |                 | Richard BUCKHAM          |                     | Kawasaki NINJA 400 - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:30.355 |                 | BEST LAP TIME : 2:30.906 |                     | DIFFERENCE : 0.551   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>50.090</b>            | 2:41.640            | 66.12                | 10.734 | 12:52:45.556        |
| 2 -                       | <b>1:40.265</b> | 50.641                   | <b>2:30.906 (1)</b> | <b>70.82</b>         |        | <b>12:55:16.462</b> |
| 3 -                       | 1:41.660        | 50.532                   | 2:32.192 (2)        | 70.22                | 1.286  | 12:57:48.654        |
| 4 -                       | 1:42.253        | 50.989                   | 2:33.242 (3)        | 69.74                | 2.336  | 13:00:21.896        |
| 5 -                       | 1:43.175        | 51.099                   | 2:34.274            | 69.27                | 3.368  | 13:02:56.170        |

| P26 75 MZ                 |                 | Peter WOODALL            |                     | MZ ETZ 250 - RevdCoin |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.107 |                 | BEST LAP TIME : 2:26.159 |                     | DIFFERENCE : 0.052    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.845                   | 3:13.671            | 55.18                 | 47.512 | 12:53:17.587        |
| 2 -                       | 1:38.273        | 48.584                   | 2:26.857 (3)        | 72.77                 | 0.698  | 12:55:44.444        |
| 3 -                       | <b>1:37.666</b> | 48.493                   | <b>2:26.159 (1)</b> | <b>73.12</b>          |        | <b>12:58:10.603</b> |
| 4 -                       | 1:38.281        | 48.447                   | 2:26.728 (2)        | 72.84                 | 0.569  | 13:00:37.331        |
| 5 -                       | 1:38.444        | <b>48.441</b>            | 2:26.885            | 72.76                 | 0.726  | 13:03:04.216        |

| P27 95 MZ                 |                 | Christopher ROGERS       |                     | MZ ETZ 250 - CB Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.542 |                 | BEST LAP TIME : 2:26.614 |                     | DIFFERENCE : 0.072     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.781                   | 3:13.590            | 55.20                  | 46.976 | 12:53:17.506        |
| 2 -                       | 1:39.724        | 48.550                   | 2:28.274            | 72.08                  | 1.660  | 12:55:45.780        |
| 3 -                       | 1:38.328        | <b>48.286</b>            | <b>2:26.614 (1)</b> | <b>72.89</b>           |        | <b>12:58:12.394</b> |
| 4 -                       | 1:39.508        | 48.422                   | 2:27.930 (3)        | 72.25                  | 1.316  | 13:00:40.324        |
| 5 -                       | <b>1:38.256</b> | 48.439                   | 2:26.695 (2)        | 72.85                  | 0.081  | 13:03:07.019        |

| P28 102 MZ                |                 | Caleb WRIGHT             |                     | MZ ETZ 250 - Clover Investments |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.267 |                 | BEST LAP TIME : 2:27.225 |                     | DIFFERENCE : 0.958              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.883                   | 3:13.526            | 55.22                           | 46.301 | 12:53:17.442        |
| 2 -                       | 1:39.108        | 48.828                   | 2:27.936 (3)        | 72.24                           | 0.711  | 12:55:45.378        |
| 3 -                       | 1:39.587        | <b>48.340</b>            | 2:27.927 (2)        | 72.25                           | 0.702  | 12:58:13.305        |
| 4 -                       | 1:38.787        | 48.438                   | <b>2:27.225 (1)</b> | <b>72.59</b>                    |        | <b>13:00:40.530</b> |
| 5 -                       | <b>1:37.927</b> | 55.808                   | 2:33.735            | 69.52                           | 6.510  | 13:03:14.265        |

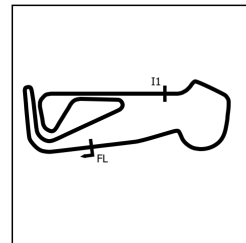
| P29 166 MZ                |                 | Graeme LEWIS             |                     | MZ 250 - Morris Racing Lubricants #MRL |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.727 |                 | BEST LAP TIME : 2:33.055 |                     | DIFFERENCE : 0.328                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>50.029</b>            | 3:19.031            | 53.70                                  | 45.976 | 12:53:22.947        |
| 2 -                       | 1:42.949        | 50.190                   | 2:33.139 (2)        | 69.79                                  | 0.084  | 12:55:56.086        |
| 3 -                       | 1:43.454        | 50.248                   | 2:33.702            | 69.53                                  | 0.647  | 12:58:29.788        |
| 4 -                       | <b>1:42.698</b> | 50.357                   | <b>2:33.055 (1)</b> | <b>69.83</b>                           |        | <b>13:01:02.843</b> |
| 5 -                       | 1:43.206        | 50.269                   | 2:33.475 (3)        | 69.64                                  | 0.420  | 13:03:36.318        |

| P30 21 MZ                 |                 | Jack WOLFF               |                     | MZ 250 - James MZ Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:34.630 |                 | BEST LAP TIME : 2:35.635 |                     | DIFFERENCE : 1.005       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>50.604</b>            | 3:18.060            | 53.96                    | 42.425 | 12:53:21.976        |
| 2 -                       | <b>1:44.026</b> | 52.979                   | 2:37.005 (3)        | 68.07                    | 1.370  | 12:55:58.981        |
| 3 -                       | 1:44.860        | 50.775                   | <b>2:35.635 (1)</b> | <b>68.67</b>             |        | <b>12:58:34.616</b> |
| 4 -                       | 1:44.144        | 52.225                   | 2:36.369 (2)        | 68.35                    | 0.734  | 13:01:10.985        |
| 5 -                       | 1:47.719        | 51.501                   | 2:39.220            | 67.12                    | 3.585  | 13:03:50.205        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P31 72 S                  |          | Paige BINGLEY            |              | Kawasaki NINJA 300 - |        |              |
|---------------------------|----------|--------------------------|--------------|----------------------|--------|--------------|
| IDEAL LAP TIME : 2:42.728 |          | BEST LAP TIME : 2:42.728 |              | DIFFERENCE : 0.000   |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                  | DIFF   | TIME OF DAY  |
| 1 -                       |          | 57.895                   | 3:04.701     | 57.86                | 21.973 | 12:53:08.617 |
| 2 -                       | 1:51.536 | 55.383                   | 2:46.919 (3) | 64.03                | 4.191  | 12:55:55.536 |
| 3 -                       | 1:50.770 | 55.812                   | 2:46.582 (2) | 64.16                | 3.854  | 12:58:42.118 |
| 4 -                       | 1:49.391 | 53.337                   | 2:42.728 (1) | 65.68                |        | 13:01:24.846 |

| P32 32 MZ                 |          | John ASHMEAD             |              | MZ 250 -           |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:37.553 |          | BEST LAP TIME : 2:38.100 |              | DIFFERENCE : 0.547 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 52.244                   | 3:22.131     | 52.87              | 44.031 | 12:53:26.047 |
| 2 -                       | 1:49.933 | 51.344                   | 2:41.277 (3) | 66.27              | 3.177  | 12:56:07.324 |
| 3 -                       | 1:46.209 | 51.891                   | 2:38.100 (1) | 67.60              |        | 12:58:45.424 |
| 4 -                       | 1:47.729 | 52.567                   | 2:40.296 (2) | 66.67              | 2.196  | 13:01:25.720 |

| P33 41 MZ                 |          | Gary WILLIAMS            |              | MZ ETZ 250 -       |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:37.787 |          | BEST LAP TIME : 2:38.514 |              | DIFFERENCE : 0.727 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 52.416                   | 3:22.956     | 52.66              | 44.442 | 12:53:26.872 |
| 2 -                       | 1:46.871 | 52.967                   | 2:39.838 (2) | 66.86              | 1.324  | 12:56:06.710 |
| 3 -                       | 1:45.371 | 53.143                   | 2:38.514 (1) | 67.42              |        | 12:58:45.224 |
| 4 -                       | 1:47.294 | 54.631                   | 2:41.925 (3) | 66.00              | 3.411  | 13:01:27.149 |

| P34 52 MZ                 |          | Tony PARKER              |              | MZ 250 - Cancer research uk |        |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------|--------|--------------|
| IDEAL LAP TIME : 2:44.823 |          | BEST LAP TIME : 2:44.823 |              | DIFFERENCE : 0.000          |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                         | DIFF   | TIME OF DAY  |
| 1 -                       |          | 55.894                   | 3:32.642     | 50.26                       | 47.819 | 12:53:36.558 |
| 2 -                       | 1:51.479 | 56.071                   | 2:47.550 (2) | 63.79                       | 2.727  | 12:56:24.108 |
| 3 -                       | 1:51.815 | 56.275                   | 2:48.090 (3) | 63.58                       | 3.267  | 12:59:12.198 |
| 4 -                       | 1:49.723 | 55.100                   | 2:44.823 (1) | 64.84                       |        | 13:01:57.021 |

| P35 38 MZ                 |          | Chris PETTET             |              | MZ ETZ 250 -       |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:47.651 |          | BEST LAP TIME : 2:47.651 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 57.247                   | 3:34.126     | 49.91              | 46.475 | 12:53:38.042 |
| 2 -                       | 1:52.019 | 55.632                   | 2:47.651 (1) | 63.75              |        | 12:56:25.693 |
| 3 -                       | 1:53.092 | 55.735                   | 2:48.827 (2) | 63.30              | 1.176  | 12:59:14.520 |
| 4 -                       | 1:52.123 | 57.010                   | 2:49.133 (3) | 63.19              | 1.482  | 13:02:03.653 |

| P36 7 J                   |          | Travis ROOKER            |              | Kawasaki NINJA 400 - Swedish car connection |       |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:16.302 |          | BEST LAP TIME : 2:16.864 |              | DIFFERENCE : 0.562                          |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                         | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.211                   | 2:22.060     | 75.23                                       | 5.196 | 12:52:25.976 |
| 2 -                       | 1:31.091 | 45.773                   | 2:16.864 (1) | 78.09                                       |       | 12:54:42.840 |
| 3 -                       | 1:31.449 | 45.427                   | 2:16.876 (2) | 78.08                                       | 0.012 | 12:56:59.716 |

| P37 27 J                  |          | Alfie GARROD    |          | Kawasaki NINJA 400 - Dad |      |              |
|---------------------------|----------|-----------------|----------|--------------------------|------|--------------|
| IDEAL LAP TIME : 2:33.231 |          | BEST LAP TIME : |          | DIFFERENCE :             |      |              |
| LAP                       | SECTOR 1 | SECTOR 2        | LAP TIME | MPH                      | DIFF | TIME OF DAY  |
| 1 -                       |          | 50.815          | 2:42.386 | 65.81                    |      | 12:52:46.302 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 4 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |           | PERFECT LAP | 2:13.906 |       |
| 1        | 30  | 1:29.758 | 217      | 44.148 | 1                       | 217 | COOPER    | 2:14.017    | 2:14.792 | 0.775 |
| 2        | 257 | 1:29.807 | 257      | 44.258 | 2                       | 257 | MCCARTNEY | 2:14.065    | 2:14.622 | 0.557 |
| 3        | 217 | 1:29.869 | 30       | 44.589 | 3                       | 30  | JONES     | 2:14.347    | 2:14.361 | 0.014 |
| 4        | 7   | 1:31.091 | 0        | 45.085 | 4                       | 7   | ROOKER    | 2:16.302    | 2:16.864 | 0.562 |
| 5        | 0   | 1:31.289 | 7        | 45.211 | 5                       | 0   | KING      | 2:16.374    | 2:16.875 | 0.501 |
| 6        | 125 | 1:33.295 | 17       | 46.117 | 6                       | 125 | WINGATE   | 2:19.467    | 2:20.158 | 0.691 |
| 7        | 40  | 1:33.442 | 125      | 46.172 | 7                       | 40  | ORMROD    | 2:19.821    | 2:20.132 | 0.311 |
| 8        | 461 | 1:33.905 | 185      | 46.308 | 8                       | 185 | CARTER    | 2:20.388    | 2:20.790 | 0.402 |
| 9        | 185 | 1:34.080 | 40       | 46.379 | 9                       | 461 | MARSHALL  | 2:20.689    | 2:20.689 | 0.000 |
| 10       | 17  | 1:34.592 | 69       | 46.608 | 10                      | 17  | BUSA      | 2:20.709    | 2:21.337 | 0.628 |
| 11       | 127 | 1:35.164 | 85       | 46.644 | 11                      | 127 | STONE     | 2:22.042    | 2:22.357 | 0.315 |
| 12       | 58  | 1:35.316 | 58       | 46.739 | 12                      | 58  | RHODES    | 2:22.055    | 2:22.536 | 0.481 |
| 13       | 43  | 1:35.481 | 461      | 46.784 | 13                      | 85  | WALES     | 2:22.460    | 2:22.460 | 0.000 |
| 14       | 85  | 1:35.816 | 127      | 46.878 | 14                      | 69  | MANN      | 2:22.542    | 2:22.542 | 0.000 |
| 15       | 69  | 1:35.934 | 43       | 47.084 | 15                      | 43  | SWARBRICK | 2:22.565    | 2:22.656 | 0.091 |
| 16       | 25  | 1:36.063 | 25       | 47.226 | 16                      | 25  | GLEESON   | 2:23.289    | 2:23.634 | 0.345 |
| 17       | 1   | 1:36.761 | 1        | 47.363 | 17                      | 1   | SMITH     | 2:24.124    | 2:24.124 | 0.000 |
| 18       | 124 | 1:37.262 | 124      | 48.222 | 18                      | 124 | BAKER     | 2:25.484    | 2:25.510 | 0.026 |
| 19       | 33  | 1:37.489 | 95       | 48.286 | 19                      | 75  | WOODALL   | 2:26.107    | 2:26.159 | 0.052 |
| 20       | 75  | 1:37.666 | 102      | 48.340 | 20                      | 33  | KLINGE    | 2:26.254    | 2:26.411 | 0.157 |
| 21       | 102 | 1:37.927 | 165      | 48.415 | 21                      | 102 | WRIGHT    | 2:26.267    | 2:27.225 | 0.958 |
| 22       | 164 | 1:37.993 | 54       | 48.415 | 22                      | 54  | SCOTT     | 2:26.517    | 2:26.517 | 0.000 |
| 23       | 54  | 1:38.102 | 75       | 48.441 | 23                      | 95  | ROGERS    | 2:26.542    | 2:26.614 | 0.072 |
| 24       | 165 | 1:38.235 | 82       | 48.711 | 24                      | 165 | RHODES    | 2:26.650    | 2:27.173 | 0.523 |
| 25       | 95  | 1:38.256 | 164      | 48.716 | 25                      | 164 | COWIE     | 2:26.709    | 2:26.813 | 0.104 |
| 26       | 66  | 1:38.264 | 33       | 48.765 | 26                      | 66  | SMITH     | 2:27.276    | 2:27.744 | 0.468 |
| 27       | 12  | 1:38.450 | 66       | 49.012 | 27                      | 82  | DENNEY    | 2:27.659    | 2:28.161 | 0.502 |
| 28       | 82  | 1:38.948 | 12       | 49.304 | 28                      | 12  | RAMSEY    | 2:27.754    | 2:27.754 | 0.000 |
| 29       | 57  | 1:40.265 | 166      | 50.029 | 29                      | 57  | BUCKHAM   | 2:30.355    | 2:30.906 | 0.551 |
| 30       | 27  | 1:42.416 | 57       | 50.090 | 30                      | 166 | LEWIS     | 2:32.727    | 2:33.055 | 0.328 |
| 31       | 166 | 1:42.698 | 21       | 50.604 | 31                      | 27  | GARROD    |             |          |       |
| 32       | 21  | 1:44.026 | 27       | 50.815 | 32                      | 21  | WOLFF     | 2:34.630    | 2:35.635 | 1.005 |
| 33       | 41  | 1:45.371 | 32       | 51.344 | 33                      | 32  | ASHMEAD   | 2:37.553    | 2:38.100 | 0.547 |
| 34       | 32  | 1:46.209 | 41       | 52.416 | 34                      | 41  | WILLIAMS  | 2:37.787    | 2:38.514 | 0.727 |
| 35       | 72  | 1:49.391 | 72       | 53.337 | 35                      | 72  | BINGLEY   | 2:42.728    | 2:42.728 | 0.000 |
| 36       | 52  | 1:49.723 | 52       | 55.100 | 36                      | 52  | PARKER    | 2:44.823    | 2:44.823 | 0.000 |
| 37       | 38  | 1:52.019 | 38       | 55.632 | 37                      | 38  | PETTET    | 2:47.651    | 2:47.651 | 0.000 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 4 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 37                        |
| Planned Start          | 2025-05-03 @ 12:30:00.000 |
| Actual Start           | 2025-05-03 @ 12:50:03.915 |
| Finish Time            | 2025-05-03 @ 13:01:24.503 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 174                       |
| Total Distance Covered | 516.5906mi.               |

Session Fastest Lap History

| NO  | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----|-----------------|----------|--------------|-----|--------------------|
| 217 | J  | Hudson COOPER   | 2:14.792 | 12:54:39.038 | 2   | Kawasaki NINJA     |
| 257 | J  | Henry MCCARTNEY | 2:14.774 | 12:54:39.221 | 2   | Kawasaki NINJA 400 |
| 257 | J  | Henry MCCARTNEY | 2:14.622 | 12:56:53.843 | 3   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:14.361 | 12:56:54.002 | 3   | Kawasaki NINJA 400 |

Session Leader History

| NO  | CL | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|-----|----|-----------------|----------|----------|------------|--------------------|
| 217 | J  | Hudson COOPER   | 1        | 2        | 5.93 miles | Kawasaki NINJA     |
| 257 | J  | Henry MCCARTNEY | 3        | 1        | 2.96 miles | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 4        | 1        | 2.96 miles | Kawasaki NINJA 400 |
| 217 | J  | Hudson COOPER   | 5        | 1        | 2.96 miles | Kawasaki NINJA     |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:50:03.915 |
| FINISH | 13:01:24.503 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:54.862  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - STATISTICS

**CLASS : J**

15 Starters

#### Fastest Lap History

| NO  | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----------------|-----------------|--------------|-----|--------------------|
| 217 | Hudson COOPER   | <b>2:14.792</b> | 12:54:39.038 | 2   | Kawasaki NINJA     |
| 257 | Henry MCCARTNEY | <b>2:14.774</b> | 12:54:39.221 | 2   | Kawasaki NINJA 400 |
| 257 | Henry MCCARTNEY | <b>2:14.622</b> | 12:56:53.843 | 3   | Kawasaki NINJA 400 |

#### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|-----|-----------------|----------|----------|------------|--------------------|
| 217 | Hudson COOPER   | 1        | 2        | 5.93 miles | Kawasaki NINJA     |
| 257 | Henry MCCARTNEY | 3        | 1        | 2.96 miles | Kawasaki NINJA 400 |
| 217 | Hudson COOPER   | 4        | 2        | 5.93 miles | Kawasaki NINJA     |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**RACE 4 - STATISTICS**

**CLASS : S**

11 Starters

**Fastest Lap History**

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|----|-------------|----------|--------------|-----|--------------------|
| 30 | Lewis JONES | 2:15.256 | 12:54:39.641 | 2   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:14.361 | 12:56:54.002 | 3   | Kawasaki NINJA 400 |

**Leader History**

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|----|-------------|----------|----------|-------------|--------------------|
| 30 | Lewis JONES | 1        | 5        | 14.84 miles | Kawasaki NINJA 400 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - STATISTICS

**CLASS : MZ**

11 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|----------------|----------|--------------|-----|------------|
| 69 | Alexander MANN | 2:24.179 | 12:55:38.263 | 2   | Mz TS 250  |
| 85 | Andrew WALES   | 2:23.935 | 12:55:39.729 | 2   | MZ ETZ 250 |
| 69 | Alexander MANN | 2:23.670 | 12:58:01.933 | 3   | Mz TS 250  |
| 85 | Andrew WALES   | 2:22.460 | 12:58:02.189 | 3   | MZ ETZ 250 |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|----|----------------|----------|----------|-------------|-----------|
| 69 | Alexander MANN | 1        | 5        | 14.84 miles | Mz TS 250 |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - GRID (5 Laps)

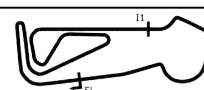
|        |    |     |               |     |               |                |     |                 |                    |     |                  |
|--------|----|-----|---------------|-----|---------------|----------------|-----|-----------------|--------------------|-----|------------------|
| ROW 14 | 1  |     | 41            | 38  | Chris PETTET  | 40             | 52  | Tony PARKER     |                    |     |                  |
| ROW 13 |    |     | 39            | 41  | Gary WILLIAMS | 38             | 32  | John ASHMEAD    | 37                 | 21  | Jack WOLFF       |
| ROW 12 | 36 | 166 | Graeme LEWIS  | 35  | 102           | Caleb WRIGHT   | 34  | 95              | Christopher ROGERS |     |                  |
| ROW 11 |    |     | 33            | 75  | Peter WOODALL | 32             | 69  | Alexander MANN  | 31                 | 85  | Andrew WALES     |
| ROW 10 | 30 |     | 29            |     |               | 28             |     |                 |                    |     |                  |
| ROW 9  |    |     | 27            | 79  | Sean CRONE    | 26             | 72  | Paige BINGLEY   | 25                 | 57  | Richard BUCKHAM  |
| ROW 8  | 24 | 27  | Alfie GARROD  | 23  | 82            | Joe DENNEY     | 22  | 12              | Kees RAMSEY        |     |                  |
| ROW 7  |    |     | 21            | 66  | Mark SMITH    | 20             | 165 | Lilly RHODES    | 19                 | 164 | George COWIE     |
| ROW 6  | 18 | 54  | Ben SCOTT     | 17  | 33            | Patrick KLINGE | 16  | 124             | Harley BAKER       |     |                  |
| ROW 5  |    |     | 15            | 1   | Haydon SMITH  | 14             | 25  | Chloe GLEESON   | 13                 | 43  | Mark SWARBRICK   |
| ROW 4  | 12 | 58  | Max RHODES    | 11  | 127           | Michael STONE  | 10  | 17              | Daryn BUSA         |     |                  |
| ROW 3  |    |     | 9             | 185 | Billy CARTER  | 8              | 461 | Sid MARSHALL    | 7                  | 125 | Isabelle WINGATE |
| ROW 2  | 6  | 40  | Archie ORMROD | 5   | 0             | Lucas KING     | 4   | 7               | Travis ROOKER      |     |                  |
| ROW 1  |    |     | 3             | 217 | Hudson COOPER | 2              | 257 | Henry McCARTNEY | 1                  | 30  | Lewis JONES      |
|        |    |     |               |     |               |                |     |                 |                    |     | Pole             |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:08 Saturday, 03 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME             | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 257 | J  | 1   | Henry McCARTNEY  | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp car  | 5    | 11:23.674 |          |        | 78.16 | 2:14.934 | 3  | 2   | 1  |
| 2   | 217 | J  | 2   | Hudson COOPER    | Kawasaki NINJA - Rides R Us                              | 5    | 11:29.332 | 5.658    | 5.658  | 77.52 | 2:14.860 | 3  | 3   | 1  |
| 3   | 0   | J  | 3   | Lucas KING       | Kawasaki NINJA400 - NW racing                            | 5    | 11:43.173 | 19.499   | 13.841 | 75.99 | 2:19.242 | 3  | 5   | 2  |
| 4   | 7   | J  | 4   | Travis ROOKER    | Kawasaki NINJA 400 - Swedish car connection              | 5    | 11:43.261 | 19.587   | 0.088  | 75.98 | 2:18.842 | 3  | 4   | 0  |
| 5   | 40  | J  | 5   | Archie ORMROD    | Kawasaki NINJA 400 - Prestige Flooring                   | 5    | 11:55.065 | 31.391   | 11.804 | 74.73 | 2:20.522 | 3  | 6   | 1  |
| 6   | 125 | J  | 6   | Isabelle WINGATE | Kawasaki NINJA 400 -                                     | 5    | 11:55.750 | 32.076   | 0.685  | 74.66 | 2:20.645 | 3  | 7   | 1  |
| 7   | 17  | S  | 1   | Daryn BUSA       | Kawasaki NINJA 400 - iActiveRC                           | 5    | 11:57.459 | 33.785   | 1.709  | 74.48 | 2:20.575 | 3  | 10  | 3  |
| 8   | 185 | J  | 7   | Billy CARTER     | Kawasaki NINJA 400 - A&M pure engineering                | 5    | 12:02.576 | 38.902   | 5.117  | 73.95 | 2:21.988 | 2  | 9   | 1  |
| 9   | 461 | J  | 8   | Sid MARSHALL     | Kawasaki NINJA 400 - TransCare road transport engineerir | 5    | 12:02.576 | 38.902   | 0.000  | 73.95 | 2:22.559 | 3  | 8   | -1 |
| 10  | 58  | J  | 9   | Max RHODES       | Kawasaki EX 400 - Oliver's mount Mototec                 | 5    | 12:03.036 | 39.362   | 0.459  | 73.91 | 2:22.017 | 4  | 12  | 2  |
| 11  | 127 | S  | 2   | Michael STONE    | Kawasaki 400 NINJA -                                     | 5    | 12:03.198 | 39.524   | 0.162  | 73.89 | 2:21.921 | 3  | 11  | 0  |
| 12  | 43  | S  | 3   | Mark SWARBRICK   | Kawasaki NINJA 400 -                                     | 5    | 12:11.323 | 47.649   | 8.125  | 73.07 | 2:24.420 | 3  | 13  | 1  |
| 13  | 27  | J  | 10  | Alfie GARROD     | Kawasaki NINJA 400 - Dad                                 | 5    | 12:24.044 | 1:00.370 | 12.721 | 71.82 | 2:26.468 | 4  | 24  | 11 |
| 14  | 124 | J  | 11  | Harley BAKER     | Kawasaki NINJA 400 -                                     | 5    | 12:24.422 | 1:00.748 | 0.378  | 71.78 | 2:26.511 | 5  | 16  | 2  |
| 15  | 25  | J  | 12  | Chloe GLEESON    | Kawasaki NINJA - Sussex Independent Financial Advisers I | 5    | 12:29.176 | 1:05.502 | 4.754  | 71.33 | 2:28.361 | 2  | 14  | -1 |
| 16  | 1   | S  | 4   | Haydon SMITH     | Kawasaki - Shelf & Rail Co.                              | 5    | 12:33.084 | 1:09.410 | 3.908  | 70.96 | 2:27.741 | 5  | 15  | -1 |
| 17  | 33  | S  | 5   | Patrick KLINGE   | Kawasaki NINJA 400 - Klingklong Racing                   | 5    | 12:35.141 | 1:11.467 | 2.057  | 70.76 | 2:27.335 | 3  | 17  | 0  |
| 18  | 164 | J  | 13  | George COWIE     | Kawasaki NINJA 300 - Faraldo racing                      | 5    | 12:35.490 | 1:11.816 | 0.349  | 70.73 | 2:27.130 | 3  | 19  | 1  |
| 19  | 165 | J  | 14  | Lilly RHODES     | Kawasaki NINJA - Olivers mount Mototec                   | 5    | 12:37.384 | 1:13.710 | 1.894  | 70.55 | 2:27.901 | 4  | 20  | 1  |
| 20  | 82  | S  | 6   | Joe DENNEY       | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD                | 5    | 12:40.165 | 1:16.491 | 2.781  | 70.30 | 2:28.540 | 3  | 23  | 3  |
| 21  | 54  | S  | 7   | Ben SCOTT        | Kawasaki NINJA 400 - GI Landscapes VampTech              | 5    | 12:40.445 | 1:16.771 | 0.280  | 70.27 | 2:29.263 | 5  | 18  | -3 |
| 22  | 12  | J  | 15  | Kees RAMSEY      | Kawasaki NINJA 400 -                                     | 5    | 12:40.886 | 1:17.212 | 0.441  | 70.23 | 2:27.480 | 5  | 22  | 0  |
| 23  | 66  | S  | 8   | Mark SMITH       | Kawasaki EX300 - IMP RACING                              | 5    | 12:42.295 | 1:18.621 | 1.409  | 70.10 | 2:29.339 | 5  | 21  | -2 |
| 24  | 69  | MZ | 1   | Alexander MANN   | Mz TS 250 - HS RACING                                    | 5    | 12:47.241 | 1:23.567 | 4.946  | 69.65 | 2:23.541 | 3  | 29  | 5  |
| 25  | 85  | MZ | 2   | Andrew WALES     | MZ ETZ 250 - Show Control International                  | 5    | 12:47.451 | 1:23.777 | 0.210  | 69.63 | 2:24.257 | 5  | 28  | 3  |
| 26  | 75  | MZ | 3   | Peter WOODALL    | MZ ETZ 250 - RevdCoin                                    | 5    | 13:04.631 | 1:40.957 | 17.180 | 68.10 | 2:26.608 | 2  | 30  | 4  |
| 27  | 57  | S  | 9   | Richard BUCKHAM  | Kawasaki NINJA 400 -                                     | 5    | 13:06.797 | 1:43.123 | 2.166  | 67.92 | 2:34.886 | 5  | 25  | -2 |
| 28  | 21  | MZ | 4   | Jack WOLFF       | MZ 250 - James MZ Racing                                 | 5    | 13:48.503 | 2:24.829 | 41.706 | 64.50 | 2:36.178 | 2  | 34  | 6  |
| 29  | 41  | MZ | 5   | Gary WILLIAMS    | MZ ETZ 250 -                                             | 5    | 13:58.757 | 2:35.083 | 10.254 | 63.71 | 2:38.321 | 3  | 36  | 7  |
| 30  | 52  | MZ | 6   | Tony PARKER      | MZ 250 - Cancer research uk                              | 4    | 12:04.773 | 1 Lap    | 1 Lap  | 58.98 | 2:50.074 | 3  | 37  | 7  |
| 31  | 38  | MZ | 7   | Chris PETTET     | MZ ETZ 250 -                                             | 4    | 12:21.506 | 1 Lap    | 16.733 | 57.65 | 2:50.361 | 2  | 38  | 7  |

#### NOT CLASSIFIED

|     |     |    |  |                    |                                        |   |          |        |          |       |          |   |    |  |
|-----|-----|----|--|--------------------|----------------------------------------|---|----------|--------|----------|-------|----------|---|----|--|
| DNF | 30  | S  |  | Lewis JONES        | Kawasaki NINJA 400 -                   | 3 | 6:52.441 | 2 Laps | 1 Lap    | 77.74 | 2:14.668 | 3 | 1  |  |
| DNF | 72  | S  |  | Paige BINGLEY      | Kawasaki NINJA 300 -                   | 3 | 8:17.903 | 2 Laps | 1:25.462 | 64.39 | 2:41.379 | 3 | 26 |  |
| DNF | 95  | MZ |  | Christopher ROGERS | MZ ETZ 250 - CB Racing                 | 2 | 5:37.540 | 3 Laps | 1 Lap    | 63.32 | 2:28.217 | 2 | 31 |  |
| DNF | 166 | MZ |  | Graeme LEWIS       | MZ 250 - Morris Racing Lubricants #MRL | 2 | 5:53.875 | 3 Laps | 16.335   | 60.40 | 2:33.808 | 2 | 33 |  |
| DNF | 32  | MZ |  | John ASHMEAD       | MZ 250 -                               | 1 | 3:28.987 | 4 Laps | 1 Lap    | 51.14 |          |   | 35 |  |
| DNF | 102 | MZ |  | Caleb WRIGHT       | MZ ETZ 250 - Clover Investments        | 0 |          |        |          |       |          |   | 32 |  |

#### FASTEST LAP

|     |    |  |                |                             |   |          |  |  |           |  |            |  |  |  |
|-----|----|--|----------------|-----------------------------|---|----------|--|--|-----------|--|------------|--|--|--|
| 30  | S  |  | Lewis JONES    | Kawasaki NINJA 400 -        | 3 | 2:14.668 |  |  | 79.36 mph |  | 127.72 kph |  |  |  |
| 217 | J  |  | Hudson COOPER  | Kawasaki NINJA - Rides R Us | 3 | 2:14.860 |  |  | 79.25 mph |  | 127.54 kph |  |  |  |
| 69  | MZ |  | Alexander MANN | Mz TS 250 - HS RACING       | 3 | 2:23.541 |  |  | 74.46 mph |  | 119.83 kph |  |  |  |

Class J - 92.5% of Race Speed = 72.29 mph  
Class S - 92.5% of Race Speed = 68.89 mph  
Class MZ - 92.5% of Race Speed = 64.42 mph

Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 17:07 Finish: 17:18

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 14 - LAP CHART

| LAP 1 @ 17:09:55.745 |          |          | LAP 2 @ 17:12:11.219 |          |          | LAP 3 @ 17:14:26.153 |          |          | LAP 4 @ 17:16:41.383 |          |          | LAP 5 @ 17:18:57.994 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 257                  |          | 2:21.425 | 257                  |          | 2:15.474 | 257                  |          | 2:14.934 | 257                  |          | 2:15.230 | 257                  |          | 2:16.611 |
| 217                  | 0.787    | 2:22.212 | 30                   | 0.874    | 2:15.456 | 30                   | 0.608    | 2:14.668 | 217                  | 2.975    | 2:17.000 | 217                  | 5.658    | 2:19.294 |
| 30                   | 0.892    | 2:22.317 | 217                  | 1.279    | 2:15.966 | 217                  | 1.205    | 2:14.860 | 52                   | 1 Lap    | 2:50.074 | 0                    | 19.499   | 2:19.501 |
| 7                    | 3.182    | 2:24.607 | 0                    | 7.263    | 2:19.484 | 0                    | 11.571   | 2:19.242 | 0                    | 16.609   | 2:20.268 | 7                    | 19.587   | 2:19.387 |
| 0                    | 3.253    | 2:24.678 | 7                    | 7.825    | 2:20.117 | 7                    | 11.733   | 2:18.842 | 7                    | 16.811   | 2:20.308 | 40                   | 31.391   | 2:23.438 |
| 40                   | 5.237    | 2:26.662 | 125                  | 11.475   | 2:21.210 | 125                  | 17.186   | 2:20.645 | 38                   | 1 Lap    | 2:55.048 | 125                  | 32.076   | 2:23.547 |
| 125                  | 5.739    | 2:27.164 | 40                   | 11.671   | 2:21.908 | 40                   | 17.259   | 2:20.522 | 40                   | 24.564   | 2:22.535 | 17                   | 33.785   | 2:24.920 |
| 17                   | 6.444    | 2:27.869 | 17                   | 12.230   | 2:21.260 | 17                   | 17.871   | 2:20.575 | 125                  | 25.140   | 2:23.184 | 185                  | 38.902   | 2:24.264 |
| 185                  | 6.701    | 2:28.126 | 185                  | 13.215   | 2:21.988 | 185                  | 21.532   | 2:23.251 | 17                   | 25.476   | 2:22.835 | 461                  | 38.903   | 2:23.632 |
| 461                  | 9.232    | 2:30.657 | 461                  | 16.484   | 2:22.726 | 461                  | 24.109   | 2:22.559 | 185                  | 31.249   | 2:24.947 | 58                   | 39.362   | 2:23.167 |
| 43                   | 9.500    | 2:30.925 | 58                   | 18.098   | 2:23.578 | 127                  | 25.508   | 2:21.921 | 461                  | 31.882   | 2:23.003 | 127                  | 39.524   | 2:23.421 |
| 58                   | 9.994    | 2:31.419 | 127                  | 18.521   | 2:23.945 | 58                   | 26.019   | 2:22.855 | 127                  | 32.714   | 2:22.436 | 52                   | 1 Lap    | 2:50.642 |
| 127                  | 10.050   | 2:31.475 | 43                   | 18.662   | 2:24.636 | 43                   | 28.148   | 2:24.420 | 58                   | 32.806   | 2:22.017 | 43                   | 47.649   | 2:26.269 |
| 25                   | 13.453   | 2:34.878 | 27                   | 26.068   | 2:26.986 | 27                   | 39.006   | 2:27.872 | 43                   | 37.991   | 2:25.073 | 38                   | 1 Lap    | 2:56.907 |
| 124                  | 14.037   | 2:35.462 | 25                   | 26.340   | 2:28.361 | 124                  | 39.279   | 2:27.379 | 27                   | 50.244   | 2:26.468 | 27                   | 1:00.370 | 2:26.737 |
| 27                   | 14.556   | 2:35.981 | 124                  | 26.834   | 2:28.271 | 25                   | 39.852   | 2:28.446 | 124                  | 50.848   | 2:26.799 | 124                  | 1:00.748 | 2:26.511 |
| 54                   | 17.624   | 2:39.049 | 1                    | 32.604   | 2:30.266 | 1                    | 45.687   | 2:28.017 | 25                   | 53.270   | 2:28.648 | 25                   | 1:05.502 | 2:28.843 |
| 1                    | 17.812   | 2:39.237 | 54                   | 34.059   | 2:31.909 | 33                   | 46.883   | 2:27.335 | 1                    | 58.280   | 2:27.823 | 1                    | 1:09.410 | 2:27.741 |
| 33                   | 18.009   | 2:39.434 | 33                   | 34.482   | 2:31.947 | 164                  | 48.108   | 2:27.130 | 33                   | 59.384   | 2:27.731 | 33                   | 1:11.467 | 2:28.694 |
| 165                  | 18.157   | 2:39.582 | 12                   | 34.517   | 2:31.248 | 165                  | 48.377   | 2:28.512 | 164                  | 1:00.612 | 2:27.734 | 164                  | 1:11.816 | 2:27.815 |
| 12                   | 18.743   | 2:40.168 | 165                  | 34.799   | 2:32.116 | 82                   | 49.463   | 2:28.540 | 165                  | 1:01.048 | 2:27.901 | 165                  | 1:13.710 | 2:29.273 |
| 164                  | 19.353   | 2:40.778 | 82                   | 35.857   | 2:31.662 | 54                   | 49.788   | 2:30.663 | 82                   | 1:03.780 | 2:29.547 | 82                   | 1:16.491 | 2:29.322 |
| 66                   | 19.393   | 2:40.818 | 164                  | 35.912   | 2:32.033 | 66                   | 51.260   | 2:29.767 | 54                   | 1:04.119 | 2:29.561 | 54                   | 1:16.771 | 2:29.263 |
| 82                   | 19.669   | 2:41.094 | 66                   | 36.427   | 2:32.508 | 12                   | 52.186   | 2:32.603 | 66                   | 1:05.893 | 2:29.863 | 12                   | 1:17.212 | 2:27.480 |
| 57                   | 24.161   | 2:45.586 | 57                   | 44.389   | 2:35.702 | 57                   | 1:04.843 | 2:35.388 | 12                   | 1:06.343 | 2:29.387 | 66                   | 1:18.621 | 2:29.339 |
| 72                   | 31.111   | 2:52.536 | 85                   | 56.808   | 2:24.914 | 69                   | 1:06.288 | 2:23.541 | 69                   | 1:16.070 | 2:25.012 | 69                   | 1:23.567 | 2:24.108 |
| 75                   | 46.621   | 3:08.046 | 69                   | 57.681   | 2:26.064 | 85                   | 1:06.735 | 2:24.861 | 85                   | 1:16.131 | 2:24.626 | 85                   | 1:23.777 | 2:24.257 |
| 69                   | 47.091   | 3:08.516 | 75                   | 57.755   | 2:26.608 | 75                   | 1:11.354 | 2:28.533 | 57                   | 1:24.848 | 2:35.235 | 75                   | 1:40.957 | 2:31.044 |
| 85                   | 47.368   | 3:08.793 | 72                   | 59.625   | 2:43.988 | 72                   | 1:26.070 | 2:41.379 | 75                   | 1:26.524 | 2:30.400 | 57                   | 1:43.123 | 2:34.886 |
| 95                   | 47.898   | 3:09.323 | 95                   | 1:00.641 | 2:28.217 | 21                   | 1:40.827 | 2:38.707 | 21                   | 2:02.835 | 2:37.238 | 21                   | 2:24.829 | 2:38.605 |
| 21                   | 56.350   | 3:17.775 | 166                  | 1:16.976 | 2:33.808 | 41                   | 1:49.480 | 2:38.321 | 41                   | 2:13.177 | 2:38.927 | 41                   | 2:35.083 | 2:38.517 |
| 166                  | 58.642   | 3:20.067 | 21                   | 1:17.054 | 2:36.178 |                      |          |          |                      |          |          |                      |          |          |
| 41                   | 1:01.558 | 3:22.983 | 41                   | 1:26.093 | 2:40.009 |                      |          |          |                      |          |          |                      |          |          |
| 32                   | 1:07.562 | 3:28.987 | 52                   | 1:47.158 | 2:51.691 |                      |          |          |                      |          |          |                      |          |          |
| 52                   | 1:10.941 | 3:32.366 | 38                   | 1:52.652 | 2:50.361 |                      |          |          |                      |          |          |                      |          |          |
| 38                   | 1:17.765 | 3:39.190 |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

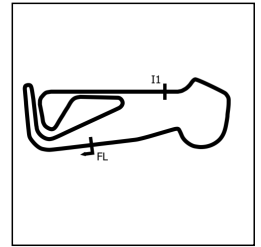
RACE 14 - POSITION CHART

| No  | Name      | Lap |     |     |     |     |     |
|-----|-----------|-----|-----|-----|-----|-----|-----|
|     |           | Pos | 1   | 2   | 3   | 4   | 5   |
| 30  | JONES     | 1   | 257 | 257 | 257 | 257 | 257 |
| 257 | McCARTNEY | 2   | 217 | 30  | 30  | 217 | 217 |
| 217 | COOPER    | 3   | 30  | 217 | 217 | 0   | 0   |
| 7   | ROOKER    | 4   | 7   | 0   | 0   | 7   | 7   |
| 0   | KING      | 5   | 0   | 7   | 7   | 40  | 40  |
| 40  | ORMROD    | 6   | 40  | 125 | 125 | 125 | 125 |
| 125 | WINGATE   | 7   | 125 | 40  | 40  | 17  | 17  |
| 461 | MARSHALL  | 8   | 17  | 17  | 17  | 185 | 185 |
| 185 | CARTER    | 9   | 185 | 185 | 185 | 461 | 461 |
| 17  | BUSA      | 10  | 461 | 461 | 461 | 127 | 58  |
| 127 | STONE     | 11  | 43  | 58  | 127 | 58  | 127 |
| 58  | RHODES    | 12  | 58  | 127 | 58  | 43  | 43  |
| 43  | SWARBRICK | 13  | 127 | 43  | 43  | 27  | 27  |
| 25  | GLEESON   | 14  | 25  | 27  | 27  | 124 | 124 |
| 1   | SMITH     | 15  | 124 | 25  | 124 | 25  | 25  |
| 124 | BAKER     | 16  | 27  | 124 | 25  | 1   | 1   |
| 33  | KLINGE    | 17  | 54  | 1   | 1   | 33  | 33  |
| 54  | SCOTT     | 18  | 1   | 54  | 33  | 164 | 164 |
| 164 | COWIE     | 19  | 33  | 33  | 164 | 165 | 165 |
| 165 | RHODES    | 20  | 165 | 12  | 165 | 82  | 82  |
| 66  | SMITH     | 21  | 12  | 165 | 82  | 54  | 54  |
| 12  | RAMSEY    | 22  | 164 | 82  | 54  | 66  | 12  |
| 82  | DENNEY    | 23  | 66  | 164 | 66  | 12  | 66  |
| 27  | GARROD    | 24  | 82  | 66  | 12  | 69  | 69  |
| 57  | BUCKHAM   | 25  | 57  | 57  | 57  | 85  | 85  |
| 72  | BINGLEY   | 26  | 72  | 85  | 69  | 57  | 75  |
| 85  | WALES     | 27  | 75  | 69  | 85  | 75  | 57  |
| 69  | MANN      | 28  | 69  | 75  | 75  | 21  | 21  |
| 75  | WOODALL   | 29  | 85  | 72  | 72  | 41  | 41  |
| 95  | ROGERS    | 30  | 95  | 95  | 21  | 52  |     |
| 102 | WRIGHT    | 31  | 21  | 166 | 41  | 38  |     |
| 166 | LEWIS     | 32  | 166 | 21  | 52  |     |     |
| 21  | WOLFF     | 33  | 41  | 41  | 38  |     |     |
| 32  | ASHMEAD   | 34  | 32  | 52  |     |     |     |
| 41  | WILLIAMS  | 35  | 52  | 38  |     |     |     |
| 52  | PARKER    | 36  | 38  |     |     |     |     |
| 38  | PETTET    | 37  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>257 J</b>    | <b>Henry McCARTNEY</b>   | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp camp |              |       |                     |
| IDEAL LAP TIME : 2:14.934 |                 | BEST LAP TIME : 2:14.934 | DIFFERENCE : 0.000                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.882                   | 2:21.425                                                 | 75.57        | 6.491 | 17:09:55.745        |
| 2 -                       | 1:30.951        | 44.523                   | 2:15.474 (3)                                             | 78.89        | 0.540 | 17:12:11.219        |
| 3 -                       | <b>1:30.512</b> | <b>44.422</b>            | <b>2:14.934 (1)</b>                                      | <b>79.20</b> |       | <b>17:14:26.153</b> |
| 4 -                       | 1:30.569        | 44.661                   | 2:15.230 (2)                                             | 79.03        | 0.296 | 17:16:41.383        |
| 5 -                       | 1:31.528        | 45.083                   | 2:16.611                                                 | 78.23        | 1.677 | 17:18:57.994        |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>217 J</b>    | <b>Hudson COOPER</b>     | Kawasaki NINJA - Rides R Us |              |       |                     |
| IDEAL LAP TIME : 2:14.860 |                 | BEST LAP TIME : 2:14.860 | DIFFERENCE : 0.000          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.914                   | 2:22.212                    | 75.15        | 7.352 | 17:09:56.532        |
| 2 -                       | 1:31.406        | 44.560                   | 2:15.966 (2)                | 78.60        | 1.106 | 17:12:12.498        |
| 3 -                       | <b>1:30.590</b> | <b>44.270</b>            | <b>2:14.860 (1)</b>         | <b>79.25</b> |       | <b>17:14:27.358</b> |
| 4 -                       | 1:31.521        | 45.479                   | 2:17.000 (3)                | 78.01        | 2.140 | 17:16:44.358        |
| 5 -                       | 1:32.827        | 46.467                   | 2:19.294                    | 76.73        | 4.434 | 17:19:03.652        |

|                           |                 |                          |                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>0 J</b>      | <b>Lucas KING</b>        | Kawasaki NINJA400 - NW racing |              |       |                     |
| IDEAL LAP TIME : 2:19.138 |                 | BEST LAP TIME : 2:19.242 | DIFFERENCE : 0.104            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.309                   | 2:24.678                      | 73.87        | 5.436 | 17:09:58.998        |
| 2 -                       | 1:33.679        | 45.805                   | 2:19.484 (2)                  | 76.62        | 0.242 | 17:12:18.482        |
| 3 -                       | <b>1:33.406</b> | 45.836                   | <b>2:19.242 (1)</b>           | <b>76.75</b> |       | <b>17:14:37.724</b> |
| 4 -                       | 1:34.459        | 45.809                   | 2:20.268                      | 76.19        | 1.026 | 17:16:57.992        |
| 5 -                       | 1:33.769        | <b>45.732</b>            | 2:19.501 (3)                  | 76.61        | 0.259 | 17:19:17.493        |

|                           |                 |                          |                                             |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>7 J</b>      | <b>Travis ROOKER</b>     | Kawasaki NINJA 400 - Swedish car connection |              |       |                     |
| IDEAL LAP TIME : 2:18.091 |                 | BEST LAP TIME : 2:18.842 | DIFFERENCE : 0.751                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.208                   | 2:24.607                                    | 73.91        | 5.765 | 17:09:58.927        |
| 2 -                       | 1:33.783        | 46.334                   | 2:20.117 (3)                                | 76.27        | 1.275 | 17:12:19.044        |
| 3 -                       | <b>1:32.882</b> | 45.960                   | <b>2:18.842 (1)</b>                         | <b>76.98</b> |       | <b>17:14:37.886</b> |
| 4 -                       | 1:34.265        | 46.043                   | 2:20.308                                    | 76.17        | 1.466 | 17:16:58.194        |
| 5 -                       | 1:34.178        | <b>45.209</b>            | 2:19.387 (2)                                | 76.67        | 0.545 | 17:19:17.581        |

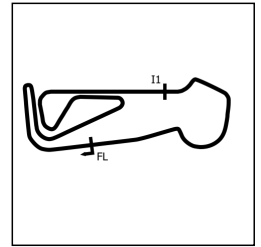
|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>40 J</b>     | <b>Archie ORMROD</b>     | Kawasaki NINJA 400 - Prestige Flooring |              |       |                     |
| IDEAL LAP TIME : 2:20.522 |                 | BEST LAP TIME : 2:20.522 | DIFFERENCE : 0.000                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.621                   | 2:26.662                               | 72.87        | 6.140 | 17:10:00.982        |
| 2 -                       | 1:35.372        | 46.536                   | 2:21.908 (2)                           | 75.31        | 1.386 | 17:12:22.890        |
| 3 -                       | <b>1:34.050</b> | <b>46.472</b>            | <b>2:20.522 (1)</b>                    | <b>76.05</b> |       | <b>17:14:43.412</b> |
| 4 -                       | 1:35.760        | 46.775                   | 2:22.535 (3)                           | 74.98        | 2.013 | 17:17:05.947        |
| 5 -                       | 1:36.187        | 47.251                   | 2:23.438                               | 74.51        | 2.916 | 17:19:29.385        |

|                           |                 |                          |                      |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>125 J</b>    | <b>Isabelle WINGATE</b>  | Kawasaki NINJA 400 - |              |       |                     |
| IDEAL LAP TIME : 2:20.526 |                 | BEST LAP TIME : 2:20.645 | DIFFERENCE : 0.119   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.474</b>            | 2:27.164             | 72.62        | 6.519 | 17:10:01.484        |
| 2 -                       | 1:34.645        | 46.565                   | 2:21.210 (2)         | 75.68        | 0.565 | 17:12:22.694        |
| 3 -                       | <b>1:34.052</b> | 46.593                   | <b>2:20.645 (1)</b>  | <b>75.99</b> |       | <b>17:14:43.339</b> |
| 4 -                       | 1:36.053        | 47.131                   | 2:23.184 (3)         | 74.64        | 2.539 | 17:17:06.523        |
| 5 -                       | 1:36.288        | 47.259                   | 2:23.547             | 74.45        | 2.902 | 17:19:30.070        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - SECTOR ANALYSIS



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

| P7 17 S                   |                 | Daryn BUSA               |                     | Kawasaki NINJA 400 - iActiveRC |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.575 |                 | BEST LAP TIME : 2:20.575 |                     | DIFFERENCE : 0.000             |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.689                   | 2:27.869            | 72.28                          | 7.294 | 17:10:02.189        |
| 2 -                       | 1:35.056        | 46.204                   | 2:21.260 (2)        | 75.66                          | 0.685 | 17:12:23.449        |
| 3 -                       | <b>1:34.535</b> | <b>46.040</b>            | <b>2:20.575 (1)</b> | <b>76.03</b>                   |       | <b>17:14:44.024</b> |
| 4 -                       | 1:35.903        | 46.932                   | 2:22.835 (3)        | 74.82                          | 2.260 | 17:17:06.859        |
| 5 -                       | 1:37.383        | 47.537                   | 2:24.920            | 73.75                          | 4.345 | 17:19:31.779        |

| P8 185 J                  |                 | Billy CARTER             |                     | Kawasaki NINJA 400 - A&M pure engineering |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.741 |                 | BEST LAP TIME : 2:21.988 |                     | DIFFERENCE : 0.247                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.017</b>            | 2:28.126            | 72.15                                     | 6.138 | 17:10:02.446        |
| 2 -                       | <b>1:34.724</b> | 47.264                   | <b>2:21.988 (1)</b> | <b>75.27</b>                              |       | <b>17:12:24.434</b> |
| 3 -                       | 1:36.135        | 47.116                   | 2:23.251 (2)        | 74.61                                     | 1.263 | 17:14:47.685        |
| 4 -                       | 1:37.800        | 47.147                   | 2:24.947            | 73.73                                     | 2.959 | 17:17:12.632        |
| 5 -                       | 1:36.980        | 47.284                   | 2:24.264 (3)        | 74.08                                     | 2.276 | 17:19:36.896        |

| P9 461 J                  |                 | Sid MARSHALL             |                     | Kawasaki NINJA 400 - TransCare road transport engineering |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.213 |                 | BEST LAP TIME : 2:22.559 |                     | DIFFERENCE : 0.346                                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.772                   | 2:30.657            | 70.94                                                     | 8.098 | 17:10:04.977        |
| 2 -                       | <b>1:35.485</b> | 47.241                   | 2:22.726 (2)        | 74.88                                                     | 0.167 | 17:12:27.703        |
| 3 -                       | 1:35.582        | 46.977                   | <b>2:22.559 (1)</b> | <b>74.97</b>                                              |       | <b>17:14:50.262</b> |
| 4 -                       | 1:36.275        | <b>46.728</b>            | 2:23.003 (3)        | 74.74                                                     | 0.444 | 17:17:13.265        |
| 5 -                       | 1:36.271        | 47.361                   | 2:23.632            | 74.41                                                     | 1.073 | 17:19:36.897        |

| P10 58 J                  |                 | Max RHODES               |                     | Kawasaki EX 400 - Oliver's mount Mototec |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.017 |                 | BEST LAP TIME : 2:22.017 |                     | DIFFERENCE : 0.000                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                      | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.180                   | 2:31.419            | 70.58                                    | 9.402 | 17:10:05.739        |
| 2 -                       | 1:36.102        | 47.476                   | 2:23.578            | 74.44                                    | 1.561 | 17:12:29.317        |
| 3 -                       | 1:35.880        | 46.975                   | 2:22.855 (2)        | 74.81                                    | 0.838 | 17:14:52.172        |
| 4 -                       | <b>1:35.321</b> | <b>46.696</b>            | <b>2:22.017 (1)</b> | <b>75.25</b>                             |       | <b>17:17:14.189</b> |
| 5 -                       | 1:35.976        | 47.191                   | 2:23.167 (3)        | 74.65                                    | 1.150 | 17:19:37.356        |

| P11 127 S                 |                 | Michael STONE            |                     | Kawasaki 400 NINJA - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.921 |                 | BEST LAP TIME : 2:21.921 |                     | DIFFERENCE : 0.000   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.544                   | 2:31.475            | 70.55                | 9.554 | 17:10:05.795        |
| 2 -                       | 1:36.488        | 47.457                   | 2:23.945            | 74.25                | 2.024 | 17:12:29.740        |
| 3 -                       | <b>1:35.337</b> | <b>46.584</b>            | <b>2:21.921 (1)</b> | <b>75.31</b>         |       | <b>17:14:51.661</b> |
| 4 -                       | 1:35.650        | 46.786                   | 2:22.436 (2)        | 75.03                | 0.515 | 17:17:14.097        |
| 5 -                       | 1:36.048        | 47.373                   | 2:23.421 (3)        | 74.52                | 1.500 | 17:19:37.518        |

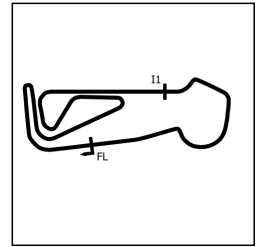
| P12 43 S                  |                 | Mark SWARBRICK           |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.161 |                 | BEST LAP TIME : 2:24.420 |                     | DIFFERENCE : 0.259   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.868                   | 2:30.925            | 70.81                | 6.505 | 17:10:05.245        |
| 2 -                       | <b>1:36.854</b> | 47.782                   | 2:24.636 (2)        | 73.89                | 0.216 | 17:12:29.881        |
| 3 -                       | 1:37.113        | <b>47.307</b>            | <b>2:24.420 (1)</b> | <b>74.00</b>         |       | <b>17:14:54.301</b> |
| 4 -                       | 1:37.374        | 47.699                   | 2:25.073 (3)        | 73.67                | 0.653 | 17:17:19.374        |
| 5 -                       | 1:38.035        | 48.234                   | 2:26.269            | 73.07                | 1.849 | 17:19:45.643        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - SECTOR ANALYSIS



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

|                           |                 |                          |                          |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>27 J</b>     | <b>Alfie GARROD</b>      | Kawasaki NINJA 400 - Dad |              |       |                     |
| IDEAL LAP TIME : 2:26.461 |                 | BEST LAP TIME : 2:26.468 | DIFFERENCE : 0.007       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.710                   | 2:35.981                 | 68.52        | 9.513 | 17:10:10.301        |
| 2 -                       | <b>1:38.354</b> | 48.632                   | 2:26.986 <b>(3)</b>      | 72.71        | 0.518 | 17:12:37.287        |
| 3 -                       | 1:38.830        | 49.042                   | 2:27.872                 | 72.27        | 1.404 | 17:15:05.159        |
| 4 -                       | 1:38.361        | <b>48.107</b>            | <b>2:26.468 (1)</b>      | <b>72.97</b> |       | <b>17:17:31.627</b> |
| 5 -                       | 1:38.588        | 48.149                   | 2:26.737 <b>(2)</b>      | 72.83        | 0.269 | 17:19:58.364        |

|                           |                 |                          |                      |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|-------|---------------------|
| <b>P14</b>                | <b>124 J</b>    | <b>Harley BAKER</b>      | Kawasaki NINJA 400 - |              |       |                     |
| IDEAL LAP TIME : 2:26.086 |                 | BEST LAP TIME : 2:26.511 | DIFFERENCE : 0.425   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.378                   | 2:35.462             | 68.75        | 8.951 | 17:10:09.782        |
| 2 -                       | 1:39.160        | 49.111                   | 2:28.271             | 72.08        | 1.760 | 17:12:38.053        |
| 3 -                       | 1:39.202        | 48.177                   | 2:27.379 <b>(3)</b>  | 72.52        | 0.868 | 17:15:05.432        |
| 4 -                       | <b>1:38.506</b> | 48.293                   | 2:26.799 <b>(2)</b>  | 72.80        | 0.288 | 17:17:32.231        |
| 5 -                       | 1:38.931        | <b>47.580</b>            | <b>2:26.511 (1)</b>  | <b>72.95</b> |       | <b>17:19:58.742</b> |

|                           |                 |                          |                                                              |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>25 J</b>     | <b>Chloe GLEESON</b>     | Kawasaki NINJA - Sussex Independent Financial Advisers Ltd / |              |       |                     |
| IDEAL LAP TIME : 2:28.069 |                 | BEST LAP TIME : 2:28.361 | DIFFERENCE : 0.292                                           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.143                   | 2:34.878                                                     | 69.00        | 6.517 | 17:10:09.198        |
| 2 -                       | 1:39.352        | 49.009                   | <b>2:28.361 (1)</b>                                          | <b>72.04</b> |       | <b>17:12:37.559</b> |
| 3 -                       | <b>1:39.256</b> | 49.190                   | 2:28.446 <b>(2)</b>                                          | 71.99        | 0.085 | 17:15:06.005        |
| 4 -                       | 1:39.835        | <b>48.813</b>            | 2:28.648 <b>(3)</b>                                          | 71.90        | 0.287 | 17:17:34.653        |
| 5 -                       | 1:39.472        | 49.371                   | 2:28.843                                                     | 71.80        | 0.482 | 17:20:03.496        |

|                           |                 |                          |                             |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>1 S</b>      | <b>Haydon SMITH</b>      | Kawasaki - Shelf & Rail Co. |              |        |                     |
| IDEAL LAP TIME : 2:27.328 |                 | BEST LAP TIME : 2:27.741 | DIFFERENCE : 0.413          |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.979                   | 2:39.237                    | 67.12        | 11.496 | 17:10:13.557        |
| 2 -                       | 1:41.283        | 48.983                   | 2:30.266                    | 71.12        | 2.525  | 17:12:43.823        |
| 3 -                       | <b>1:39.159</b> | 48.858                   | 2:28.017 <b>(3)</b>         | 72.20        | 0.276  | 17:15:11.840        |
| 4 -                       | 1:39.507        | 48.316                   | 2:27.823 <b>(2)</b>         | 72.30        | 0.082  | 17:17:39.663        |
| 5 -                       | 1:39.572        | <b>48.169</b>            | <b>2:27.741 (1)</b>         | <b>72.34</b> |        | <b>17:20:07.404</b> |

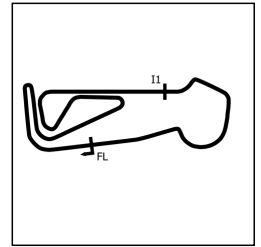
|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>33 S</b>     | <b>Patrick KLINGE</b>    | Kawasaki NINJA 400 - Klingklong Racing |              |        |                     |
| IDEAL LAP TIME : 2:27.335 |                 | BEST LAP TIME : 2:27.335 | DIFFERENCE : 0.000                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.480                   | 2:39.434                               | 67.03        | 12.099 | 17:10:13.754        |
| 2 -                       | 1:41.229        | 50.718                   | 2:31.947                               | 70.34        | 4.612  | 17:12:45.701        |
| 3 -                       | <b>1:38.256</b> | <b>49.079</b>            | <b>2:27.335 (1)</b>                    | <b>72.54</b> |        | <b>17:15:13.036</b> |
| 4 -                       | 1:38.585        | 49.146                   | 2:27.731 <b>(2)</b>                    | 72.34        | 0.396  | 17:17:40.767        |
| 5 -                       | 1:39.278        | 49.416                   | 2:28.694 <b>(3)</b>                    | 71.87        | 1.359  | 17:20:09.461        |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>164 J</b>    | <b>George COWIE</b>      | Kawasaki NINJA 300 - Faraldo racing |              |        |                     |
| IDEAL LAP TIME : 2:26.852 |                 | BEST LAP TIME : 2:27.130 | DIFFERENCE : 0.278                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.920                   | 2:40.778                            | 66.47        | 13.648 | 17:10:15.098        |
| 2 -                       | 1:40.492        | 51.541                   | 2:32.033                            | 70.30        | 4.903  | 17:12:47.131        |
| 3 -                       | 1:38.342        | 48.788                   | <b>2:27.130 (1)</b>                 | <b>72.64</b> |        | <b>17:15:14.261</b> |
| 4 -                       | 1:39.092        | <b>48.642</b>            | 2:27.734 <b>(2)</b>                 | 72.34        | 0.604  | 17:17:41.995        |
| 5 -                       | <b>1:38.210</b> | 49.605                   | 2:27.815 <b>(3)</b>                 | 72.30        | 0.685  | 17:20:09.810        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                        |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|--------|---------------------|
| <b>P19 165 J</b>          |                 | <b>Lilly RHODES</b>      |                     | Kawasaki NINJA - Olivers mount Mototec |        |                     |
| IDEAL LAP TIME : 2:27.901 |                 | BEST LAP TIME : 2:27.901 |                     | DIFFERENCE : 0.000                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.568                   | 2:39.582            | 66.97                                  | 11.681 | 17:10:13.902        |
| 2 -                       | 1:41.556        | 50.560                   | 2:32.116            | 70.26                                  | 4.215  | 17:12:46.018        |
| 3 -                       | 1:39.527        | 48.985                   | 2:28.512 (2)        | 71.96                                  | 0.611  | 17:15:14.530        |
| 4 -                       | <b>1:39.210</b> | <b>48.691</b>            | <b>2:27.901 (1)</b> | <b>72.26</b>                           |        | <b>17:17:42.431</b> |
| 5 -                       | 1:40.125        | 49.148                   | 2:29.273 (3)        | 71.60                                  | 1.372  | 17:20:11.704        |

|                           |                 |                          |                     |                                           |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|--------|---------------------|
| <b>P20 82 S</b>           |                 | <b>Joe DENNEY</b>        |                     | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD |        |                     |
| IDEAL LAP TIME : 2:28.540 |                 | BEST LAP TIME : 2:28.540 |                     | DIFFERENCE : 0.000                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.429                   | 2:41.094            | 66.34                                     | 12.554 | 17:10:15.414        |
| 2 -                       | 1:41.094        | 50.568                   | 2:31.662            | 70.47                                     | 3.122  | 17:12:47.076        |
| 3 -                       | <b>1:39.686</b> | <b>48.854</b>            | <b>2:28.540 (1)</b> | <b>71.95</b>                              |        | <b>17:15:15.616</b> |
| 4 -                       | 1:39.954        | 49.593                   | 2:29.547 (3)        | 71.46                                     | 1.007  | 17:17:45.163        |
| 5 -                       | 1:39.884        | 49.438                   | 2:29.322 (2)        | 71.57                                     | 0.782  | 17:20:14.485        |

|                           |                 |                          |                     |                                             |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------|-------|---------------------|
| <b>P21 54 S</b>           |                 | <b>Ben SCOTT</b>         |                     | Kawasaki NINJA 400 - GI Landscapes VampTech |       |                     |
| IDEAL LAP TIME : 2:29.167 |                 | BEST LAP TIME : 2:29.263 |                     | DIFFERENCE : 0.096                          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 50.555                   | 2:39.049            | 67.19                                       | 9.786 | 17:10:13.369        |
| 2 -                       | 1:41.434        | 50.475                   | 2:31.909            | 70.35                                       | 2.646 | 17:12:45.278        |
| 3 -                       | 1:40.158        | 50.505                   | 2:30.663 (3)        | 70.94                                       | 1.400 | 17:15:15.941        |
| 4 -                       | 1:40.271        | <b>49.290</b>            | 2:29.561 (2)        | 71.46                                       | 0.298 | 17:17:45.502        |
| 5 -                       | <b>1:39.877</b> | 49.386                   | <b>2:29.263 (1)</b> | <b>71.60</b>                                |       | <b>17:20:14.765</b> |

|                           |                 |                          |                     |                      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| <b>P22 12 J</b>           |                 | <b>Kees RAMSEY</b>       |                     | Kawasaki NINJA 400 - |        |                     |
| IDEAL LAP TIME : 2:27.480 |                 | BEST LAP TIME : 2:27.480 |                     | DIFFERENCE : 0.000   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.507                   | 2:40.168            | 66.73                | 12.688 | 17:10:14.488        |
| 2 -                       | 1:41.017        | 50.231                   | 2:31.248 (3)        | 70.66                | 3.768  | 17:12:45.736        |
| 3 -                       | 1:42.431        | 50.172                   | 2:32.603            | 70.03                | 5.123  | 17:15:18.339        |
| 4 -                       | 1:40.799        | 48.588                   | 2:29.387 (2)        | 71.54                | 1.907  | 17:17:47.726        |
| 5 -                       | <b>1:39.163</b> | <b>48.317</b>            | <b>2:27.480 (1)</b> | <b>72.47</b>         |        | <b>17:20:15.206</b> |

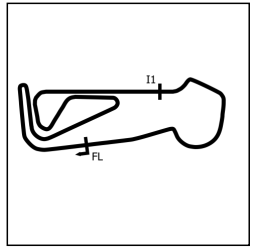
|                           |                 |                          |                     |                             |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| <b>P23 66 S</b>           |                 | <b>Mark SMITH</b>        |                     | Kawasaki EX300 - IMP RACING |        |                     |
| IDEAL LAP TIME : 2:29.237 |                 | BEST LAP TIME : 2:29.339 |                     | DIFFERENCE : 0.102          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.374                   | 2:40.818            | 66.46                       | 11.479 | 17:10:15.138        |
| 2 -                       | 1:41.377        | 51.131                   | 2:32.508            | 70.08                       | 3.169  | 17:12:47.646        |
| 3 -                       | 1:40.254        | <b>49.513</b>            | 2:29.767 (2)        | 71.36                       | 0.428  | 17:15:17.413        |
| 4 -                       | 1:40.028        | 49.835                   | 2:29.863 (3)        | 71.31                       | 0.524  | 17:17:47.276        |
| 5 -                       | <b>1:39.724</b> | 49.615                   | <b>2:29.339 (1)</b> | <b>71.56</b>                |        | <b>17:20:16.615</b> |

|                           |                 |                          |                     |                       |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| <b>P24 69 MZ</b>          |                 | <b>Alexander MANN</b>    |                     | Mz TS 250 - HS RACING |        |                     |
| IDEAL LAP TIME : 2:23.396 |                 | BEST LAP TIME : 2:23.541 |                     | DIFFERENCE : 0.145    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.004                   | 3:08.516            | 56.69                 | 44.975 | 17:10:42.836        |
| 2 -                       | 1:38.052        | 48.012                   | 2:26.064            | 73.17                 | 2.523  | 17:13:08.900        |
| 3 -                       | <b>1:36.560</b> | 46.981                   | <b>2:23.541 (1)</b> | <b>74.46</b>          |        | <b>17:15:32.441</b> |
| 4 -                       | 1:38.001        | 47.011                   | 2:25.012 (3)        | 73.70                 | 1.471  | 17:17:57.453        |
| 5 -                       | 1:37.272        | <b>46.836</b>            | 2:24.108 (2)        | 74.16                 | 0.567  | 17:20:21.561        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - SECTOR ANALYSIS



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

| P25 85 MZ                 |                 | Andrew WALES             |                     | MZ ETZ 250 - Show Control International |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.925 |                 | BEST LAP TIME : 2:24.257 |                     | DIFFERENCE : 0.332                      |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                     | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.879                   | 3:08.793            | 56.61                                   | 44.536 | 17:10:43.113        |
| 2 -                       | <b>1:37.370</b> | 47.544                   | 2:24.914            | 73.75                                   | 0.657  | 17:13:08.027        |
| 3 -                       | 1:37.928        | 46.933                   | 2:24.861 (3)        | 73.78                                   | 0.604  | 17:15:32.888        |
| 4 -                       | 1:37.379        | 47.247                   | 2:24.626 (2)        | 73.90                                   | 0.369  | 17:17:57.514        |
| 5 -                       | 1:37.702        | <b>46.555</b>            | <b>2:24.257 (1)</b> | <b>74.09</b>                            |        | <b>17:20:21.771</b> |

| P26 75 MZ                 |                 | Peter WOODALL            |                     | MZ ETZ 250 - RevdCoin |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.412 |                 | BEST LAP TIME : 2:26.608 |                     | DIFFERENCE : 0.196    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>48.179</b>            | 3:08.046            | 56.83                 | 41.438 | 17:10:42.366        |
| 2 -                       | <b>1:38.233</b> | 48.375                   | <b>2:26.608 (1)</b> | <b>72.90</b>          |        | <b>17:13:08.974</b> |
| 3 -                       | 1:39.954        | 48.579                   | 2:28.533 (2)        | 71.95                 | 1.925  | 17:15:37.507        |
| 4 -                       | 1:40.618        | 49.782                   | 2:30.400 (3)        | 71.06                 | 3.792  | 17:18:07.907        |
| 5 -                       | 1:39.946        | 51.098                   | 2:31.044            | 70.76                 | 4.436  | 17:20:38.951        |

| P27 57 S                  |                 | Richard BUCKHAM          |                     | Kawasaki NINJA 400 - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:34.886 |                 | BEST LAP TIME : 2:34.886 |                     | DIFFERENCE : 0.000   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.407                   | 2:45.586            | 64.54                | 10.700 | 17:10:19.906        |
| 2 -                       | 1:43.889        | 51.813                   | 2:35.702            | 68.64                | 0.816  | 17:12:55.608        |
| 3 -                       | 1:43.796        | 51.592                   | 2:35.388 (3)        | 68.78                | 0.502  | 17:15:30.996        |
| 4 -                       | 1:43.312        | 51.923                   | 2:35.235 (2)        | 68.85                | 0.349  | 17:18:06.231        |
| 5 -                       | <b>1:43.309</b> | <b>51.577</b>            | <b>2:34.886 (1)</b> | <b>69.00</b>         |        | <b>17:20:41.117</b> |

| P28 21 MZ                 |                 | Jack WOLFF               |                     | MZ 250 - James MZ Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:36.053 |                 | BEST LAP TIME : 2:36.178 |                     | DIFFERENCE : 0.125       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>51.088</b>            | 3:17.775            | 54.04                    | 41.597 | 17:10:52.095        |
| 2 -                       | <b>1:44.965</b> | 51.213                   | <b>2:36.178 (1)</b> | <b>68.43</b>             |        | <b>17:13:28.273</b> |
| 3 -                       | 1:45.802        | 52.905                   | 2:38.707            | 67.34                    | 2.529  | 17:16:06.980        |
| 4 -                       | 1:45.558        | 51.680                   | 2:37.238 (2)        | 67.97                    | 1.060  | 17:18:44.218        |
| 5 -                       | 1:46.642        | 51.963                   | 2:38.605 (3)        | 67.38                    | 2.427  | 17:21:22.823        |

| P29 41 MZ                 |                 | Gary WILLIAMS            |                     | MZ ETZ 250 -       |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:38.139 |                 | BEST LAP TIME : 2:38.321 |                     | DIFFERENCE : 0.182 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.198                   | 3:22.983            | 52.65              | 44.662 | 17:10:57.303        |
| 2 -                       | 1:46.856        | 53.153                   | 2:40.009            | 66.79              | 1.688  | 17:13:37.312        |
| 3 -                       | <b>1:46.184</b> | 52.137                   | <b>2:38.321 (1)</b> | <b>67.50</b>       |        | <b>17:16:15.633</b> |
| 4 -                       | 1:46.635        | 52.292                   | 2:38.927 (3)        | 67.25              | 0.606  | 17:18:54.560        |
| 5 -                       | 1:46.562        | <b>51.955</b>            | 2:38.517 (2)        | 67.42              | 0.196  | 17:21:33.077        |

| P30 52 MZ                 |                 | Tony PARKER              |                     | MZ 250 - Cancer research uk |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:49.251 |                 | BEST LAP TIME : 2:50.074 |                     | DIFFERENCE : 0.823          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 55.764                   | 3:32.366            | 50.32                       | 42.292 | 17:11:06.686        |
| 2 -                       | 1:54.077        | 57.614                   | 2:51.691 (3)        | 62.25                       | 1.617  | 17:13:58.377        |
| 3 -                       | 1:54.502        | <b>55.572</b>            | <b>2:50.074 (1)</b> | <b>62.84</b>                |        | <b>17:16:48.451</b> |
| 4 -                       | <b>1:53.679</b> | 56.963                   | 2:50.642 (2)        | 62.63                       | 0.568  | 17:19:39.093        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - SECTOR ANALYSIS



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

|                               |                 |                          |                     |                    |        |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P31 38 MZ Chris PETTET</b> |                 | MZ ETZ 250 -             |                     |                    |        |                     |
| IDEAL LAP TIME : 2:50.361     |                 | BEST LAP TIME : 2:50.361 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |                 | 56.792                   | 3:39.190            | 48.76              | 48.829 | 17:11:13.510        |
| 2 -                           | <b>1:54.177</b> | <b>56.184</b>            | <b>2:50.361 (1)</b> | <b>62.73</b>       |        | <b>17:14:03.871</b> |
| 3 -                           | 1:58.747        | 56.301                   | 2:55.048 (2)        | 61.05              | 4.687  | 17:16:58.919        |
| 4 -                           | 1:57.481        | 59.426                   | 2:56.907 (3)        | 60.41              | 6.546  | 17:19:55.826        |

|                             |                 |                          |                     |                    |       |                     |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P32 30 S Lewis JONES</b> |                 | Kawasaki NINJA 400 -     |                     |                    |       |                     |
| IDEAL LAP TIME : 2:14.668   |                 | BEST LAP TIME : 2:14.668 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                         |                 | 45.126                   | 2:22.317            | 75.10              | 7.649 | 17:09:56.637        |
| 2 -                         | 1:31.400        | 44.056                   | 2:15.456 (2)        | 78.90              | 0.788 | 17:12:12.093        |
| 3 -                         | <b>1:30.766</b> | <b>43.902</b>            | <b>2:14.668 (1)</b> | <b>79.36</b>       |       | <b>17:14:26.761</b> |

|                               |                 |                          |                     |                    |        |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P33 72 S Paige BINGLEY</b> |                 | Kawasaki NINJA 300 -     |                     |                    |        |                     |
| IDEAL LAP TIME : 2:40.859     |                 | BEST LAP TIME : 2:41.379 |                     | DIFFERENCE : 0.520 |        |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |                 | 54.952                   | 2:52.536            | 61.94              | 11.157 | 17:10:26.856        |
| 2 -                           | 1:49.409        | <b>54.579</b>            | 2:43.988 (2)        | 65.17              | 2.609  | 17:13:10.844        |
| 3 -                           | <b>1:46.280</b> | 55.099                   | <b>2:41.379 (1)</b> | <b>66.22</b>       |        | <b>17:15:52.223</b> |

|                                     |                 |                          |                     |                    |        |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P34 95 MZ Christopher ROGERS</b> |                 | MZ ETZ 250 - CB Racing   |                     |                    |        |                     |
| IDEAL LAP TIME : 2:27.811           |                 | BEST LAP TIME : 2:28.217 |                     | DIFFERENCE : 0.406 |        |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                 |                 | <b>48.339</b>            | 3:09.323            | 56.45              | 41.106 | 17:10:43.643        |
| 2 -                                 | <b>1:39.472</b> | 48.745                   | <b>2:28.217 (1)</b> | <b>72.11</b>       |        | <b>17:13:11.860</b> |

|                                |                 |                                        |                     |                    |        |                     |
|--------------------------------|-----------------|----------------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P35 166 MZ Graeme LEWIS</b> |                 | MZ 250 - Morris Racing Lubricants #MRL |                     |                    |        |                     |
| IDEAL LAP TIME : 2:33.808      |                 | BEST LAP TIME : 2:33.808               |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 51.007                                 | 3:20.067            | 53.42              | 46.259 | 17:10:54.387        |
| 2 -                            | <b>1:43.920</b> | <b>49.888</b>                          | <b>2:33.808 (1)</b> | <b>69.48</b>       |        | <b>17:13:28.195</b> |

|                               |          |                 |          |              |      |              |
|-------------------------------|----------|-----------------|----------|--------------|------|--------------|
| <b>P36 32 MZ John ASHMEAD</b> |          | MZ 250 -        |          |              |      |              |
| IDEAL LAP TIME : 2:38.154     |          | BEST LAP TIME : |          | DIFFERENCE : |      |              |
| LAP                           | SECTOR 1 | SECTOR 2        | LAP TIME | MPH          | DIFF | TIME OF DAY  |
| 1 -                           |          | <b>51.818</b>   | 3:28.987 | 51.14        |      | 17:11:03.307 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 14 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |           | PERFECT LAP | 2:14.414 |       |
| 1        | 257 | 1:30.512 | 30       | 43.902 | 1                       | 30  | JONES     | 2:14.668    | 2:14.668 | 0.000 |
| 2        | 217 | 1:30.590 | 217      | 44.270 | 2                       | 217 | COOPER    | 2:14.860    | 2:14.860 | 0.000 |
| 3        | 30  | 1:30.766 | 257      | 44.422 | 3                       | 257 | McCARTNEY | 2:14.934    | 2:14.934 | 0.000 |
| 4        | 7   | 1:32.882 | 7        | 45.209 | 4                       | 7   | ROOKER    | 2:18.091    | 2:18.842 | 0.751 |
| 5        | 0   | 1:33.406 | 0        | 45.732 | 5                       | 0   | KING      | 2:19.138    | 2:19.242 | 0.104 |
| 6        | 40  | 1:34.050 | 17       | 46.040 | 6                       | 40  | ORMROD    | 2:20.522    | 2:20.522 | 0.000 |
| 7        | 125 | 1:34.052 | 40       | 46.472 | 7                       | 125 | WINGATE   | 2:20.526    | 2:20.645 | 0.119 |
| 8        | 17  | 1:34.535 | 125      | 46.474 | 8                       | 17  | BUSA      | 2:20.575    | 2:20.575 | 0.000 |
| 9        | 185 | 1:34.724 | 85       | 46.555 | 9                       | 185 | CARTER    | 2:21.741    | 2:21.988 | 0.247 |
| 10       | 58  | 1:35.321 | 127      | 46.584 | 10                      | 127 | STONE     | 2:21.921    | 2:21.921 | 0.000 |
| 11       | 127 | 1:35.337 | 58       | 46.696 | 11                      | 58  | RHODES    | 2:22.017    | 2:22.017 | 0.000 |
| 12       | 461 | 1:35.485 | 461      | 46.728 | 12                      | 461 | MARSHALL  | 2:22.213    | 2:22.559 | 0.346 |
| 13       | 69  | 1:36.560 | 69       | 46.836 | 13                      | 69  | MANN      | 2:23.396    | 2:23.541 | 0.145 |
| 14       | 43  | 1:36.854 | 185      | 47.017 | 14                      | 85  | WALES     | 2:23.925    | 2:24.257 | 0.332 |
| 15       | 85  | 1:37.370 | 43       | 47.307 | 15                      | 43  | SWARBRICK | 2:24.161    | 2:24.420 | 0.259 |
| 16       | 164 | 1:38.210 | 124      | 47.580 | 16                      | 124 | BAKER     | 2:26.086    | 2:26.511 | 0.425 |
| 17       | 75  | 1:38.233 | 27       | 48.107 | 17                      | 75  | WOODALL   | 2:26.412    | 2:26.608 | 0.196 |
| 18       | 33  | 1:38.256 | 1        | 48.169 | 18                      | 27  | GARROD    | 2:26.461    | 2:26.468 | 0.007 |
| 19       | 27  | 1:38.354 | 75       | 48.179 | 19                      | 164 | COWIE     | 2:26.852    | 2:27.130 | 0.278 |
| 20       | 124 | 1:38.506 | 12       | 48.317 | 20                      | 1   | SMITH     | 2:27.328    | 2:27.741 | 0.413 |
| 21       | 1   | 1:39.159 | 95       | 48.339 | 21                      | 33  | KLINGE    | 2:27.335    | 2:27.335 | 0.000 |
| 22       | 12  | 1:39.163 | 164      | 48.642 | 22                      | 12  | RAMSEY    | 2:27.480    | 2:27.480 | 0.000 |
| 23       | 165 | 1:39.210 | 165      | 48.691 | 23                      | 95  | ROGERS    | 2:27.811    | 2:28.217 | 0.406 |
| 24       | 25  | 1:39.256 | 25       | 48.813 | 24                      | 165 | RHODES    | 2:27.901    | 2:27.901 | 0.000 |
| 25       | 95  | 1:39.472 | 82       | 48.854 | 25                      | 25  | GLEESON   | 2:28.069    | 2:28.361 | 0.292 |
| 26       | 82  | 1:39.686 | 33       | 49.079 | 26                      | 82  | DENNEY    | 2:28.540    | 2:28.540 | 0.000 |
| 27       | 66  | 1:39.724 | 54       | 49.290 | 27                      | 54  | SCOTT     | 2:29.167    | 2:29.263 | 0.096 |
| 28       | 54  | 1:39.877 | 66       | 49.513 | 28                      | 66  | SMITH     | 2:29.237    | 2:29.339 | 0.102 |
| 29       | 57  | 1:43.309 | 166      | 49.888 | 29                      | 166 | LEWIS     | 2:33.808    | 2:33.808 | 0.000 |
| 30       | 166 | 1:43.920 | 21       | 51.088 | 30                      | 57  | BUCKHAM   | 2:34.886    | 2:34.886 | 0.000 |
| 31       | 21  | 1:44.965 | 57       | 51.577 | 31                      | 21  | WOLFF     | 2:36.053    | 2:36.178 | 0.125 |
| 32       | 41  | 1:46.184 | 32       | 51.818 | 32                      | 41  | WILLIAMS  | 2:38.139    | 2:38.321 | 0.182 |
| 33       | 72  | 1:46.280 | 41       | 51.955 | 33                      | 32  | ASHMEAD   |             |          |       |
| 34       | 32  | 1:46.336 | 72       | 54.579 | 34                      | 72  | BINGLEY   | 2:40.859    | 2:41.379 | 0.520 |
| 35       | 52  | 1:53.679 | 52       | 55.572 | 35                      | 52  | PARKER    | 2:49.251    | 2:50.074 | 0.823 |
| 36       | 38  | 1:54.177 | 38       | 56.184 | 36                      | 38  | PETTET    | 2:50.361    | 2:50.361 | 0.000 |
| 37       |     |          |          |        |                         |     |           |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 14 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 36                        |
| Planned Start          | 2025-05-03 @ 16:20:00.000 |
| Actual Start           | 2025-05-03 @ 17:07:34.319 |
| Finish Time            | 2025-05-03 @ 17:18:57.993 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 164                       |
| Total Distance Covered | 486.9014mi.               |

Session Fastest Lap History

| NO  | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----|-----------------|----------|--------------|-----|--------------------|
| 257 | J  | Henry McCARTNEY | 2:15.474 | 17:12:11.219 | 2   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:15.456 | 17:12:12.093 | 2   | Kawasaki NINJA 400 |
| 257 | J  | Henry McCARTNEY | 2:14.934 | 17:14:26.153 | 3   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:14.668 | 17:14:26.761 | 3   | Kawasaki NINJA 400 |

Session Leader History

| NO  | CL | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|----|-----------------|----------|----------|-------------|--------------------|
| 257 | J  | Henry McCARTNEY | 1        | 5        | 14.84 miles | Kawasaki NINJA 400 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:07:34.319 |
| FINISH | 17:18:57.993 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 14:34.703  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - STATISTICS

**CLASS : J**

15 Starters

#### Fastest Lap History

| NO  | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----------------|----------|--------------|-----|--------------------|
| 257 | Henry McCARTNEY | 2:15.474 | 17:12:11.219 | 2   | Kawasaki NINJA 400 |
| 257 | Henry McCARTNEY | 2:14.934 | 17:14:26.153 | 3   | Kawasaki NINJA 400 |
| 217 | Hudson COOPER   | 2:14.860 | 17:14:27.358 | 3   | Kawasaki NINJA     |

#### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|-----|-----------------|----------|----------|-------------|--------------------|
| 257 | Henry McCARTNEY | 1        | 5        | 14.84 miles | Kawasaki NINJA 400 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - STATISTICS

**CLASS : S**

11 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|----|-------------|----------|--------------|-----|--------------------|
| 30 | Lewis JONES | 2:15.456 | 17:12:12.093 | 2   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:14.668 | 17:14:26.761 | 3   | Kawasaki NINJA 400 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|----|-------------|----------|----------|------------|--------------------|
| 30 | Lewis JONES | 1        | 3        | 8.90 miles | Kawasaki NINJA 400 |
| 17 | Daryn BUSA  | 4        | 2        | 5.93 miles | Kawasaki NINJA 400 |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 14 - STATISTICS

**CLASS : MZ**

10 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|----------------|----------|--------------|-----|------------|
| 85 | Andrew WALES   | 2:24.914 | 17:13:08.027 | 2   | MZ ETZ 250 |
| 69 | Alexander MANN | 2:23.541 | 17:15:32.441 | 3   | Mz TS 250  |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE    |
|----|----------------|----------|----------|------------|------------|
| 75 | Peter WOODALL  | 1        | 1        | 2.96 miles | MZ ETZ 250 |
| 85 | Andrew WALES   | 2        | 1        | 2.96 miles | MZ ETZ 250 |
| 69 | Alexander MANN | 3        | 3        | 8.90 miles | Mz TS 250  |





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - CLASSIFICATION - AMENDED

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME               | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|--------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 217 | J  | 1   | Hudson COOPER      | Kawasaki NINJA - Rides R Us                              | 5    | 11:35.582 |          |        | 76.82 | 2:15.753 | 5  | 2   | 1  |
| 2   | 30  | S  | 1   | Lewis JONES        | Kawasaki NINJA 400 -                                     | 5    | 11:35.802 | 0.220    | 0.220  | 76.80 | 2:15.277 | 5  | 1   | -1 |
| 3   | 0   | J  | 2   | Lucas KING         | Kawasaki NINJA400 - NW racing                            | 5    | 11:36.350 | 0.768    | 0.548  | 76.74 | 2:15.754 | 5  | 5   | 2  |
| 4   | 40  | J  | 3   | Archie ORMROD      | Kawasaki NINJA 400 - Prestige Flooring                   | 5    | 11:52.222 | 16.640   | 15.872 | 75.03 | 2:18.774 | 5  | 6   | 2  |
| 5   | 7   | J  | 4   | Travis ROOKER      | Kawasaki NINJA 400 - Swedish car connection              | 5    | 11:52.282 | 16.700   | 0.060  | 75.02 | 2:19.285 | 5  | 4   | -1 |
| 6   | 125 | J  | 5   | Isabelle WINGATE   | Kawasaki NINJA 400 -                                     | 5    | 11:53.223 | 17.641   | 0.941  | 74.92 | 2:19.041 | 5  | 8   | 2  |
| 7   | 17  | S  | 2   | Daryn BUSA         | Kawasaki NINJA 400 - iActiveRC                           | 5    | 11:53.965 | 18.383   | 0.742  | 74.85 | 2:19.315 | 5  | 7   | 0  |
| 8   | 185 | J  | 6   | Billy CARTER       | Kawasaki NINJA 400 - A&M pure engineering                | 5    | 12:02.554 | 26.972   | 8.589  | 73.96 | 2:22.550 | 5  | 10  | 2  |
| 9   | 127 | S  | 3   | Michael STONE      | Kawasaki 400 NINJA -                                     | 5    | 12:03.212 | 27.630   | 0.658  | 73.89 | 2:21.625 | 5  | 9   | 0  |
| 10  | 58  | J  | 7   | Max RHODES         | Kawasaki EX 400 - Oliver's mount Mototec                 | 5    | 12:10.330 | 34.748   | 7.118  | 73.17 | 2:23.206 | 5  | 11  | 1  |
| 11  | 43  | S  | 4   | Mark SWARBRICK     | Kawasaki NINJA 400 -                                     | 5    | 12:19.200 | 43.618   | 8.870  | 72.29 | 2:24.529 | 4  | 13  | 2  |
| 12  | 27  | J  | 8   | Alfie GARROD       | Kawasaki NINJA 400 - Dad                                 | 5    | 12:19.435 | 43.853   | 0.235  | 72.27 | 2:25.745 | 3  | 14  | 2  |
| 13  | 461 | J  | 9   | Sid MARSHALL       | Kawasaki NINJA 400 - TransCare road transport engineerir | 5    | 12:27.852 | 52.270   | 8.417  | 71.45 | 2:23.434 | 5  | 12  | -1 |
| 14  | 165 | J  | 10  | Lilly RHODES       | Kawasaki NINJA - Olivers mount Mototec                   | 5    | 12:39.054 | 1:03.472 | 11.202 | 70.40 | 2:27.033 | 5  | 20  | 6  |
| 15  | 164 | J  | 11  | George COWIE       | Kawasaki NINJA 300 - Faraldo racing                      | 5    | 12:40.483 | 1:04.901 | 1.429  | 70.27 | 2:28.252 | 4  | 16  | 1  |
| 16  | 1   | S  | 5   | Haydon SMITH       | Kawasaki - Shelf & Rail Co.                              | 5    | 12:43.235 | 1:07.653 | 2.752  | 70.01 | 2:26.888 | 5  | 19  | 3  |
| 17  | 25  | J  | 12  | Chloe GLEESON      | Kawasaki NINJA - Sussex Independent Financial Advisers I | 5    | 12:44.918 | 1:09.336 | 1.683  | 69.86 | 2:27.517 | 5  | 21  | 4  |
| 18  | 82  | S  | 6   | Joe DENNEY         | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD                | 5    | 12:45.214 | 1:09.632 | 0.296  | 69.83 | 2:28.145 | 4  | 22  | 4  |
| 19  | 54  | S  | 7   | Ben SCOTT          | Kawasaki NINJA 400 - GI Landscapes VampTech              | 5    | 12:45.383 | 1:09.801 | 0.169  | 69.82 | 2:27.311 | 5  | 23  | 4  |
| 20  | 66  | S  | 8   | Mark SMITH         | Kawasaki EX300 - IMP RACING                              | 5    | 12:47.126 | 1:11.544 | 1.743  | 69.66 | 2:27.181 | 5  | 24  | 4  |
| 21  | 12  | J  | 13  | Kees RAMSEY        | Kawasaki NINJA 400 -                                     | 5    | 12:48.247 | 1:12.665 | 1.121  | 69.56 | 2:28.984 | 5  | 18  | -3 |
| 22  | 85  | MZ | 1   | Andrew WALES       | MZ ETZ 250 - Show Control International                  | 5    | 12:54.148 | 1:18.566 | 5.901  | 69.03 | 2:25.731 | 4  | 29  | 7  |
| 23  | 33  | S  | 9   | Patrick KLINGE     | Kawasaki NINJA 400 - Klingklong Racing                   | 5    | 12:55.540 | 1:19.958 | 1.392  | 68.90 | 2:29.564 | 4  | 17  | -6 |
| 24  | 124 | J  | 14  | Harley BAKER       | Kawasaki NINJA 400 -                                     | 5    | 12:55.779 | 1:20.197 | 0.239  | 68.88 | 2:27.740 | 5  | 15  | -9 |
| 25  | 75  | MZ | 2   | Peter WOODALL      | MZ ETZ 250 - RevdCoin                                    | 5    | 13:01.236 | 1:25.654 | 5.457  | 68.40 | 2:26.715 | 3  | 30  | 5  |
| 26  | 102 | MZ | 3   | Caleb WRIGHT       | MZ ETZ 250 - Clover Investments                          | 5    | 13:09.978 | 1:34.396 | 8.742  | 67.64 | 2:28.120 | 5  | 38  | 12 |
| 27  | 95  | MZ | 4   | Christopher ROGERS | MZ ETZ 250 - CB Racing                                   | 5    | 13:11.641 | 1:36.059 | 1.663  | 67.50 | 2:27.436 | 5  | 31  | 4  |
| 28  | 21  | MZ | 5   | Jack WOLFF         | MZ 250 - James MZ Racing                                 | 5    | 13:36.429 | 2:00.847 | 24.788 | 65.45 | 2:33.581 | 5  | 33  | 5  |
| 29  | 32  | MZ | 6   | John ASHMEAD       | MZ 250 -                                                 | 5    | 13:37.172 | 2:01.590 | 0.743  | 65.39 | 2:33.932 | 5  | 37  | 8  |
| 30  | 166 | MZ | 7   | Graeme LEWIS       | MZ 250 - Morris Racing Lubricants #MRL                   | 5    | 13:52.979 | 2:17.397 | 15.807 | 64.15 | 2:37.334 | 5  | 32  | 2  |
| 31  | 52  | MZ | 8   | Tony PARKER        | MZ 250 - Cancer research uk                              | 4    | 11:45.024 | 1 Lap    | 1 Lap  | 60.63 | 2:43.028 | 4  | 35  | 4  |

#### NOT CLASSIFIED

|     |     |   |  |                 |                                                         |   |  |  |  |  |  |  |    |  |
|-----|-----|---|--|-----------------|---------------------------------------------------------|---|--|--|--|--|--|--|----|--|
| DNF | 57  | S |  | Richard BUCKHAM | Kawasaki NINJA 400 -                                    | 0 |  |  |  |  |  |  | 25 |  |
| DNF | 72  | S |  | Paige BINGLEY   | Kawasaki NINJA 300 -                                    | 0 |  |  |  |  |  |  | 26 |  |
| DQ  | 257 | J |  | Henry McCARTNEY | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp car |   |  |  |  |  |  |  | 3  |  |

#### FASTEST LAP

|  |     |    |  |               |                                         |   |          |  |           |  |            |  |  |  |
|--|-----|----|--|---------------|-----------------------------------------|---|----------|--|-----------|--|------------|--|--|--|
|  | 30  | S  |  | Lewis JONES   | Kawasaki NINJA 400 -                    | 5 | 2:15.277 |  | 79.00 mph |  | 127.15 kph |  |  |  |
|  | 217 | J  |  | Hudson COOPER | Kawasaki NINJA - Rides R Us             | 5 | 2:15.753 |  | 78.73 mph |  | 126.70 kph |  |  |  |
|  | 85  | MZ |  | Andrew WALES  | MZ ETZ 250 - Show Control International | 4 | 2:25.731 |  | 73.34 mph |  | 118.03 kph |  |  |  |

Result Amended - No. 257, Disqualified for unsportsmanlike conduct

Class J - 92.5% of Race Speed = 71.05 mph

Class S - 92.5% of Race Speed = 71.04 mph

Class MZ - 92.5% of Race Speed = 63.85 mph

Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 11:38 Finish: 11:49

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:46 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 4 - LAP CHART

| LAP 1 @ 11:40:43.819 |          |          | LAP 2 @ 11:43:04.766 |          |          | LAP 3 @ 11:45:22.833 |          |          | LAP 4 @ 11:47:38.978 |          |          | LAP 5 @ 11:49:54.600 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 217                  |          | 2:24.591 | 257                  |          | 2:20.173 | 217                  |          | 2:18.047 | 257                  |          | 2:16.090 | 257                  |          | 2:15.622 |
| 0                    | 0.511    | 2:25.102 | 217                  | 0.020    | 2:20.967 | 257                  | 0.055    | 2:18.122 | 217                  | 0.079    | 2:16.224 | 217                  | 0.210    | 2:15.753 |
| 257                  | 0.774    | 2:25.365 | 0                    | 0.374    | 2:20.810 | 0                    | 0.459    | 2:18.152 | 30                   | 0.775    | 2:15.881 | 30                   | 0.430    | 2:15.277 |
| 30                   | 1.338    | 2:25.929 | 30                   | 0.535    | 2:20.144 | 30                   | 1.039    | 2:18.571 | 0                    | 0.846    | 2:16.532 | 0                    | 0.978    | 2:15.754 |
| 40                   | 2.558    | 2:27.149 | 40                   | 4.757    | 2:23.146 | 7                    | 9.490    | 2:22.541 | 7                    | 13.247   | 2:19.902 | 52                   | 1 Lap    | 2:43.028 |
| 7                    | 3.145    | 2:27.736 | 7                    | 5.016    | 2:22.818 | 40                   | 9.561    | 2:22.871 | 40                   | 13.698   | 2:20.282 | 40                   | 16.850   | 2:18.774 |
| 17                   | 3.422    | 2:28.013 | 17                   | 5.502    | 2:23.027 | 125                  | 10.145   | 2:21.938 | 125                  | 14.432   | 2:20.432 | 7                    | 16.910   | 2:19.285 |
| 185                  | 4.017    | 2:28.608 | 125                  | 6.274    | 2:22.303 | 17                   | 10.421   | 2:22.986 | 17                   | 14.900   | 2:20.624 | 125                  | 17.851   | 2:19.041 |
| 125                  | 4.918    | 2:29.509 | 185                  | 7.002    | 2:23.932 | 185                  | 13.650   | 2:24.715 | 185                  | 20.254   | 2:22.749 | 17                   | 18.593   | 2:19.315 |
| 127                  | 5.890    | 2:30.481 | 127                  | 10.970   | 2:26.027 | 127                  | 15.865   | 2:22.962 | 127                  | 21.837   | 2:22.117 | 185                  | 27.182   | 2:22.550 |
| 58                   | 7.592    | 2:32.183 | 58                   | 12.520   | 2:25.875 | 58                   | 19.816   | 2:25.363 | 58                   | 27.374   | 2:23.703 | 127                  | 27.840   | 2:21.625 |
| 27                   | 9.233    | 2:33.824 | 27                   | 15.742   | 2:27.456 | 27                   | 23.420   | 2:25.745 | 27                   | 33.333   | 2:26.058 | 58                   | 34.958   | 2:23.206 |
| 43                   | 9.416    | 2:34.007 | 43                   | 17.560   | 2:29.091 | 43                   | 25.286   | 2:25.793 | 43                   | 33.670   | 2:24.529 | 43                   | 43.828   | 2:25.780 |
| 461                  | 10.463   | 2:35.054 | 461                  | 22.682   | 2:33.166 | 461                  | 35.685   | 2:31.070 | 461                  | 44.668   | 2:25.128 | 27                   | 44.063   | 2:26.352 |
| 165                  | 15.671   | 2:40.262 | 164                  | 27.647   | 2:31.741 | 165                  | 39.104   | 2:29.264 | 164                  | 52.127   | 2:28.252 | 461                  | 52.480   | 2:23.434 |
| 1                    | 15.851   | 2:40.442 | 165                  | 27.907   | 2:33.183 | 164                  | 40.020   | 2:30.440 | 165                  | 52.271   | 2:29.312 | 165                  | 1:03.682 | 2:27.033 |
| 164                  | 16.853   | 2:41.444 | 25                   | 31.574   | 2:35.467 | 1                    | 44.166   | 2:29.970 | 1                    | 56.597   | 2:28.576 | 164                  | 1:05.111 | 2:28.606 |
| 25                   | 17.054   | 2:41.645 | 82                   | 31.729   | 2:32.119 | 82                   | 44.771   | 2:31.109 | 82                   | 56.771   | 2:28.145 | 1                    | 1:07.863 | 2:26.888 |
| 12                   | 18.398   | 2:42.989 | 1                    | 32.263   | 2:37.359 | 25                   | 45.365   | 2:31.858 | 25                   | 57.651   | 2:28.431 | 25                   | 1:09.546 | 2:27.517 |
| 124                  | 19.154   | 2:43.745 | 12                   | 32.897   | 2:35.446 | 54                   | 45.814   | 2:29.197 | 54                   | 58.322   | 2:28.653 | 82                   | 1:09.842 | 2:28.693 |
| 82                   | 20.557   | 2:45.148 | 54                   | 34.684   | 2:34.103 | 12                   | 46.491   | 2:31.661 | 12                   | 59.513   | 2:29.167 | 54                   | 1:10.011 | 2:27.311 |
| 33                   | 21.351   | 2:45.942 | 66                   | 35.310   | 2:34.064 | 66                   | 46.980   | 2:29.737 | 66                   | 1:00.195 | 2:29.360 | 66                   | 1:11.754 | 2:27.181 |
| 54                   | 21.528   | 2:46.119 | 124                  | 38.025   | 2:39.818 | 33                   | 52.164   | 2:31.745 | 33                   | 1:05.583 | 2:29.564 | 12                   | 1:12.875 | 2:28.984 |
| 66                   | 22.193   | 2:46.784 | 33                   | 38.486   | 2:38.082 | 124                  | 53.889   | 2:33.931 | 85                   | 1:06.966 | 2:25.731 | 85                   | 1:18.776 | 2:27.432 |
| 85                   | 44.589   | 3:09.180 | 85                   | 49.483   | 2:25.841 | 85                   | 57.380   | 2:25.964 | 124                  | 1:08.289 | 2:30.545 | 33                   | 1:20.168 | 2:30.207 |
| 75                   | 46.374   | 3:10.965 | 75                   | 54.194   | 2:28.767 | 75                   | 1:02.842 | 2:26.715 | 75                   | 1:14.220 | 2:27.523 | 124                  | 1:20.407 | 2:27.740 |
| 102                  | 47.502   | 3:12.093 | 102                  | 57.739   | 2:31.184 | 102                  | 1:09.455 | 2:29.783 | 102                  | 1:22.108 | 2:28.798 | 75                   | 1:25.864 | 2:27.266 |
| 95                   | 49.782   | 3:14.373 | 95                   | 1:02.479 | 2:33.644 | 95                   | 1:12.954 | 2:28.542 | 95                   | 1:24.455 | 2:27.646 | 102                  | 1:34.606 | 2:28.120 |
| 32                   | 51.254   | 3:15.845 | 32                   | 1:06.595 | 2:36.288 | 21                   | 1:24.203 | 2:35.672 | 21                   | 1:43.098 | 2:35.040 | 95                   | 1:36.269 | 2:27.436 |
| 21                   | 52.077   | 3:16.668 | 21                   | 1:06.598 | 2:35.468 | 32                   | 1:24.803 | 2:36.275 | 32                   | 1:43.490 | 2:34.832 | 21                   | 2:01.057 | 2:33.581 |
| 166                  | 55.198   | 3:19.789 | 166                  | 1:12.814 | 2:38.563 | 166                  | 1:33.827 | 2:39.080 | 166                  | 1:55.895 | 2:38.213 | 32                   | 2:01.800 | 2:33.932 |
| 52                   | 1:04.643 | 3:29.234 | 52                   | 1:31.959 | 2:48.263 | 52                   | 1:58.391 | 2:44.499 |                      |          |          | 166                  | 2:17.607 | 2:37.334 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

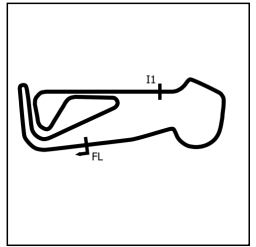
RACE 4 - POSITION CHART

| No  | Name      | Lap<br>Pos |     |     |     |     |     |
|-----|-----------|------------|-----|-----|-----|-----|-----|
|     |           |            | 1   | 2   | 3   | 4   | 5   |
| 30  | JONES     | 1          | 217 | 257 | 217 | 257 | 257 |
| 217 | COOPER    | 2          | 0   | 217 | 257 | 217 | 217 |
| 257 | McCARTNEY | 3          | 257 | 0   | 0   | 30  | 30  |
| 7   | ROOKER    | 4          | 30  | 30  | 30  | 0   | 0   |
| 0   | KING      | 5          | 40  | 40  | 7   | 7   | 40  |
| 40  | ORMROD    | 6          | 7   | 7   | 40  | 40  | 7   |
| 17  | BUSA      | 7          | 17  | 17  | 125 | 125 | 125 |
| 125 | WINGATE   | 8          | 185 | 125 | 17  | 17  | 17  |
| 127 | STONE     | 9          | 125 | 185 | 185 | 185 | 185 |
| 185 | CARTER    | 10         | 127 | 127 | 127 | 127 | 127 |
| 58  | RHODES    | 11         | 58  | 58  | 58  | 58  | 58  |
| 461 | MARSHALL  | 12         | 27  | 27  | 27  | 27  | 43  |
| 43  | SWARBRICK | 13         | 43  | 43  | 43  | 43  | 27  |
| 27  | GARROD    | 14         | 461 | 461 | 461 | 461 | 461 |
| 124 | BAKER     | 15         | 165 | 164 | 165 | 164 | 165 |
| 164 | COWIE     | 16         | 1   | 165 | 164 | 165 | 164 |
| 33  | KLINGE    | 17         | 164 | 25  | 1   | 1   | 1   |
| 12  | RAMSEY    | 18         | 25  | 82  | 82  | 82  | 25  |
| 1   | SMITH     | 19         | 12  | 1   | 25  | 25  | 82  |
| 165 | RHODES    | 20         | 124 | 12  | 54  | 54  | 54  |
| 25  | GLEESON   | 21         | 82  | 54  | 12  | 12  | 66  |
| 82  | DENNEY    | 22         | 33  | 66  | 66  | 66  | 12  |
| 54  | SCOTT     | 23         | 54  | 124 | 33  | 33  | 85  |
| 66  | SMITH     | 24         | 66  | 33  | 124 | 85  | 33  |
| 57  | BUCKHAM   | 25         | 85  | 85  | 85  | 124 | 124 |
| 72  | BINGLEY   | 26         | 75  | 75  | 75  | 75  | 75  |
| 85  | WALES     | 27         | 102 | 102 | 102 | 102 | 102 |
| 75  | WOODALL   | 28         | 95  | 95  | 95  | 95  | 95  |
| 95  | ROGERS    | 29         | 32  | 32  | 21  | 21  | 21  |
| 166 | LEWIS     | 30         | 21  | 21  | 32  | 32  | 32  |
| 21  | WOLFF     | 31         | 166 | 166 | 166 | 166 | 166 |
| 52  | PARKER    | 32         | 52  | 52  | 52  | 52  |     |
| 32  | ASHMEAD   | 33         |     |     |     |     |     |
| 102 | WRIGHT    | 34         |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P1 257 J Henry McCARTNEY  |          | Kawasaki NINJA 400 - Erect scaffolding/Dannywebb gp camp |              |                    |       |              |
|---------------------------|----------|----------------------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.622 |          | BEST LAP TIME : 2:15.622                                 |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                                                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.836                                                   | 2:25.365     | 73.52              | 9.743 | 11:40:44.593 |
| 2 -                       | 1:33.585 | 46.588                                                   | 2:20.173     | 76.24              | 4.551 | 11:43:04.766 |
| 3 -                       | 1:33.033 | 45.089                                                   | 2:18.122 (3) | 77.38              | 2.500 | 11:45:22.888 |
| 4 -                       | 1:31.411 | 44.679                                                   | 2:16.090 (2) | 78.53              | 0.468 | 11:47:38.978 |
| 5 -                       | 1:30.982 | 44.640                                                   | 2:15.622 (1) | 78.80              |       | 11:49:54.600 |

| P2 217 J Hudson COOPER    |          | Kawasaki NINJA - Rides R Us |              |                    |       |              |
|---------------------------|----------|-----------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.572 |          | BEST LAP TIME : 2:15.753    |              | DIFFERENCE : 0.181 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                    | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.181                      | 2:24.591     | 73.91              | 8.838 | 11:40:43.819 |
| 2 -                       | 1:34.321 | 46.646                      | 2:20.967     | 75.81              | 5.214 | 11:43:04.786 |
| 3 -                       | 1:32.998 | 45.049                      | 2:18.047 (3) | 77.42              | 2.294 | 11:45:22.833 |
| 4 -                       | 1:31.634 | 44.590                      | 2:16.224 (2) | 78.45              | 0.471 | 11:47:39.057 |
| 5 -                       | 1:30.982 | 44.771                      | 2:15.753 (1) | 78.73              |       | 11:49:54.810 |

| P3 30 S Lewis JONES       |          | Kawasaki NINJA 400 -     |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:15.277 |          | BEST LAP TIME : 2:15.277 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.880                   | 2:25.929     | 73.24              | 10.652 | 11:40:45.157 |
| 2 -                       | 1:33.107 | 47.037                   | 2:20.144     | 76.26              | 4.867  | 11:43:05.301 |
| 3 -                       | 1:32.550 | 46.021                   | 2:18.571 (3) | 77.13              | 3.294  | 11:45:23.872 |
| 4 -                       | 1:30.826 | 45.055                   | 2:15.881 (2) | 78.65              | 0.604  | 11:47:39.753 |
| 5 -                       | 1:30.320 | 44.957                   | 2:15.277 (1) | 79.00              |        | 11:49:55.030 |

| P4 0 J Lucas KING         |          | Kawasaki NINJA400 - NW racing |              |                    |       |              |
|---------------------------|----------|-------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.370 |          | BEST LAP TIME : 2:15.754      |              | DIFFERENCE : 0.384 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                      | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.013                        | 2:25.102     | 73.65              | 9.348 | 11:40:44.330 |
| 2 -                       | 1:34.365 | 46.445                        | 2:20.810     | 75.90              | 5.056 | 11:43:05.140 |
| 3 -                       | 1:32.808 | 45.344                        | 2:18.152 (3) | 77.36              | 2.398 | 11:45:23.292 |
| 4 -                       | 1:31.563 | 44.969                        | 2:16.532 (2) | 78.28              | 0.778 | 11:47:39.824 |
| 5 -                       | 1:30.401 | 45.353                        | 2:15.754 (1) | 78.73              |       | 11:49:55.578 |

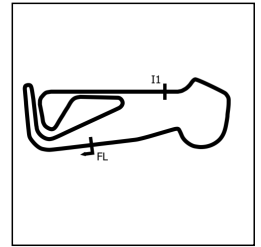
| P5 40 J Archie ORMROD     |          | Kawasaki NINJA 400 - Prestige Flooring |              |                    |       |              |
|---------------------------|----------|----------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:18.774 |          | BEST LAP TIME : 2:18.774               |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                               | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.230                                 | 2:27.149     | 72.63              | 8.375 | 11:40:46.377 |
| 2 -                       | 1:35.539 | 47.607                                 | 2:23.146     | 74.66              | 4.372 | 11:43:09.523 |
| 3 -                       | 1:35.978 | 46.893                                 | 2:22.871 (3) | 74.80              | 4.097 | 11:45:32.394 |
| 4 -                       | 1:34.274 | 46.008                                 | 2:20.282 (2) | 76.18              | 1.508 | 11:47:52.676 |
| 5 -                       | 1:33.017 | 45.757                                 | 2:18.774 (1) | 77.01              |       | 11:50:11.450 |

| P6 7 J Travis ROOKER      |          | Kawasaki NINJA 400 - Swedish car connection |              |                    |       |              |
|---------------------------|----------|---------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:19.235 |          | BEST LAP TIME : 2:19.285                    |              | DIFFERENCE : 0.050 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                                    | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.499                                      | 2:27.736     | 72.34              | 8.451 | 11:40:46.964 |
| 2 -                       | 1:35.153 | 47.665                                      | 2:22.818     | 74.83              | 3.533 | 11:43:09.782 |
| 3 -                       | 1:36.005 | 46.536                                      | 2:22.541 (3) | 74.98              | 3.256 | 11:45:32.323 |
| 4 -                       | 1:34.011 | 45.891                                      | 2:19.902 (2) | 76.39              | 0.617 | 11:47:52.225 |
| 5 -                       | 1:33.344 | 45.941                                      | 2:19.285 (1) | 76.73              |       | 11:50:11.510 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P7 125 J                  |                 | Isabelle WINGATE         |                     | Kawasaki NINJA 400 - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.852 |                 | BEST LAP TIME : 2:19.041 |                     | DIFFERENCE : 0.189   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.475                   | 2:29.509            | 71.48                | 10.468 | 11:40:48.737        |
| 2 -                       | 1:33.958        | 48.345                   | 2:22.303            | 75.10                | 3.262  | 11:43:11.040        |
| 3 -                       | 1:34.625        | 47.313                   | 2:21.938 (3)        | 75.30                | 2.897  | 11:45:32.978        |
| 4 -                       | 1:34.128        | <b>46.304</b>            | 2:20.432 (2)        | 76.10                | 1.391  | 11:47:53.410        |
| 5 -                       | <b>1:32.548</b> | 46.493                   | <b>2:19.041 (1)</b> | <b>76.86</b>         |        | <b>11:50:12.451</b> |

| P8 17 S                   |                 | Daryn BUSA               |                     | Kawasaki NINJA 400 - iActiveRC |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.315 |                 | BEST LAP TIME : 2:19.315 |                     | DIFFERENCE : 0.000             |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.310                   | 2:28.013            | 72.20                          | 8.698 | 11:40:47.241        |
| 2 -                       | 1:35.362        | 47.665                   | 2:23.027            | 74.72                          | 3.712 | 11:43:10.268        |
| 3 -                       | 1:36.214        | 46.772                   | 2:22.986 (3)        | 74.74                          | 3.671 | 11:45:33.254        |
| 4 -                       | 1:34.493        | 46.131                   | 2:20.624 (2)        | 76.00                          | 1.309 | 11:47:53.878        |
| 5 -                       | <b>1:33.344</b> | <b>45.971</b>            | <b>2:19.315 (1)</b> | <b>76.71</b>                   |       | <b>11:50:13.193</b> |

| P9 185 J                  |                 | Billy CARTER             |                     | Kawasaki NINJA 400 - A&M pure engineering |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.439 |                 | BEST LAP TIME : 2:22.550 |                     | DIFFERENCE : 0.111                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.484                   | 2:28.608            | 71.92                                     | 6.058 | 11:40:47.836        |
| 2 -                       | <b>1:36.026</b> | 47.906                   | 2:23.932 (3)        | 74.25                                     | 1.382 | 11:43:11.768        |
| 3 -                       | 1:37.288        | 47.427                   | 2:24.715            | 73.85                                     | 2.165 | 11:45:36.483        |
| 4 -                       | 1:36.336        | <b>46.413</b>            | 2:22.749 (2)        | 74.87                                     | 0.199 | 11:47:59.232        |
| 5 -                       | 1:36.053        | 46.497                   | <b>2:22.550 (1)</b> | <b>74.97</b>                              |       | <b>11:50:21.782</b> |

| P10 127 S                 |                 | Michael STONE            |                     | Kawasaki 400 NINJA - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.321 |                 | BEST LAP TIME : 2:21.625 |                     | DIFFERENCE : 0.304   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.187                   | 2:30.481            | 71.02                | 8.856 | 11:40:49.709        |
| 2 -                       | 1:37.077        | 48.950                   | 2:26.027            | 73.19                | 4.402 | 11:43:15.736        |
| 3 -                       | 1:35.940        | 47.022                   | 2:22.962 (3)        | 74.76                | 1.337 | 11:45:38.698        |
| 4 -                       | 1:35.437        | <b>46.680</b>            | 2:22.117 (2)        | 75.20                | 0.492 | 11:48:00.815        |
| 5 -                       | <b>1:34.641</b> | 46.984                   | <b>2:21.625 (1)</b> | <b>75.46</b>         |       | <b>11:50:22.440</b> |

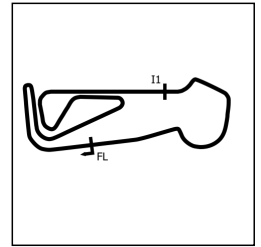
| P11 58 J                  |                 | Max RHODES               |                     | Kawasaki EX 400 - Oliver's mount Mototec |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.206 |                 | BEST LAP TIME : 2:23.206 |                     | DIFFERENCE : 0.000                       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                      | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.711                   | 2:32.183            | 70.23                                    | 8.977 | 11:40:51.411        |
| 2 -                       | 1:37.361        | 48.514                   | 2:25.875            | 73.26                                    | 2.669 | 11:43:17.286        |
| 3 -                       | 1:37.366        | 47.997                   | 2:25.363 (3)        | 73.52                                    | 2.157 | 11:45:42.649        |
| 4 -                       | 1:36.117        | 47.586                   | 2:23.703 (2)        | 74.37                                    | 0.497 | 11:48:06.352        |
| 5 -                       | <b>1:35.714</b> | <b>47.492</b>            | <b>2:23.206 (1)</b> | <b>74.63</b>                             |       | <b>11:50:29.558</b> |

| P12 43 S                  |                 | Mark SWARBRICK           |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.461 |                 | BEST LAP TIME : 2:24.529 |                     | DIFFERENCE : 0.068   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 50.381                   | 2:34.007            | 69.39                | 9.478 | 11:40:53.235        |
| 2 -                       | 1:40.128        | 48.963                   | 2:29.091            | 71.68                | 4.562 | 11:43:22.326        |
| 3 -                       | 1:37.802        | 47.991                   | 2:25.793 (3)        | 73.30                | 1.264 | 11:45:48.119        |
| 4 -                       | <b>1:36.617</b> | 47.912                   | <b>2:24.529 (1)</b> | <b>73.95</b>         |       | <b>11:48:12.648</b> |
| 5 -                       | 1:37.936        | <b>47.844</b>            | 2:25.780 (2)        | 73.31                | 1.251 | 11:50:38.428        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

|                           |                 |                          |                          |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>27 J</b>     | <b>Alfie GARROD</b>      | Kawasaki NINJA 400 - Dad |              |       |                     |
| IDEAL LAP TIME : 2:25.522 |                 | BEST LAP TIME : 2:25.745 | DIFFERENCE : 0.223       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.818                   | 2:33.824                 | 69.48        | 8.079 | 11:40:53.052        |
| 2 -                       | 1:38.521        | 48.935                   | 2:27.456                 | 72.48        | 1.711 | 11:43:20.508        |
| 3 -                       | 1:38.026        | <b>47.719</b>            | <b>2:25.745 (1)</b>      | <b>73.33</b> |       | <b>11:45:46.253</b> |
| 4 -                       | <b>1:37.803</b> | 48.255                   | 2:26.058 (2)             | 73.17        | 0.313 | 11:48:12.311        |
| 5 -                       | 1:37.995        | 48.357                   | 2:26.352 (3)             | 73.02        | 0.607 | 11:50:38.663        |

|                           |                 |                          |                                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>461 J</b>    | <b>Sid MARSHALL</b>      | Kawasaki NINJA 400 - TransCare road transport engineering |              |        |                     |
| IDEAL LAP TIME : 2:23.434 |                 | BEST LAP TIME : 2:23.434 | DIFFERENCE : 0.000                                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.015                   | 2:35.054                                                  | 68.93        | 11.620 | 11:40:54.282        |
| 2 -                       | 1:40.918        | 52.248                   | 2:33.166                                                  | 69.78        | 9.732  | 11:43:27.448        |
| 3 -                       | 1:40.751        | 50.319                   | 2:31.070 (3)                                              | 70.74        | 7.636  | 11:45:58.518        |
| 4 -                       | 1:37.141        | 47.987                   | 2:25.128 (2)                                              | 73.64        | 1.694  | 11:48:23.646        |
| 5 -                       | <b>1:35.698</b> | <b>47.736</b>            | <b>2:23.434 (1)</b>                                       | <b>74.51</b> |        | <b>11:50:47.080</b> |

|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P15</b>                | <b>165 J</b>    | <b>Lilly RHODES</b>      | Kawasaki NINJA - Olivers mount Mototec |              |        |                     |
| IDEAL LAP TIME : 2:27.033 |                 | BEST LAP TIME : 2:27.033 | DIFFERENCE : 0.000                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.656                   | 2:40.262                               | 66.69        | 13.229 | 11:40:59.490        |
| 2 -                       | 1:42.434        | 50.749                   | 2:33.183                               | 69.77        | 6.150  | 11:43:32.673        |
| 3 -                       | 1:40.247        | 49.017                   | 2:29.264 (2)                           | 71.60        | 2.231  | 11:46:01.937        |
| 4 -                       | 1:40.122        | 49.190                   | 2:29.312 (3)                           | 71.58        | 2.279  | 11:48:31.249        |
| 5 -                       | <b>1:38.149</b> | <b>48.884</b>            | <b>2:27.033 (1)</b>                    | <b>72.69</b> |        | <b>11:50:58.282</b> |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>164 J</b>    | <b>George COWIE</b>      | Kawasaki NINJA 300 - Faraldo racing |              |        |                     |
| IDEAL LAP TIME : 2:28.191 |                 | BEST LAP TIME : 2:28.252 | DIFFERENCE : 0.061                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.568                   | 2:41.444                            | 66.20        | 13.192 | 11:41:00.672        |
| 2 -                       | 1:41.308        | 50.433                   | 2:31.741                            | 70.43        | 3.489  | 11:43:32.413        |
| 3 -                       | 1:40.697        | 49.743                   | 2:30.440 (3)                        | 71.04        | 2.188  | 11:46:02.853        |
| 4 -                       | 1:38.902        | <b>49.350</b>            | <b>2:28.252 (1)</b>                 | <b>72.09</b> |        | <b>11:48:31.105</b> |
| 5 -                       | <b>1:38.841</b> | 49.765                   | 2:28.606 (2)                        | 71.92        | 0.354  | 11:50:59.711        |

|                           |                 |                          |                             |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>1 S</b>      | <b>Haydon SMITH</b>      | Kawasaki - Shelf & Rail Co. |              |        |                     |
| IDEAL LAP TIME : 2:26.888 |                 | BEST LAP TIME : 2:26.888 | DIFFERENCE : 0.000          |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.493                   | 2:40.442                    | 66.61        | 13.554 | 11:40:59.670        |
| 2 -                       | 1:46.080        | 51.279                   | 2:37.359                    | 67.92        | 10.471 | 11:43:37.029        |
| 3 -                       | 1:40.517        | 49.453                   | 2:29.970 (3)                | 71.26        | 3.082  | 11:46:06.999        |
| 4 -                       | 1:39.863        | 48.713                   | 2:28.576 (2)                | 71.93        | 1.688  | 11:48:35.575        |
| 5 -                       | <b>1:38.508</b> | <b>48.380</b>            | <b>2:26.888 (1)</b>         | <b>72.76</b> |        | <b>11:51:02.463</b> |

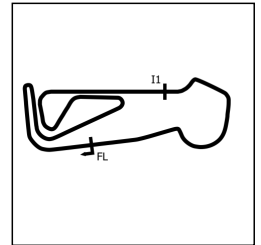
|                           |                 |                          |                                                              |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>25 J</b>     | <b>Chloe GLEESON</b>     | Kawasaki NINJA - Sussex Independent Financial Advisers Ltd / |              |        |                     |
| IDEAL LAP TIME : 2:27.517 |                 | BEST LAP TIME : 2:27.517 | DIFFERENCE : 0.000                                           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.903                   | 2:41.645                                                     | 66.12        | 14.128 | 11:41:00.873        |
| 2 -                       | 1:43.561        | 51.906                   | 2:35.467                                                     | 68.74        | 7.950  | 11:43:36.340        |
| 3 -                       | 1:41.775        | 50.083                   | 2:31.858 (3)                                                 | 70.38        | 4.341  | 11:46:08.198        |
| 4 -                       | 1:39.273        | 49.158                   | 2:28.431 (2)                                                 | 72.00        | 0.914  | 11:48:36.629        |
| 5 -                       | <b>1:38.864</b> | <b>48.653</b>            | <b>2:27.517 (1)</b>                                          | <b>72.45</b> |        | <b>11:51:04.146</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

|                           |                 |                          |                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>82 S</b>     | <b>Joe DENNEY</b>        | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD |              |        |                     |
| IDEAL LAP TIME : 2:27.485 |                 | BEST LAP TIME : 2:28.145 | DIFFERENCE : 0.660                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.609                   | 2:45.148                                  | 64.71        | 17.003 | 11:41:04.376        |
| 2 -                       | 1:41.553        | 50.566                   | 2:32.119                                  | 70.26        | 3.974  | 11:43:36.495        |
| 3 -                       | 1:42.154        | 48.955                   | 2:31.109 (3)                              | 70.73        | 2.964  | 11:46:07.604        |
| 4 -                       | <b>1:39.226</b> | 48.919                   | <b>2:28.145 (1)</b>                       | <b>72.14</b> |        | <b>11:48:35.749</b> |
| 5 -                       | 1:40.434        | <b>48.259</b>            | 2:28.693 (2)                              | 71.88        | 0.548  | 11:51:04.442        |

|                           |                 |                          |                                             |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>54 S</b>     | <b>Ben SCOTT</b>         | Kawasaki NINJA 400 - GI Landscapes VampTech |              |        |                     |
| IDEAL LAP TIME : 2:27.311 |                 | BEST LAP TIME : 2:27.311 | DIFFERENCE : 0.000                          |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.823                   | 2:46.119                                    | 64.33        | 18.808 | 11:41:05.347        |
| 2 -                       | 1:43.517        | 50.586                   | 2:34.103                                    | 69.35        | 6.792  | 11:43:39.450        |
| 3 -                       | 1:38.834        | 50.363                   | 2:29.197 (3)                                | 71.63        | 1.886  | 11:46:08.647        |
| 4 -                       | 1:39.113        | 49.540                   | 2:28.653 (2)                                | 71.89        | 1.342  | 11:48:37.300        |
| 5 -                       | <b>1:38.329</b> | <b>48.982</b>            | <b>2:27.311 (1)</b>                         | <b>72.55</b> |        | <b>11:51:04.611</b> |

|                           |                 |                          |                             |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>66 S</b>     | <b>Mark SMITH</b>        | Kawasaki EX300 - IMP RACING |              |        |                     |
| IDEAL LAP TIME : 2:27.181 |                 | BEST LAP TIME : 2:27.181 | DIFFERENCE : 0.000          |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 54.356                   | 2:46.784                    | 64.08        | 19.603 | 11:41:06.012        |
| 2 -                       | 1:43.370        | 50.694                   | 2:34.064                    | 69.37        | 6.883  | 11:43:40.076        |
| 3 -                       | 1:39.535        | 50.202                   | 2:29.737 (3)                | 71.37        | 2.556  | 11:46:09.813        |
| 4 -                       | 1:39.483        | 49.877                   | 2:29.360 (2)                | 71.55        | 2.179  | 11:48:39.173        |
| 5 -                       | <b>1:38.545</b> | <b>48.636</b>            | <b>2:27.181 (1)</b>         | <b>72.61</b> |        | <b>11:51:06.354</b> |

|                           |                 |                          |                      |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| <b>P22</b>                | <b>12 J</b>     | <b>Kees RAMSEY</b>       | Kawasaki NINJA 400 - |              |        |                     |
| IDEAL LAP TIME : 2:28.603 |                 | BEST LAP TIME : 2:28.984 | DIFFERENCE : 0.381   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.869                   | 2:42.989             | 65.57        | 14.005 | 11:41:02.217        |
| 2 -                       | 1:43.667        | 51.779                   | 2:35.446             | 68.75        | 6.462  | 11:43:37.663        |
| 3 -                       | 1:41.214        | 50.447                   | 2:31.661 (3)         | 70.47        | 2.677  | 11:46:09.324        |
| 4 -                       | 1:39.881        | <b>49.286</b>            | 2:29.167 (2)         | 71.65        | 0.183  | 11:48:38.491        |
| 5 -                       | <b>1:39.317</b> | 49.667                   | <b>2:28.984 (1)</b>  | <b>71.73</b> |        | <b>11:51:07.475</b> |

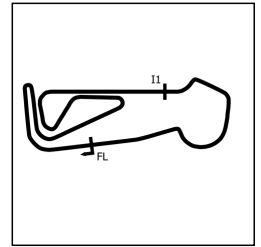
|                           |                 |                          |                                         |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>85 MZ</b>    | <b>Andrew WALES</b>      | MZ ETZ 250 - Show Control International |              |        |                     |
| IDEAL LAP TIME : 2:24.763 |                 | BEST LAP TIME : 2:25.731 | DIFFERENCE : 0.968                      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.003                   | 3:09.180                                | 56.49        | 43.449 | 11:41:28.408        |
| 2 -                       | 1:38.437        | <b>47.404</b>            | 2:25.841 (2)                            | 73.28        | 0.110  | 11:43:54.249        |
| 3 -                       | 1:38.231        | 47.733                   | 2:25.964 (3)                            | 73.22        | 0.233  | 11:46:20.213        |
| 4 -                       | <b>1:37.359</b> | 48.372                   | <b>2:25.731 (1)</b>                     | <b>73.34</b> |        | <b>11:48:45.944</b> |
| 5 -                       | 1:38.906        | 48.526                   | 2:27.432                                | 72.49        | 1.701  | 11:51:13.376        |

|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P24</b>                | <b>33 S</b>     | <b>Patrick KLINGE</b>    | Kawasaki NINJA 400 - Klingklong Racing |              |        |                     |
| IDEAL LAP TIME : 2:29.564 |                 | BEST LAP TIME : 2:29.564 | DIFFERENCE : 0.000                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.692                   | 2:45.942                               | 64.40        | 16.378 | 11:41:05.170        |
| 2 -                       | 1:46.095        | 51.987                   | 2:38.082                               | 67.61        | 8.518  | 11:43:43.252        |
| 3 -                       | 1:41.391        | 50.354                   | 2:31.745 (3)                           | 70.43        | 2.181  | 11:46:14.997        |
| 4 -                       | <b>1:39.551</b> | <b>50.013</b>            | <b>2:29.564 (1)</b>                    | <b>71.46</b> |        | <b>11:48:44.561</b> |
| 5 -                       | 1:39.989        | 50.218                   | 2:30.207 (2)                           | 71.15        | 0.643  | 11:51:14.768        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P25 124 J                 |          | Harley BAKER             |              | Kawasaki NINJA 400 - |        |              |
|---------------------------|----------|--------------------------|--------------|----------------------|--------|--------------|
| IDEAL LAP TIME : 2:27.740 |          | BEST LAP TIME : 2:27.740 |              | DIFFERENCE : 0.000   |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                  | DIFF   | TIME OF DAY  |
| 1 -                       |          | 53.823                   | 2:43.745     | 65.27                | 16.005 | 11:41:02.973 |
| 2 -                       | 1:46.485 | 53.333                   | 2:39.818     | 66.87                | 12.078 | 11:43:42.791 |
| 3 -                       | 1:42.921 | 51.010                   | 2:33.931 (3) | 69.43                | 6.191  | 11:46:16.722 |
| 4 -                       | 1:40.476 | 50.069                   | 2:30.545 (2) | 70.99                | 2.805  | 11:48:47.267 |
| 5 -                       | 1:38.537 | 49.203                   | 2:27.740 (1) | 72.34                |        | 11:51:15.007 |

| P26 75 MZ                 |          | Peter WOODALL            |              | MZ ETZ 250 - RevdCoin |        |              |
|---------------------------|----------|--------------------------|--------------|-----------------------|--------|--------------|
| IDEAL LAP TIME : 2:26.539 |          | BEST LAP TIME : 2:26.715 |              | DIFFERENCE : 0.176    |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 50.901                   | 3:10.965     | 55.96                 | 44.250 | 11:41:30.193 |
| 2 -                       | 1:39.929 | 48.838                   | 2:28.767     | 71.84                 | 2.052  | 11:43:58.960 |
| 3 -                       | 1:38.456 | 48.259                   | 2:26.715 (1) | 72.84                 |        | 11:46:25.675 |
| 4 -                       | 1:38.280 | 49.243                   | 2:27.523 (3) | 72.45                 | 0.808  | 11:48:53.198 |
| 5 -                       | 1:38.615 | 48.651                   | 2:27.266 (2) | 72.57                 | 0.551  | 11:51:20.464 |

| P27 102 MZ                |          | Caleb WRIGHT             |              | MZ ETZ 250 - Clover Investments |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:28.120 |          | BEST LAP TIME : 2:28.120 |              | DIFFERENCE : 0.000              |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                             | DIFF   | TIME OF DAY  |
| 1 -                       |          | 50.967                   | 3:12.093     | 55.63                           | 43.973 | 11:41:31.321 |
| 2 -                       | 1:41.277 | 49.907                   | 2:31.184     | 70.69                           | 3.064  | 11:44:02.505 |
| 3 -                       | 1:40.932 | 48.851                   | 2:29.783 (3) | 71.35                           | 1.663  | 11:46:32.288 |
| 4 -                       | 1:39.579 | 49.219                   | 2:28.798 (2) | 71.82                           | 0.678  | 11:49:01.086 |
| 5 -                       | 1:39.556 | 48.564                   | 2:28.120 (1) | 72.15                           |        | 11:51:29.206 |

| P28 95 MZ                 |          | Christopher ROGERS       |              | MZ ETZ 250 - CB Racing |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------|--------|--------------|
| IDEAL LAP TIME : 2:27.400 |          | BEST LAP TIME : 2:27.436 |              | DIFFERENCE : 0.036     |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                    | DIFF   | TIME OF DAY  |
| 1 -                       |          | 52.426                   | 3:14.373     | 54.98                  | 46.937 | 11:41:33.601 |
| 2 -                       | 1:44.360 | 49.284                   | 2:33.644     | 69.56                  | 6.208  | 11:44:07.245 |
| 3 -                       | 1:39.767 | 48.775                   | 2:28.542 (3) | 71.95                  | 1.106  | 11:46:35.787 |
| 4 -                       | 1:39.089 | 48.557                   | 2:27.646 (2) | 72.38                  | 0.210  | 11:49:03.433 |
| 5 -                       | 1:39.125 | 48.311                   | 2:27.436 (1) | 72.49                  |        | 11:51:30.869 |

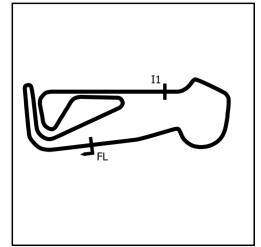
| P29 21 MZ                 |          | Jack WOLFF               |              | MZ 250 - James MZ Racing |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------------|--------|--------------|
| IDEAL LAP TIME : 2:33.581 |          | BEST LAP TIME : 2:33.581 |              | DIFFERENCE : 0.000       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                      | DIFF   | TIME OF DAY  |
| 1 -                       |          | 53.199                   | 3:16.668     | 54.34                    | 43.087 | 11:41:35.896 |
| 2 -                       | 1:44.658 | 50.810                   | 2:35.468 (3) | 68.74                    | 1.887  | 11:44:11.364 |
| 3 -                       | 1:44.558 | 51.114                   | 2:35.672     | 68.65                    | 2.091  | 11:46:47.036 |
| 4 -                       | 1:43.545 | 51.495                   | 2:35.040 (2) | 68.93                    | 1.459  | 11:49:22.076 |
| 5 -                       | 1:43.172 | 50.409                   | 2:33.581 (1) | 69.59                    |        | 11:51:55.657 |

| P30 32 MZ                 |          | John ASHMEAD             |              | MZ 250 -           |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:33.872 |          | BEST LAP TIME : 2:33.932 |              | DIFFERENCE : 0.060 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 52.754                   | 3:15.845     | 54.57              | 41.913 | 11:41:35.073 |
| 2 -                       | 1:45.103 | 51.185                   | 2:36.288     | 68.38              | 2.356  | 11:44:11.361 |
| 3 -                       | 1:44.764 | 51.511                   | 2:36.275 (3) | 68.39              | 2.343  | 11:46:47.636 |
| 4 -                       | 1:43.239 | 51.593                   | 2:34.832 (2) | 69.03              | 0.900  | 11:49:22.468 |
| 5 -                       | 1:43.299 | 50.633                   | 2:33.932 (1) | 69.43              |        | 11:51:56.400 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - SECTOR ANALYSIS



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

| P31 166 MZ                |          | Graeme LEWIS             |              | MZ 250 - Morris Racing Lubricants #MRL |        |              |
|---------------------------|----------|--------------------------|--------------|----------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:37.334 |          | BEST LAP TIME : 2:37.334 |              | DIFFERENCE : 0.000                     |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                    | DIFF   | TIME OF DAY  |
| 1 -                       |          | 53.058                   | 3:19.789     | 53.49                                  | 42.455 | 11:41:39.017 |
| 2 -                       | 1:46.392 | 52.171                   | 2:38.563 (3) | 67.40                                  | 1.229  | 11:44:17.580 |
| 3 -                       | 1:47.087 | 51.993                   | 2:39.080     | 67.18                                  | 1.746  | 11:46:56.660 |
| 4 -                       | 1:46.559 | 51.654                   | 2:38.213 (2) | 67.55                                  | 0.879  | 11:49:34.873 |
| 5 -                       | 1:46.026 | 51.308                   | 2:37.334 (1) | 67.93                                  |        | 11:52:12.207 |

| P32 52 MZ                 |          | Tony PARKER              |              | MZ 250 - Cancer research uk |        |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------|--------|--------------|
| IDEAL LAP TIME : 2:43.028 |          | BEST LAP TIME : 2:43.028 |              | DIFFERENCE : 0.000          |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                         | DIFF   | TIME OF DAY  |
| 1 -                       |          | 57.391                   | 3:29.234     | 51.08                       | 46.206 | 11:41:48.462 |
| 2 -                       | 1:52.015 | 56.248                   | 2:48.263 (3) | 63.52                       | 5.235  | 11:44:36.725 |
| 3 -                       | 1:50.079 | 54.420                   | 2:44.499 (2) | 64.97                       | 1.471  | 11:47:21.224 |
| 4 -                       | 1:49.348 | 53.680                   | 2:43.028 (1) | 65.55                       |        | 11:50:04.252 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 4 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |           | PERFECT LAP | 2:14.910 |       |
| 1        | 30  | 1:30.320 | 217      | 44.590 | 1                       | 30  | JONES     | 2:15.277    | 2:15.277 | 0.000 |
| 2        | 0   | 1:30.401 | 257      | 44.640 | 2                       | 0   | KING      | 2:15.370    | 2:15.754 | 0.384 |
| 3        | 257 | 1:30.982 | 30       | 44.957 | 3                       | 217 | COOPER    | 2:15.572    | 2:15.753 | 0.181 |
| 4        | 217 | 1:30.982 | 0        | 44.969 | 4                       | 257 | McCARTNEY | 2:15.622    | 2:15.622 | 0.000 |
| 5        | 125 | 1:32.548 | 40       | 45.757 | 5                       | 40  | ORMROD    | 2:18.774    | 2:18.774 | 0.000 |
| 6        | 40  | 1:33.017 | 7        | 45.891 | 6                       | 125 | WINGATE   | 2:18.852    | 2:19.041 | 0.189 |
| 7        | 7   | 1:33.344 | 17       | 45.971 | 7                       | 7   | ROOKER    | 2:19.235    | 2:19.285 | 0.050 |
| 8        | 17  | 1:33.344 | 125      | 46.304 | 8                       | 17  | BUSA      | 2:19.315    | 2:19.315 | 0.000 |
| 9        | 127 | 1:34.641 | 185      | 46.413 | 9                       | 127 | STONE     | 2:21.321    | 2:21.625 | 0.304 |
| 10       | 461 | 1:35.698 | 127      | 46.680 | 10                      | 185 | CARTER    | 2:22.439    | 2:22.550 | 0.111 |
| 11       | 58  | 1:35.714 | 85       | 47.404 | 11                      | 58  | RHODES    | 2:23.206    | 2:23.206 | 0.000 |
| 12       | 185 | 1:36.026 | 58       | 47.492 | 12                      | 461 | MARSHALL  | 2:23.434    | 2:23.434 | 0.000 |
| 13       | 43  | 1:36.617 | 27       | 47.719 | 13                      | 43  | SWARBRICK | 2:24.461    | 2:24.529 | 0.068 |
| 14       | 85  | 1:37.359 | 461      | 47.736 | 14                      | 85  | WALES     | 2:24.763    | 2:25.731 | 0.968 |
| 15       | 27  | 1:37.803 | 43       | 47.844 | 15                      | 27  | GARROD    | 2:25.522    | 2:25.745 | 0.223 |
| 16       | 165 | 1:38.149 | 82       | 48.259 | 16                      | 75  | WOODALL   | 2:26.539    | 2:26.715 | 0.176 |
| 17       | 75  | 1:38.280 | 75       | 48.259 | 17                      | 1   | SMITH     | 2:26.888    | 2:26.888 | 0.000 |
| 18       | 54  | 1:38.329 | 95       | 48.311 | 18                      | 165 | RHODES    | 2:27.033    | 2:27.033 | 0.000 |
| 19       | 1   | 1:38.508 | 1        | 48.380 | 19                      | 66  | SMITH     | 2:27.181    | 2:27.181 | 0.000 |
| 20       | 124 | 1:38.537 | 102      | 48.564 | 20                      | 54  | SCOTT     | 2:27.311    | 2:27.311 | 0.000 |
| 21       | 66  | 1:38.545 | 66       | 48.636 | 21                      | 95  | ROGERS    | 2:27.400    | 2:27.436 | 0.036 |
| 22       | 164 | 1:38.841 | 25       | 48.653 | 22                      | 82  | DENNEY    | 2:27.485    | 2:28.145 | 0.660 |
| 23       | 25  | 1:38.864 | 165      | 48.884 | 23                      | 25  | GLEESON   | 2:27.517    | 2:27.517 | 0.000 |
| 24       | 95  | 1:39.089 | 54       | 48.982 | 24                      | 124 | BAKER     | 2:27.740    | 2:27.740 | 0.000 |
| 25       | 82  | 1:39.226 | 124      | 49.203 | 25                      | 102 | WRIGHT    | 2:28.120    | 2:28.120 | 0.000 |
| 26       | 12  | 1:39.317 | 12       | 49.286 | 26                      | 164 | COWIE     | 2:28.191    | 2:28.252 | 0.061 |
| 27       | 33  | 1:39.551 | 164      | 49.350 | 27                      | 12  | RAMSEY    | 2:28.603    | 2:28.984 | 0.381 |
| 28       | 102 | 1:39.556 | 33       | 50.013 | 28                      | 33  | KLINGE    | 2:29.564    | 2:29.564 | 0.000 |
| 29       | 21  | 1:43.172 | 21       | 50.409 | 29                      | 21  | WOLFF     | 2:33.581    | 2:33.581 | 0.000 |
| 30       | 32  | 1:43.239 | 32       | 50.633 | 30                      | 32  | ASHMEAD   | 2:33.872    | 2:33.932 | 0.060 |
| 31       | 166 | 1:46.026 | 166      | 51.308 | 31                      | 166 | LEWIS     | 2:37.334    | 2:37.334 | 0.000 |
| 32       | 52  | 1:49.348 | 52       | 53.680 | 32                      | 52  | PARKER    | 2:43.028    | 2:43.028 | 0.000 |
| 33       |     |          |          |        |                         |     |           |             |          |       |
| 34       |     |          |          |        |                         |     |           |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 4 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2025-05-04 @ 10:20:00.000 |
| Actual Start           | 2025-05-04 @ 11:38:19.227 |
| Finish Time            | 2025-05-04 @ 11:49:54.599 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 159                       |
| Total Distance Covered | 472.0569mi.               |

Session Fastest Lap History

| NO  | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----|-----------------|----------|--------------|-----|--------------------|
| 257 | J  | Henry McCARTNEY | 2:20.173 | 11:43:04.766 | 2   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:20.144 | 11:43:05.301 | 2   | Kawasaki NINJA 400 |
| 217 | J  | Hudson COOPER   | 2:18.047 | 11:45:22.833 | 3   | Kawasaki NINJA     |
| 257 | J  | Henry McCARTNEY | 2:16.090 | 11:47:38.978 | 4   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:15.881 | 11:47:39.753 | 4   | Kawasaki NINJA 400 |
| 257 | J  | Henry McCARTNEY | 2:15.622 | 11:49:54.600 | 5   | Kawasaki NINJA 400 |
| 30  | S  | Lewis JONES     | 2:15.277 | 11:49:55.030 | 5   | Kawasaki NINJA 400 |

Session Leader History

| NO  | CL | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|-----|----|-----------------|----------|----------|------------|--------------------|
| 217 | J  | Hudson COOPER   | 1        | 1        | 2.96 miles | Kawasaki NINJA     |
| 257 | J  | Henry McCARTNEY | 2        | 1        | 2.96 miles | Kawasaki NINJA 400 |
| 217 | J  | Hudson COOPER   | 3        | 1        | 2.96 miles | Kawasaki NINJA     |
| 257 | J  | Henry McCARTNEY | 4        | 2        | 5.93 miles | Kawasaki NINJA 400 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:38:19.227 |
| FINISH | 11:49:54.599 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:58.175  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - STATISTICS

CLASS : J

15 Starters

#### Fastest Lap History

| NO  | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|-----------------|----------|--------------|-----|--------------------|
| 257 | Henry McCARTNEY | 2:20.173 | 11:43:04.766 | 2   | Kawasaki NINJA 400 |
| 217 | Hudson COOPER   | 2:18.047 | 11:45:22.833 | 3   | Kawasaki NINJA     |
| 257 | Henry McCARTNEY | 2:16.090 | 11:47:38.978 | 4   | Kawasaki NINJA 400 |
| 257 | Henry McCARTNEY | 2:15.622 | 11:49:54.600 | 5   | Kawasaki NINJA 400 |

#### Leader History

| NO  | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|-----|-----------------|----------|----------|------------|--------------------|
| 217 | Hudson COOPER   | 1        | 1        | 2.96 miles | Kawasaki NINJA     |
| 257 | Henry McCARTNEY | 2        | 1        | 2.96 miles | Kawasaki NINJA 400 |
| 217 | Hudson COOPER   | 3        | 1        | 2.96 miles | Kawasaki NINJA     |
| 257 | Henry McCARTNEY | 4        | 2        | 5.93 miles | Kawasaki NINJA 400 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 4 - STATISTICS

**CLASS : S**

11 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|----|-------------|----------|--------------|-----|--------------------|
| 30 | Lewis JONES | 2:20.144 | 11:43:05.301 | 2   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:18.571 | 11:45:23.872 | 3   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:15.881 | 11:47:39.753 | 4   | Kawasaki NINJA 400 |
| 30 | Lewis JONES | 2:15.277 | 11:49:55.030 | 5   | Kawasaki NINJA 400 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|----|-------------|----------|----------|-------------|--------------------|
| 30 | Lewis JONES | 1        | 5        | 14.84 miles | Kawasaki NINJA 400 |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**RACE 4 - STATISTICS**

**CLASS : MZ** 8 Starters

**Fastest Lap History**

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|--------------|----------|--------------|-----|------------|
| 85 | Andrew WALES | 2:25.841 | 11:43:54.249 | 2   | MZ ETZ 250 |
| 85 | Andrew WALES | 2:25.731 | 11:48:45.944 | 4   | MZ ETZ 250 |

**Leader History**

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|--------------|----------|----------|-------------|------------|
| 85 | Andrew WALES | 1        | 5        | 14.84 miles | MZ ETZ 250 |





**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**RACE 15 - GRID - AMENDED (5 Laps)**

|        |    |     |                    |          |    |     |                  |          |    |     |                 |
|--------|----|-----|--------------------|----------|----|-----|------------------|----------|----|-----|-----------------|
| ROW 13 | 39 | 69  | Alexander MANN     | 2:43.028 | 38 | 52  | Tony PARKER      | 2:37.334 | 37 | 166 | Graeme LEWIS    |
| ROW 12 | 36 | 32  | John ASHMEAD       | 2:33.932 | 35 | 21  | Jack WOLFF       | 2:33.581 | 34 | 102 | Caleb WRIGHT    |
| ROW 11 | 33 | 95  | Christopher ROGERS | 2:27.436 | 32 | 75  | Peter WOODALL    | 2:26.715 | 31 | 85  | Andrew WALES    |
| ROW 10 | 30 |     |                    |          | 29 |     |                  |          | 28 |     |                 |
| ROW 9  | 27 | 79  | Sean CRONE         |          | 26 | 72  | Paige BINGLEY    |          | 25 | 57  | Richard BUCKHAM |
| ROW 8  | 24 | 33  | Patrick KLINGE     | 2:29.564 | 23 | 12  | Kees RAMSEY      | 2:28.984 | 22 | 164 | George COWIE    |
| ROW 7  | 21 | 82  | Joe DENNEY         | 2:28.145 | 20 | 124 | Harley BAKER     | 2:27.740 | 19 | 25  | Chloe GLEESON   |
| ROW 6  | 18 | 54  | Ben SCOTT          | 2:27.311 | 17 | 66  | Mark SMITH       | 2:27.181 | 16 | 165 | Lilly RHODES    |
| ROW 5  | 15 | 1   | Haydon SMITH       | 2:26.888 | 14 | 27  | Alfie GARROD     | 2:25.745 | 13 | 43  | Mark SWARBRICK  |
| ROW 4  | 12 | 461 | Sid MARSHALL       | 2:23.434 | 11 | 58  | Max RHODES       | 2:23.206 | 10 | 185 | Billy CARTER    |
| ROW 3  | 9  | 257 | Henry McCARTNEY    |          | 8  | 127 | Michael STONE    | 2:21.625 | 7  | 17  | Daryn BUSA      |
| ROW 2  | 6  | 7   | Travis ROOKER      | 2:19.285 | 5  | 125 | Isabelle WINGATE | 2:19.041 | 4  | 40  | Archie ORMROD   |
| ROW 1  | 3  | 0   | Lucas KING         | 2:15.754 | 2  | 217 | Hudson COOPER    | 2:15.753 | 1  | 30  | Lewis JONES     |

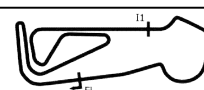
Pole

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:04 Sunday, 04 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME               | ENTRY                                                     | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|--------------------|-----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 30  | S  | 1   | Lewis JONES        | Kawasaki NINJA 400 -                                      | 5    | 11:39.221 |          |        | 76.42 | 2:17.431 | 2  | 1   | 0  |
| 2   | 217 | J  | 1   | Hudson COOPER      | Kawasaki NINJA - Rides R Us                               | 5    | 11:42.866 | 3.645    | 3.645  | 76.03 | 2:17.214 | 3  | 2   | 0  |
| 3   | 7   | J  | 2   | Travis ROOKER      | Kawasaki NINJA 400 - Swedish car connection               | 5    | 11:50.787 | 11.566   | 7.921  | 75.18 | 2:20.228 | 3  | 6   | 3  |
| 4   | 185 | J  | 3   | Billy CARTER       | Kawasaki NINJA 400 - A&M pure engineering                 | 5    | 11:51.768 | 12.547   | 0.981  | 75.08 | 2:20.163 | 2  | 10  | 6  |
| 5   | 40  | J  | 4   | Archie ORMROD      | Kawasaki NINJA 400 - Prestige Flooring                    | 5    | 11:53.958 | 14.737   | 2.190  | 74.85 | 2:21.131 | 2  | 4   | -1 |
| 6   | 125 | J  | 5   | Isabelle WINGATE   | Kawasaki NINJA 400 -                                      | 5    | 11:54.469 | 15.248   | 0.511  | 74.79 | 2:21.017 | 2  | 5   | -1 |
| 7   | 17  | S  | 2   | Daryn BUSA         | Kawasaki NINJA 400 - iActiveRC                            | 5    | 12:00.796 | 21.575   | 6.327  | 74.14 | 2:20.825 | 2  | 7   | 0  |
| 8   | 127 | S  | 3   | Michael STONE      | Kawasaki 400 NINJA -                                      | 5    | 12:11.452 | 32.231   | 10.656 | 73.06 | 2:23.621 | 3  | 8   | 0  |
| 9   | 43  | S  | 4   | Mark SWARBRICK     | Kawasaki NINJA 400 -                                      | 5    | 12:11.938 | 32.717   | 0.486  | 73.01 | 2:23.658 | 2  | 13  | 4  |
| 10  | 461 | J  | 6   | Sid MARSHALL       | Kawasaki NINJA 400 - TransCare road transport engineering | 5    | 12:15.992 | 36.771   | 4.054  | 72.60 | 2:23.598 | 2  | 12  | 2  |
| 11  | 1   | S  | 5   | Haydon SMITH       | Kawasaki - Shelf & Rail Co.                               | 5    | 12:19.001 | 39.780   | 3.009  | 72.31 | 2:25.339 | 2  | 15  | 4  |
| 12  | 25  | J  | 7   | Chloe GLEESON      | Kawasaki NINJA - Sussex Independent Financial Advisers L  | 5    | 12:29.362 | 50.141   | 10.361 | 71.31 | 2:27.179 | 2  | 19  | 7  |
| 13  | 124 | J  | 8   | Harley BAKER       | Kawasaki NINJA 400 -                                      | 5    | 12:31.373 | 52.152   | 2.011  | 71.12 | 2:27.362 | 3  | 20  | 7  |
| 14  | 33  | S  | 6   | Patrick KLINGE     | Kawasaki NINJA 400 - Klingklong Racing                    | 5    | 12:33.597 | 54.376   | 2.224  | 70.91 | 2:27.010 | 3  | 24  | 10 |
| 15  | 164 | J  | 9   | George COWIE       | Kawasaki NINJA 300 - Faraldo racing                       | 5    | 12:34.373 | 55.152   | 0.776  | 70.84 | 2:28.171 | 3  | 22  | 7  |
| 16  | 165 | J  | 10  | Lilly RHODES       | Kawasaki NINJA - Olivers mount Mototec                    | 5    | 12:34.562 | 55.341   | 0.189  | 70.82 | 2:27.877 | 2  | 16  | 0  |
| 17  | 82  | S  | 7   | Joe DENNEY         | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD                 | 5    | 12:35.388 | 56.167   | 0.826  | 70.74 | 2:28.809 | 5  | 21  | 4  |
| 18  | 54  | S  | 8   | Ben SCOTT          | Kawasaki NINJA 400 - GI Landscapes VampTech               | 5    | 12:36.145 | 56.924   | 0.757  | 70.67 | 2:28.574 | 4  | 18  | 0  |
| 19  | 66  | S  | 9   | Mark SMITH         | Kawasaki EX300 - IMP RACING                               | 5    | 12:36.409 | 57.188   | 0.264  | 70.65 | 2:27.978 | 2  | 17  | -2 |
| 20  | 12  | J  | 11  | Kees RAMSEY        | Kawasaki NINJA 400 -                                      | 5    | 12:38.843 | 59.622   | 2.434  | 70.42 | 2:29.315 | 2  | 23  | 3  |
| 21  | 85  | MZ | 1   | Andrew WALES       | MZ ETZ 250 - Show Control International                   | 5    | 12:53.545 | 1:14.324 | 14.702 | 69.08 | 2:24.454 | 2  | 28  | 7  |
| 22  | 69  | MZ | 2   | Alexander MANN     | Mz TS 250 - HS RACING                                     | 5    | 13:00.968 | 1:21.747 | 7.423  | 68.42 | 2:26.137 | 3  | 36  | 14 |
| 23  | 95  | MZ | 3   | Christopher ROGERS | MZ ETZ 250 - CB Racing                                    | 5    | 13:06.167 | 1:26.946 | 5.199  | 67.97 | 2:27.350 | 2  | 30  | 7  |
| 24  | 102 | MZ | 4   | Caleb WRIGHT       | MZ ETZ 250 - Clover Investments                           | 5    | 13:11.203 | 1:31.982 | 5.036  | 67.54 | 2:29.022 | 2  | 31  | 7  |
| 25  | 21  | MZ | 5   | Jack WOLFF         | MZ 250 - James MZ Racing                                  | 5    | 13:28.538 | 1:49.317 | 17.335 | 66.09 | 2:31.735 | 3  | 32  | 7  |
| 26  | 32  | MZ | 6   | John ASHMEAD       | MZ 250 -                                                  | 5    | 13:36.782 | 1:57.561 | 8.244  | 65.42 | 2:31.402 | 2  | 33  | 7  |
| 27  | 52  | MZ | 7   | Tony PARKER        | MZ 250 - Cancer research uk                               | 4    | 11:51.820 | 1 Lap    | 1 Lap  | 60.06 | 2:46.340 | 4  | 35  | 8  |

#### NOT CLASSIFIED

|     |     |    |  |               |                                          |   |          |        |          |       |          |   |    |  |
|-----|-----|----|--|---------------|------------------------------------------|---|----------|--------|----------|-------|----------|---|----|--|
| DNF | 27  | J  |  | Alfie GARROD  | Kawasaki NINJA 400 - Dad                 | 4 | 9:32.292 | 1 Lap  |          | 74.70 | 2:21.167 | 3 | 14 |  |
| DNF | 58  | J  |  | Max RHODES    | Kawasaki EX 400 - Oliver's mount Mototec | 2 | 4:48.524 | 3 Laps | 2 Laps   | 74.08 | 2:21.058 | 2 | 11 |  |
| DNF | 166 | MZ |  | Graeme LEWIS  | MZ 250 - Morris Racing Lubricants #MRL   | 2 | 5:51.116 | 3 Laps | 1:02.592 | 60.88 | 2:34.560 | 2 | 34 |  |
| DNF | 75  | MZ |  | Peter WOODALL | MZ ETZ 250 - RevdCoin                    | 1 | 3:09.199 | 4 Laps | 1 Lap    | 56.49 |          |   | 29 |  |
| DNF | 0   | J  |  | Lucas KING    | Kawasaki NINJA400 - NW racing            | 0 |          |        |          |       |          |   | 3  |  |
| DNF | 72  | S  |  | Paige BINGLEY | Kawasaki NINJA 300 -                     | 0 |          |        |          |       |          |   | 26 |  |

#### FASTEST LAP

|     |    |  |               |                                         |   |          |  |  |           |  |            |  |  |  |
|-----|----|--|---------------|-----------------------------------------|---|----------|--|--|-----------|--|------------|--|--|--|
| 217 | J  |  | Hudson COOPER | Kawasaki NINJA - Rides R Us             | 3 | 2:17.214 |  |  | 77.89 mph |  | 125.35 kph |  |  |  |
| 30  | S  |  | Lewis JONES   | Kawasaki NINJA 400 -                    | 2 | 2:17.431 |  |  | 77.77 mph |  | 125.15 kph |  |  |  |
| 85  | MZ |  | Andrew WALES  | MZ ETZ 250 - Show Control International | 2 | 2:24.454 |  |  | 73.98 mph |  | 119.07 kph |  |  |  |

Class S - 92.5% of Race Speed = 70.68 mph  
Class J - 92.5% of Race Speed = 70.32 mph  
Class MZ - 92.5% of Race Speed = 63.89 mph

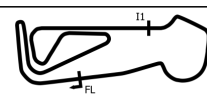
Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 16:53 Finish: 17:04  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:08 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 15 - LAP CHART

| LAP 1 @ 16:55:41.633 |          |          | LAP 2 @ 16:57:59.064 |          |          | LAP 3 @ 17:00:16.846 |          |          | LAP 4 @ 17:02:36.660 |          |          | LAP 5 @ 17:04:58.466 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 30                   |          | 2:22.388 | 30                   |          | 2:17.431 | 217                  |          | 2:17.214 | 30                   |          | 2:19.608 | 30                   |          | 2:21.806 |
| 217                  | 0.506    | 2:22.894 | 217                  | 0.568    | 2:17.493 | 30                   | 0.206    | 2:17.988 | 217                  | 0.317    | 2:20.131 | 217                  | 3.645    | 2:25.134 |
| 40                   | 3.508    | 2:25.896 | 7                    | 6.804    | 2:20.489 | 7                    | 9.250    | 2:20.228 | 7                    | 10.718   | 2:21.282 | 7                    | 11.566   | 2:22.654 |
| 7                    | 3.746    | 2:26.134 | 40                   | 7.208    | 2:21.131 | 40                   | 10.869   | 2:21.443 | 185                  | 12.675   | 2:21.344 | 185                  | 12.547   | 2:21.678 |
| 125                  | 4.592    | 2:26.980 | 185                  | 7.482    | 2:20.163 | 185                  | 11.145   | 2:21.445 | 40                   | 12.926   | 2:21.871 | 52                   | 1 Lap    | 2:46.340 |
| 185                  | 4.750    | 2:27.138 | 125                  | 8.178    | 2:21.017 | 125                  | 11.812   | 2:21.416 | 125                  | 14.500   | 2:22.502 | 40                   | 14.737   | 2:23.617 |
| 27                   | 4.915    | 2:27.303 | 58                   | 8.705    | 2:21.058 | 27                   | 12.217   | 2:21.167 | 27                   | 14.877   | 2:22.474 | 125                  | 15.248   | 2:22.554 |
| 58                   | 5.078    | 2:27.466 | 27                   | 8.832    | 2:21.348 | 17                   | 12.762   | 2:21.060 | 17                   | 15.654   | 2:22.706 | 17                   | 21.575   | 2:27.727 |
| 17                   | 6.090    | 2:28.478 | 17                   | 9.484    | 2:20.825 | 461                  | 19.670   | 2:23.914 | 461                  | 26.288   | 2:26.432 | 127                  | 32.231   | 2:27.521 |
| 461                  | 7.371    | 2:29.759 | 461                  | 13.538   | 2:23.598 | 127                  | 20.078   | 2:23.621 | 127                  | 26.516   | 2:26.252 | 43                   | 32.717   | 2:27.500 |
| 127                  | 7.625    | 2:30.013 | 127                  | 14.239   | 2:24.045 | 43                   | 20.593   | 2:23.959 | 43                   | 27.023   | 2:26.244 | 461                  | 36.771   | 2:32.289 |
| 43                   | 8.189    | 2:30.577 | 43                   | 14.416   | 2:23.658 | 1                    | 25.260   | 2:25.826 | 1                    | 32.673   | 2:27.227 | 1                    | 39.780   | 2:28.913 |
| 1                    | 9.308    | 2:31.696 | 1                    | 17.216   | 2:25.339 | 25                   | 30.518   | 2:27.387 | 25                   | 41.001   | 2:30.297 | 25                   | 50.141   | 2:30.946 |
| 25                   | 11.165   | 2:33.553 | 25                   | 20.913   | 2:27.179 | 124                  | 31.562   | 2:27.362 | 124                  | 41.720   | 2:29.972 | 124                  | 52.152   | 2:32.238 |
| 124                  | 11.926   | 2:34.314 | 124                  | 21.982   | 2:27.487 | 165                  | 33.580   | 2:28.279 | 33                   | 44.415   | 2:30.198 | 33                   | 54.376   | 2:31.767 |
| 165                  | 12.637   | 2:35.025 | 165                  | 23.083   | 2:27.877 | 33                   | 34.031   | 2:27.010 | 165                  | 45.389   | 2:31.623 | 164                  | 55.152   | 2:29.656 |
| 66                   | 13.495   | 2:35.883 | 66                   | 24.042   | 2:27.978 | 66                   | 35.059   | 2:28.799 | 66                   | 46.632   | 2:31.387 | 165                  | 55.341   | 2:31.758 |
| 33                   | 14.726   | 2:37.114 | 33                   | 24.803   | 2:27.508 | 164                  | 38.939   | 2:28.171 | 164                  | 47.302   | 2:28.177 | 82                   | 56.167   | 2:28.809 |
| 54                   | 15.392   | 2:37.780 | 54                   | 27.205   | 2:29.244 | 54                   | 39.681   | 2:30.258 | 54                   | 48.441   | 2:28.574 | 54                   | 56.924   | 2:30.289 |
| 82                   | 16.979   | 2:39.367 | 82                   | 28.542   | 2:28.994 | 82                   | 40.139   | 2:29.379 | 82                   | 49.164   | 2:28.839 | 66                   | 57.188   | 2:32.362 |
| 164                  | 17.209   | 2:39.597 | 164                  | 28.550   | 2:28.772 | 12                   | 41.045   | 2:29.598 | 12                   | 51.025   | 2:29.794 | 12                   | 59.622   | 2:30.403 |
| 12                   | 17.345   | 2:39.733 | 12                   | 29.229   | 2:29.315 | 85                   | 1:01.847 | 2:27.243 | 85                   | 1:08.620 | 2:26.587 | 85                   | 1:14.324 | 2:27.510 |
| 85                   | 45.363   | 3:07.751 | 85                   | 52.386   | 2:24.454 | 69                   | 1:03.632 | 2:26.137 | 69                   | 1:13.789 | 2:29.971 | 69                   | 1:21.747 | 2:29.764 |
| 69                   | 46.560   | 3:08.948 | 69                   | 55.277   | 2:26.148 | 95                   | 1:07.817 | 2:28.168 | 95                   | 1:18.783 | 2:30.780 | 95                   | 1:26.946 | 2:29.969 |
| 75                   | 46.811   | 3:09.199 | 95                   | 57.431   | 2:27.350 | 102                  | 1:12.720 | 2:29.146 | 102                  | 1:22.451 | 2:29.545 | 102                  | 1:31.982 | 2:31.337 |
| 95                   | 47.512   | 3:09.900 | 102                  | 1:01.356 | 2:29.022 | 21                   | 1:25.589 | 2:31.735 | 21                   | 1:37.713 | 2:31.938 | 21                   | 1:49.317 | 2:33.410 |
| 102                  | 49.765   | 3:12.153 | 32                   | 1:09.381 | 2:31.402 | 32                   | 1:25.607 | 2:34.008 | 32                   | 1:42.468 | 2:36.675 | 32                   | 1:57.561 | 2:36.899 |
| 166                  | 54.168   | 3:16.556 | 166                  | 1:11.297 | 2:34.560 | 52                   | 2:07.879 | 2:47.318 |                      |          |          |                      |          |          |
| 32                   | 55.410   | 3:17.798 | 21                   | 1:11.636 | 2:33.355 |                      |          |          |                      |          |          |                      |          |          |
| 21                   | 55.712   | 3:18.100 | 52                   | 1:38.343 | 2:48.134 |                      |          |          |                      |          |          |                      |          |          |
| 52                   | 1:07.640 | 3:30.028 |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

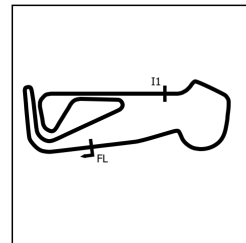
RACE 15 - POSITION CHART

| No  | Name      | Lap<br>Pos |     |     |     |     |     |
|-----|-----------|------------|-----|-----|-----|-----|-----|
|     |           |            | 1   | 2   | 3   | 4   | 5   |
| 30  | JONES     | 1          | 30  | 30  | 217 | 30  | 30  |
| 217 | COOPER    | 2          | 217 | 217 | 30  | 217 | 217 |
| 0   | KING      | 3          | 40  | 7   | 7   | 7   | 7   |
| 40  | ORMROD    | 4          | 7   | 40  | 40  | 185 | 185 |
| 125 | WINGATE   | 5          | 125 | 185 | 185 | 40  | 40  |
| 7   | ROOKER    | 6          | 185 | 125 | 125 | 125 | 125 |
| 17  | BUSA      | 7          | 27  | 58  | 27  | 27  | 17  |
| 127 | STONE     | 8          | 58  | 27  | 17  | 17  | 127 |
| 185 | CARTER    | 9          | 17  | 17  | 461 | 461 | 43  |
| 58  | RHODES    | 10         | 461 | 461 | 127 | 127 | 461 |
| 461 | MARSHALL  | 11         | 127 | 127 | 43  | 43  | 1   |
| 43  | SWARBRICK | 12         | 43  | 43  | 1   | 1   | 25  |
| 27  | GARROD    | 13         | 1   | 1   | 25  | 25  | 124 |
| 1   | SMITH     | 14         | 25  | 25  | 124 | 124 | 33  |
| 165 | RHODES    | 15         | 124 | 124 | 165 | 33  | 164 |
| 66  | SMITH     | 16         | 165 | 165 | 33  | 165 | 165 |
| 54  | SCOTT     | 17         | 66  | 66  | 66  | 66  | 82  |
| 25  | GLEESON   | 18         | 33  | 33  | 164 | 164 | 54  |
| 124 | BAKER     | 19         | 54  | 54  | 54  | 54  | 66  |
| 82  | DENNEY    | 20         | 82  | 82  | 82  | 82  | 12  |
| 164 | COWIE     | 21         | 164 | 164 | 12  | 12  | 85  |
| 12  | RAMSEY    | 22         | 12  | 12  | 85  | 85  | 69  |
| 33  | KLINGE    | 23         | 85  | 85  | 69  | 69  | 95  |
| 72  | BINGLEY   | 24         | 69  | 69  | 95  | 95  | 102 |
| 85  | WALES     | 25         | 75  | 95  | 102 | 102 | 21  |
| 75  | WOODALL   | 26         | 95  | 102 | 21  | 21  | 32  |
| 95  | ROGERS    | 27         | 102 | 32  | 32  | 32  |     |
| 102 | WRIGHT    | 28         | 166 | 166 | 52  | 52  |     |
| 21  | WOLFF     | 29         | 32  | 21  |     |     |     |
| 32  | ASHMEAD   | 30         | 21  | 52  |     |     |     |
| 166 | LEWIS     | 31         | 52  |     |     |     |     |
| 52  | PARKER    | 32         |     |     |     |     |     |
| 69  | MANN      | 33         |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - SECTOR ANALYSIS



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

| P1 30 S Lewis JONES Kawasaki NINJA 400 - |                 |                          |                     |                    |       |                     |
|------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.431                |                 | BEST LAP TIME : 2:17.431 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                      | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                      |                 | 45.263                   | 2:22.388            | 75.06              | 4.957 | 16:55:41.633        |
| 2 -                                      | <b>1:32.252</b> | <b>45.179</b>            | <b>2:17.431 (1)</b> | <b>77.77</b>       |       | <b>16:57:59.064</b> |
| 3 -                                      | 1:32.642        | 45.346                   | 2:17.988 (2)        | 77.45              | 0.557 | 17:00:17.052        |
| 4 -                                      | 1:33.964        | 45.644                   | 2:19.608 (3)        | 76.55              | 2.177 | 17:02:36.660        |
| 5 -                                      | 1:35.272        | 46.534                   | 2:21.806            | 75.37              | 4.375 | 17:04:58.466        |

| P2 217 J Hudson COOPER Kawasaki NINJA - Rides R Us |                 |                          |                     |                    |       |                     |
|----------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.214                          |                 | BEST LAP TIME : 2:17.214 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                |                 | 45.848                   | 2:22.894            | 74.79              | 5.680 | 16:55:42.139        |
| 2 -                                                | 1:32.257        | 45.236                   | 2:17.493 (2)        | 77.73              | 0.279 | 16:57:59.632        |
| 3 -                                                | <b>1:32.003</b> | <b>45.211</b>            | <b>2:17.214 (1)</b> | <b>77.89</b>       |       | <b>17:00:16.846</b> |
| 4 -                                                | 1:34.288        | 45.843                   | 2:20.131 (3)        | 76.27              | 2.917 | 17:02:36.977        |
| 5 -                                                | 1:37.734        | 47.400                   | 2:25.134            | 73.64              | 7.920 | 17:05:02.111        |

| P3 7 J Travis ROOKER Kawasaki NINJA 400 - Swedish car connection |                 |                          |                     |                    |       |                     |
|------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.219                                        |                 | BEST LAP TIME : 2:20.228 |                     | DIFFERENCE : 0.009 |       |                     |
| LAP                                                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                              |                 | 46.312                   | 2:26.134            | 73.13              | 5.906 | 16:55:45.379        |
| 2 -                                                              | <b>1:34.171</b> | 46.318                   | 2:20.489 (2)        | 76.07              | 0.261 | 16:58:05.868        |
| 3 -                                                              | 1:34.180        | <b>46.048</b>            | <b>2:20.228 (1)</b> | <b>76.21</b>       |       | <b>17:00:26.096</b> |
| 4 -                                                              | 1:34.581        | 46.701                   | 2:21.282 (3)        | 75.65              | 1.054 | 17:02:47.378        |
| 5 -                                                              | 1:35.777        | 46.877                   | 2:22.654            | 74.92              | 2.426 | 17:05:10.032        |

| P4 185 J Billy CARTER Kawasaki NINJA 400 - A&M pure engineering |                 |                          |                     |                    |       |                     |
|-----------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.163                                       |                 | BEST LAP TIME : 2:20.163 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                             |                 | 46.455                   | 2:27.138            | 72.63              | 6.975 | 16:55:46.383        |
| 2 -                                                             | <b>1:34.065</b> | <b>46.098</b>            | <b>2:20.163 (1)</b> | <b>76.25</b>       |       | <b>16:58:06.546</b> |
| 3 -                                                             | 1:34.860        | 46.585                   | 2:21.445 (3)        | 75.56              | 1.282 | 17:00:27.991        |
| 4 -                                                             | 1:35.095        | 46.249                   | 2:21.344 (2)        | 75.61              | 1.181 | 17:02:49.335        |
| 5 -                                                             | 1:35.450        | 46.228                   | 2:21.678            | 75.43              | 1.515 | 17:05:11.013        |

| P5 40 J Archie ORMROD Kawasaki NINJA 400 - Prestige Flooring |                 |                          |                     |                    |       |                     |
|--------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.893                                    |                 | BEST LAP TIME : 2:21.131 |                     | DIFFERENCE : 0.238 |       |                     |
| LAP                                                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                          |                 | 46.257                   | 2:25.896            | 73.25              | 4.765 | 16:55:45.141        |
| 2 -                                                          | <b>1:34.737</b> | 46.394                   | <b>2:21.131 (1)</b> | <b>75.73</b>       |       | <b>16:58:06.272</b> |
| 3 -                                                          | 1:35.069        | 46.374                   | 2:21.443 (2)        | 75.56              | 0.312 | 17:00:27.715        |
| 4 -                                                          | 1:35.715        | <b>46.156</b>            | 2:21.871 (3)        | 75.33              | 0.740 | 17:02:49.586        |
| 5 -                                                          | 1:36.778        | 46.839                   | 2:23.617            | 74.42              | 2.486 | 17:05:13.203        |

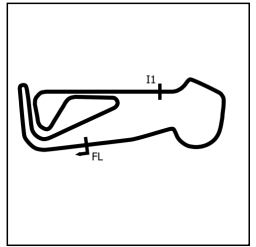
  

| P6 125 J Isabelle WINGATE Kawasaki NINJA 400 - |                 |                          |                     |                    |       |                     |
|------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.552                      |                 | BEST LAP TIME : 2:21.017 |                     | DIFFERENCE : 0.465 |       |                     |
| LAP                                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                            |                 | <b>46.460</b>            | 2:26.980            | 72.71              | 5.963 | 16:55:46.225        |
| 2 -                                            | <b>1:34.092</b> | 46.925                   | <b>2:21.017 (1)</b> | <b>75.79</b>       |       | <b>16:58:07.242</b> |
| 3 -                                            | 1:34.608        | 46.808                   | 2:21.416 (2)        | 75.57              | 0.399 | 17:00:28.658        |
| 4 -                                            | 1:35.334        | 47.168                   | 2:22.502 (3)        | 75.00              | 1.485 | 17:02:51.160        |
| 5 -                                            | 1:35.594        | 46.960                   | 2:22.554            | 74.97              | 1.537 | 17:05:13.714        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - SECTOR ANALYSIS



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

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>17 S</b>     | <b>Daryn BUSA</b>        | Kawasaki NINJA 400 - iActiveRC |              |       |                     |
| IDEAL LAP TIME : 2:20.825 |                 | BEST LAP TIME : 2:20.825 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.287                   | 2:28.478                       | 71.98        | 7.653 | 16:55:47.723        |
| 2 -                       | <b>1:34.622</b> | <b>46.203</b>            | <b>2:20.825 (1)</b>            | <b>75.89</b> |       | <b>16:58:08.548</b> |
| 3 -                       | 1:34.701        | 46.359                   | 2:21.060 (2)                   | 75.76        | 0.235 | 17:00:29.608        |
| 4 -                       | 1:36.120        | 46.586                   | 2:22.706 (3)                   | 74.89        | 1.881 | 17:02:52.314        |
| 5 -                       | 1:40.349        | 47.378                   | 2:27.727                       | 72.35        | 6.902 | 17:05:20.041        |

|                           |                 |                          |                      |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>127 S</b>    | <b>Michael STONE</b>     | Kawasaki 400 NINJA - |              |       |                     |
| IDEAL LAP TIME : 2:22.337 |                 | BEST LAP TIME : 2:23.621 | DIFFERENCE : 1.284   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.803</b>            | 2:30.013             | 71.24        | 6.392 | 16:55:49.258        |
| 2 -                       | <b>1:35.534</b> | 48.511                   | 2:24.045 (2)         | 74.19        | 0.424 | 16:58:13.303        |
| 3 -                       | 1:36.313        | 47.308                   | <b>2:23.621 (1)</b>  | <b>74.41</b> |       | <b>17:00:36.924</b> |
| 4 -                       | 1:38.435        | 47.817                   | 2:26.252 (3)         | 73.07        | 2.631 | 17:03:03.176        |
| 5 -                       | 1:39.555        | 47.966                   | 2:27.521             | 72.45        | 3.900 | 17:05:30.697        |

|                           |                 |                          |                      |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>43 S</b>     | <b>Mark SWARBRICK</b>    | Kawasaki NINJA 400 - |              |       |                     |
| IDEAL LAP TIME : 2:22.935 |                 | BEST LAP TIME : 2:23.658 | DIFFERENCE : 0.723   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.918</b>            | 2:30.577             | 70.98        | 6.919 | 16:55:49.822        |
| 2 -                       | <b>1:36.017</b> | 47.641                   | <b>2:23.658 (1)</b>  | <b>74.39</b> |       | <b>16:58:13.480</b> |
| 3 -                       | 1:36.700        | 47.259                   | 2:23.959 (2)         | 74.24        | 0.301 | 17:00:37.439        |
| 4 -                       | 1:38.326        | 47.918                   | 2:26.244 (3)         | 73.08        | 2.586 | 17:03:03.683        |
| 5 -                       | 1:39.758        | 47.742                   | 2:27.500             | 72.46        | 3.842 | 17:05:31.183        |

|                           |                 |                          |                                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>461 J</b>    | <b>Sid MARSHALL</b>      | Kawasaki NINJA 400 - TransCare road transport engineering |              |       |                     |
| IDEAL LAP TIME : 2:22.933 |                 | BEST LAP TIME : 2:23.598 | DIFFERENCE : 0.665                                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.299</b>            | 2:29.759                                                  | 71.36        | 6.161 | 16:55:49.004        |
| 2 -                       | <b>1:35.634</b> | 47.964                   | <b>2:23.598 (1)</b>                                       | <b>74.43</b> |       | <b>16:58:12.602</b> |
| 3 -                       | 1:36.188        | 47.726                   | 2:23.914 (2)                                              | 74.26        | 0.316 | 17:00:36.516        |
| 4 -                       | 1:37.737        | 48.695                   | 2:26.432 (3)                                              | 72.99        | 2.834 | 17:03:02.948        |
| 5 -                       | 1:42.086        | 50.203                   | 2:32.289                                                  | 70.18        | 8.691 | 17:05:35.237        |

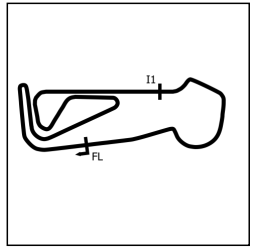
|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>1 S</b>      | <b>Haydon SMITH</b>      | Kawasaki - Shelf & Rail Co. |              |       |                     |
| IDEAL LAP TIME : 2:25.068 |                 | BEST LAP TIME : 2:25.339 | DIFFERENCE : 0.271          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.443</b>            | 2:31.696                    | 70.45        | 6.357 | 16:55:50.941        |
| 2 -                       | <b>1:37.625</b> | 47.714                   | <b>2:25.339 (1)</b>         | <b>73.53</b> |       | <b>16:58:16.280</b> |
| 3 -                       | 1:38.291        | 47.535                   | 2:25.826 (2)                | 73.29        | 0.487 | 17:00:42.106        |
| 4 -                       | 1:38.970        | 48.257                   | 2:27.227 (3)                | 72.59        | 1.888 | 17:03:09.333        |
| 5 -                       | 1:40.431        | 48.482                   | 2:28.913                    | 71.77        | 3.574 | 17:05:38.246        |

|                           |                 |                          |                                                              |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>25 J</b>     | <b>Chloe GLEESON</b>     | Kawasaki NINJA - Sussex Independent Financial Advisers Ltd / |              |       |                     |
| IDEAL LAP TIME : 2:26.601 |                 | BEST LAP TIME : 2:27.179 | DIFFERENCE : 0.578                                           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.551                   | 2:33.553                                                     | 69.60        | 6.374 | 16:55:52.798        |
| 2 -                       | <b>1:38.102</b> | 49.077                   | <b>2:27.179 (1)</b>                                          | <b>72.61</b> |       | <b>16:58:19.977</b> |
| 3 -                       | 1:38.888        | <b>48.499</b>            | 2:27.387 (2)                                                 | 72.51        | 0.208 | 17:00:47.364        |
| 4 -                       | 1:41.108        | 49.189                   | 2:30.297 (3)                                                 | 71.11        | 3.118 | 17:03:17.661        |
| 5 -                       | 1:41.509        | 49.437                   | 2:30.946                                                     | 70.80        | 3.767 | 17:05:48.607        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - SECTOR ANALYSIS



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

| P13 124 J                 |                 | Harley BAKER             |                     | Kawasaki NINJA 400 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:26.714 |                 | BEST LAP TIME : 2:27.362 |                     | DIFFERENCE : 0.648   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.782                   | 2:34.314            | 69.26                | 6.952 | 16:55:53.559        |
| 2 -                       | <b>1:38.228</b> | 49.259                   | 2:27.487 (2)        | 72.46                | 0.125 | 16:58:21.046        |
| 3 -                       | 1:38.876        | <b>48.486</b>            | <b>2:27.362 (1)</b> | <b>72.52</b>         |       | <b>17:00:48.408</b> |
| 4 -                       | 1:40.706        | 49.266                   | 2:29.972 (3)        | 71.26                | 2.610 | 17:03:18.380        |
| 5 -                       | 1:41.985        | 50.253                   | 2:32.238            | 70.20                | 4.876 | 17:05:50.618        |

| P14 33 S                  |                 | Patrick KLINGE           |                     | Kawasaki NINJA 400 - Klingklong Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.698 |                 | BEST LAP TIME : 2:27.010 |                     | DIFFERENCE : 0.312                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.140                   | 2:37.114            | 68.02                                  | 10.104 | 16:55:56.359        |
| 2 -                       | <b>1:38.119</b> | 49.389                   | 2:27.508 (2)        | 72.45                                  | 0.498  | 16:58:23.867        |
| 3 -                       | 1:38.431        | <b>48.579</b>            | <b>2:27.010 (1)</b> | <b>72.70</b>                           |        | <b>17:00:50.877</b> |
| 4 -                       | 1:40.601        | 49.597                   | 2:30.198 (3)        | 71.15                                  | 3.188  | 17:03:21.075        |
| 5 -                       | 1:41.805        | 49.962                   | 2:31.767            | 70.42                                  | 4.757  | 17:05:52.842        |

| P15 164 J                 |                 | George COWIE             |                     | Kawasaki NINJA 300 - Faraldo racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:27.767 |                 | BEST LAP TIME : 2:28.171 |                     | DIFFERENCE : 0.404                  |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                 | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.629                   | 2:39.597            | 66.96                               | 11.426 | 16:55:58.842        |
| 2 -                       | <b>1:39.121</b> | 49.651                   | 2:28.772 (3)        | 71.84                               | 0.601  | 16:58:27.614        |
| 3 -                       | 1:39.467        | 48.704                   | <b>2:28.171 (1)</b> | <b>72.13</b>                        |        | <b>17:00:55.785</b> |
| 4 -                       | 1:39.531        | <b>48.646</b>            | 2:28.177 (2)        | 72.13                               | 0.006  | 17:03:23.962        |
| 5 -                       | 1:40.557        | 49.099                   | 2:29.656            | 71.41                               | 1.485  | 17:05:53.618        |

| P16 165 J                 |                 | Lilly RHODES             |                     | Kawasaki NINJA - Olivers mount Mototec |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.312 |                 | BEST LAP TIME : 2:27.877 |                     | DIFFERENCE : 0.565                     |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>48.393</b>            | 2:35.025            | 68.94                                  | 7.148 | 16:55:54.270        |
| 2 -                       | <b>1:38.919</b> | 48.958                   | <b>2:27.877 (1)</b> | <b>72.27</b>                           |       | <b>16:58:22.147</b> |
| 3 -                       | 1:39.463        | 48.816                   | 2:28.279 (2)        | 72.08                                  | 0.402 | 17:00:50.426        |
| 4 -                       | 1:41.669        | 49.954                   | 2:31.623 (3)        | 70.49                                  | 3.746 | 17:03:22.049        |
| 5 -                       | 1:42.122        | 49.636                   | 2:31.758            | 70.42                                  | 3.881 | 17:05:53.807        |

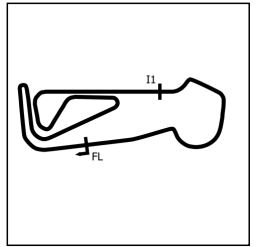
| P17 82 S                  |                 | Joe DENNEY               |                     | Kawasaki NINJA 400 - SWC TRADE FRAMES LTD |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.081 |                 | BEST LAP TIME : 2:28.809 |                     | DIFFERENCE : 0.728                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.075                   | 2:39.367            | 67.06                                     | 10.558 | 16:55:58.612        |
| 2 -                       | <b>1:39.257</b> | 49.737                   | 2:28.994 (3)        | 71.73                                     | 0.185  | 16:58:27.606        |
| 3 -                       | 1:39.575        | 49.804                   | 2:29.379            | 71.55                                     | 0.570  | 17:00:56.985        |
| 4 -                       | 1:39.888        | 48.951                   | 2:28.839 (2)        | 71.80                                     | 0.030  | 17:03:25.824        |
| 5 -                       | 1:39.985        | <b>48.824</b>            | <b>2:28.809 (1)</b> | <b>71.82</b>                              |        | <b>17:05:54.633</b> |

| P18 54 S                  |                 | Ben SCOTT                |                     | Kawasaki NINJA 400 - GI Landscapes VampTech |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:28.483 |                 | BEST LAP TIME : 2:28.574 |                     | DIFFERENCE : 0.091                          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.948                   | 2:37.780            | 67.74                                       | 9.206 | 16:55:57.025        |
| 2 -                       | <b>1:39.452</b> | 49.792                   | 2:29.244 (2)        | 71.61                                       | 0.670 | 16:58:26.269        |
| 3 -                       | 1:40.762        | 49.496                   | 2:30.258 (3)        | 71.13                                       | 1.684 | 17:00:56.527        |
| 4 -                       | 1:39.543        | <b>49.031</b>            | <b>2:28.574 (1)</b> | <b>71.93</b>                                |       | <b>17:03:25.101</b> |
| 5 -                       | 1:40.954        | 49.335                   | 2:30.289            | 71.11                                       | 1.715 | 17:05:55.390        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - SECTOR ANALYSIS



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

| P19 66 S                  |                 | Mark SMITH               |                     | Kawasaki EX300 - IMP RACING |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.978 |                 | BEST LAP TIME : 2:27.978 |                     | DIFFERENCE : 0.000          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.289                   | 2:35.883            | 68.56                       | 7.905 | 16:55:55.128        |
| 2 -                       | <b>1:38.937</b> | <b>49.041</b>            | <b>2:27.978 (1)</b> | <b>72.22</b>                |       | <b>16:58:23.106</b> |
| 3 -                       | 1:39.191        | 49.608                   | 2:28.799 (2)        | 71.82                       | 0.821 | 17:00:51.905        |
| 4 -                       | 1:41.486        | 49.901                   | 2:31.387 (3)        | 70.60                       | 3.409 | 17:03:23.292        |
| 5 -                       | 1:42.333        | 50.029                   | 2:32.362            | 70.14                       | 4.384 | 17:05:55.654        |

| P20 12 J                  |                 | Kees RAMSEY              |                     | Kawasaki NINJA 400 - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.515 |                 | BEST LAP TIME : 2:29.315 |                     | DIFFERENCE : 0.800   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.480                   | 2:39.733            | 66.91                | 10.418 | 16:55:58.978        |
| 2 -                       | <b>1:39.508</b> | 49.807                   | <b>2:29.315 (1)</b> | <b>71.58</b>         |        | <b>16:58:28.293</b> |
| 3 -                       | 1:40.393        | 49.205                   | 2:29.598 (2)        | 71.44                | 0.283  | 17:00:57.891        |
| 4 -                       | 1:40.787        | <b>49.007</b>            | 2:29.794 (3)        | 71.35                | 0.479  | 17:03:27.685        |
| 5 -                       | 1:40.665        | 49.738                   | 2:30.403            | 71.06                | 1.088  | 17:05:58.088        |

| P21 85 MZ                 |                 | Andrew WALES             |                     | MZ ETZ 250 - Show Control International |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.124 |                 | BEST LAP TIME : 2:24.454 |                     | DIFFERENCE : 0.330                      |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                     | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.419                   | 3:07.751            | 56.92                                   | 43.297 | 16:56:26.996        |
| 2 -                       | <b>1:36.931</b> | 47.523                   | <b>2:24.454 (1)</b> | <b>73.98</b>                            |        | <b>16:58:51.450</b> |
| 3 -                       | 1:40.050        | <b>47.193</b>            | 2:27.243 (3)        | 72.58                                   | 2.789  | 17:01:18.693        |
| 4 -                       | 1:38.706        | 47.881                   | 2:26.587 (2)        | 72.91                                   | 2.133  | 17:03:45.280        |
| 5 -                       | 1:39.501        | 48.009                   | 2:27.510            | 72.45                                   | 3.056  | 17:06:12.790        |

| P22 69 MZ                 |                 | Alexander MANN           |                     | Mz TS 250 - HS RACING |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:25.786 |                 | BEST LAP TIME : 2:26.137 |                     | DIFFERENCE : 0.351    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.875                   | 3:08.948            | 56.56                 | 42.811 | 16:56:28.193        |
| 2 -                       | <b>1:38.218</b> | 47.930                   | 2:26.148 (2)        | 73.13                 | 0.011  | 16:58:54.341        |
| 3 -                       | 1:38.569        | <b>47.568</b>            | <b>2:26.137 (1)</b> | <b>73.13</b>          |        | <b>17:01:20.478</b> |
| 4 -                       | 1:41.600        | 48.371                   | 2:29.971            | 71.26                 | 3.834  | 17:03:50.449        |
| 5 -                       | 1:41.359        | 48.405                   | 2:29.764 (3)        | 71.36                 | 3.627  | 17:06:20.213        |

| P23 95 MZ                 |                 | Christopher ROGERS       |                     | MZ ETZ 250 - CB Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:27.102 |                 | BEST LAP TIME : 2:27.350 |                     | DIFFERENCE : 0.248     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>47.922</b>            | 3:09.900            | 56.28                  | 42.550 | 16:56:29.145        |
| 2 -                       | <b>1:39.180</b> | 48.170                   | <b>2:27.350 (1)</b> | <b>72.53</b>           |        | <b>16:58:56.495</b> |
| 3 -                       | 1:40.007        | 48.161                   | 2:28.168 (2)        | 72.13                  | 0.818  | 17:01:24.663        |
| 4 -                       | 1:41.935        | 48.845                   | 2:30.780            | 70.88                  | 3.430  | 17:03:55.443        |
| 5 -                       | 1:41.465        | 48.504                   | 2:29.969 (3)        | 71.26                  | 2.619  | 17:06:25.412        |

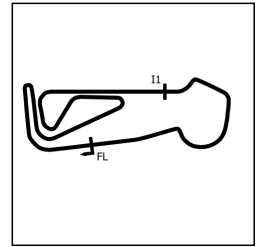
| P24 102 MZ                |                 | Caleb WRIGHT             |                     | MZ ETZ 250 - Clover Investments |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.547 |                 | BEST LAP TIME : 2:29.022 |                     | DIFFERENCE : 0.475              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.085                   | 3:12.153            | 55.62                           | 43.131 | 16:56:31.398        |
| 2 -                       | <b>1:39.686</b> | 49.336                   | <b>2:29.022 (1)</b> | <b>71.72</b>                    |        | <b>16:59:00.420</b> |
| 3 -                       | 1:40.146        | 49.000                   | 2:29.146 (2)        | 71.66                           | 0.124  | 17:01:29.566        |
| 4 -                       | 1:40.684        | <b>48.861</b>            | 2:29.545 (3)        | 71.47                           | 0.523  | 17:03:59.111        |
| 5 -                       | 1:41.516        | 49.821                   | 2:31.337            | 70.62                           | 2.315  | 17:06:30.448        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - SECTOR ANALYSIS



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

|                             |                 |                          |                                        |
|-----------------------------|-----------------|--------------------------|----------------------------------------|
| <b>P25 21 MZ Jack WOLFF</b> |                 | MZ 250 - James MZ Racing |                                        |
| IDEAL LAP TIME : 2:31.527   |                 | BEST LAP TIME : 2:31.735 | DIFFERENCE : 0.208                     |
| LAP                         | SECTOR 1        | SECTOR 2                 | LAP TIME MPH DIFF TIME OF DAY          |
| 1 -                         |                 | 50.798                   | 3:18.100 53.95 46.365 16:56:37.345     |
| 2 -                         | 1:42.407        | 50.948                   | 2:33.355 (3) 69.69 1.620 16:59:10.700  |
| 3 -                         | <b>1:41.811</b> | 49.924                   | <b>2:31.735 (1) 70.43 17:01:42.435</b> |
| 4 -                         | 1:42.222        | <b>49.716</b>            | 2:31.938 (2) 70.34 0.203 17:04:14.373  |
| 5 -                         | 1:43.056        | 50.354                   | 2:33.410 69.67 1.675 17:06:47.783      |

|                               |                 |                          |                                        |
|-------------------------------|-----------------|--------------------------|----------------------------------------|
| <b>P26 32 MZ John ASHMEAD</b> |                 | MZ 250 -                 |                                        |
| IDEAL LAP TIME : 2:31.402     |                 | BEST LAP TIME : 2:31.402 | DIFFERENCE : 0.000                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME MPH DIFF TIME OF DAY          |
| 1 -                           |                 | 50.502                   | 3:17.798 54.03 46.396 16:56:37.043     |
| 2 -                           | <b>1:41.682</b> | <b>49.720</b>            | <b>2:31.402 (1) 70.59 16:59:08.445</b> |
| 3 -                           | 1:43.908        | 50.100                   | 2:34.008 (2) 69.39 2.606 17:01:42.453  |
| 4 -                           | 1:45.541        | 51.134                   | 2:36.675 (3) 68.21 5.273 17:04:19.128  |
| 5 -                           | 1:46.664        | 50.235                   | 2:36.899 68.12 5.497 17:06:56.027      |

|                              |                 |                             |                                        |
|------------------------------|-----------------|-----------------------------|----------------------------------------|
| <b>P27 52 MZ Tony PARKER</b> |                 | MZ 250 - Cancer research uk |                                        |
| IDEAL LAP TIME : 2:46.340    |                 | BEST LAP TIME : 2:46.340    | DIFFERENCE : 0.000                     |
| LAP                          | SECTOR 1        | SECTOR 2                    | LAP TIME MPH DIFF TIME OF DAY          |
| 1 -                          |                 | 55.572                      | 3:30.028 50.88 43.688 16:56:49.273     |
| 2 -                          | 1:52.033        | 56.101                      | 2:48.134 (3) 63.56 1.794 16:59:37.407  |
| 3 -                          | 1:52.001        | 55.317                      | 2:47.318 (2) 63.87 0.978 17:02:24.725  |
| 4 -                          | <b>1:51.795</b> | <b>54.545</b>               | <b>2:46.340 (1) 64.25 17:05:11.065</b> |

|                              |                 |                          |                                        |
|------------------------------|-----------------|--------------------------|----------------------------------------|
| <b>P28 27 J Alfie GARROD</b> |                 | Kawasaki NINJA 400 - Dad |                                        |
| IDEAL LAP TIME : 2:20.939    |                 | BEST LAP TIME : 2:21.167 | DIFFERENCE : 0.228                     |
| LAP                          | SECTOR 1        | SECTOR 2                 | LAP TIME MPH DIFF TIME OF DAY          |
| 1 -                          |                 | <b>46.268</b>            | 2:27.303 72.55 6.136 16:55:46.548      |
| 2 -                          | <b>1:34.671</b> | 46.677                   | 2:21.348 (2) 75.61 0.181 16:58:07.896  |
| 3 -                          | 1:34.788        | 46.379                   | <b>2:21.167 (1) 75.71 17:00:29.063</b> |
| 4 -                          | 1:35.667        | 46.807                   | 2:22.474 (3) 75.01 1.307 17:02:51.537  |

|                            |                 |                                          |                                        |
|----------------------------|-----------------|------------------------------------------|----------------------------------------|
| <b>P29 58 J Max RHODES</b> |                 | Kawasaki EX 400 - Oliver's mount Mototec |                                        |
| IDEAL LAP TIME : 2:20.888  |                 | BEST LAP TIME : 2:21.058                 | DIFFERENCE : 0.170                     |
| LAP                        | SECTOR 1        | SECTOR 2                                 | LAP TIME MPH DIFF TIME OF DAY          |
| 1 -                        |                 | <b>46.338</b>                            | 2:27.466 72.47 6.408 16:55:46.711      |
| 2 -                        | <b>1:34.550</b> | 46.508                                   | <b>2:21.058 (1) 75.77 16:58:07.769</b> |

|                                |                 |                                        |                                        |
|--------------------------------|-----------------|----------------------------------------|----------------------------------------|
| <b>P30 166 MZ Graeme LEWIS</b> |                 | MZ 250 - Morris Racing Lubricants #MRL |                                        |
| IDEAL LAP TIME : 2:34.198      |                 | BEST LAP TIME : 2:34.560               | DIFFERENCE : 0.362                     |
| LAP                            | SECTOR 1        | SECTOR 2                               | LAP TIME MPH DIFF TIME OF DAY          |
| 1 -                            |                 | <b>49.996</b>                          | 3:16.556 54.37 41.996 16:56:35.801     |
| 2 -                            | <b>1:44.202</b> | 50.358                                 | <b>2:34.560 (1) 69.15 16:59:10.361</b> |

|                                |          |                       |                               |
|--------------------------------|----------|-----------------------|-------------------------------|
| <b>P31 75 MZ Peter WOODALL</b> |          | MZ ETZ 250 - RevdCoin |                               |
| IDEAL LAP TIME : 2:28.172      |          | BEST LAP TIME :       | DIFFERENCE :                  |
| LAP                            | SECTOR 1 | SECTOR 2              | LAP TIME MPH DIFF TIME OF DAY |
| 1 -                            |          | <b>48.194</b>         | 3:09.199 56.49 16:56:28.444   |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 15 - BEST SECTORS

| SECTOR 1 |     |          |     |        | SECTOR 2 |     |           |             |          | IDEAL / BEST COMPARISON |  |  |  |  |
|----------|-----|----------|-----|--------|----------|-----|-----------|-------------|----------|-------------------------|--|--|--|--|
| POS      | NO  | TIME     | NO  | TIME   | POS      | NO  | NAME      | IDEAL       | BEST     | DIFF                    |  |  |  |  |
|          |     |          |     |        |          |     |           | PERFECT LAP |          | 2:17.182                |  |  |  |  |
| 1        | 217 | 1:32.003 | 30  | 45.179 | 1        | 217 | COOPER    | 2:17.214    | 2:17.214 | 0.000                   |  |  |  |  |
| 2        | 30  | 1:32.252 | 217 | 45.211 | 2        | 30  | JONES     | 2:17.431    | 2:17.431 | 0.000                   |  |  |  |  |
| 3        | 185 | 1:34.065 | 7   | 46.048 | 3        | 185 | CARTER    | 2:20.163    | 2:20.163 | 0.000                   |  |  |  |  |
| 4        | 125 | 1:34.092 | 185 | 46.098 | 4        | 7   | ROOKER    | 2:20.219    | 2:20.228 | 0.009                   |  |  |  |  |
| 5        | 7   | 1:34.171 | 40  | 46.156 | 5        | 125 | WINGATE   | 2:20.552    | 2:21.017 | 0.465                   |  |  |  |  |
| 6        | 58  | 1:34.550 | 17  | 46.203 | 6        | 17  | BUSA      | 2:20.825    | 2:20.825 | 0.000                   |  |  |  |  |
| 7        | 17  | 1:34.622 | 27  | 46.268 | 7        | 58  | RHODES    | 2:20.888    | 2:21.058 | 0.170                   |  |  |  |  |
| 8        | 27  | 1:34.671 | 58  | 46.338 | 8        | 40  | ORMROD    | 2:20.893    | 2:21.131 | 0.238                   |  |  |  |  |
| 9        | 40  | 1:34.737 | 125 | 46.460 | 9        | 27  | GARROD    | 2:20.939    | 2:21.167 | 0.228                   |  |  |  |  |
| 10       | 127 | 1:35.534 | 127 | 46.803 | 10       | 127 | STONE     | 2:22.337    | 2:23.621 | 1.284                   |  |  |  |  |
| 11       | 461 | 1:35.634 | 43  | 46.918 | 11       | 461 | MARSHALL  | 2:22.933    | 2:23.598 | 0.665                   |  |  |  |  |
| 12       | 43  | 1:36.017 | 85  | 47.193 | 12       | 43  | SWARBRICK | 2:22.935    | 2:23.658 | 0.723                   |  |  |  |  |
| 13       | 85  | 1:36.931 | 461 | 47.299 | 13       | 85  | WALES     | 2:24.124    | 2:24.454 | 0.330                   |  |  |  |  |
| 14       | 1   | 1:37.625 | 1   | 47.443 | 14       | 1   | SMITH     | 2:25.068    | 2:25.339 | 0.271                   |  |  |  |  |
| 15       | 25  | 1:38.102 | 69  | 47.568 | 15       | 69  | MANN      | 2:25.786    | 2:26.137 | 0.351                   |  |  |  |  |
| 16       | 33  | 1:38.119 | 95  | 47.922 | 16       | 25  | GLEESON   | 2:26.601    | 2:27.179 | 0.578                   |  |  |  |  |
| 17       | 69  | 1:38.218 | 75  | 48.194 | 17       | 33  | KLINGE    | 2:26.698    | 2:27.010 | 0.312                   |  |  |  |  |
| 18       | 124 | 1:38.228 | 165 | 48.393 | 18       | 124 | BAKER     | 2:26.714    | 2:27.362 | 0.648                   |  |  |  |  |
| 19       | 165 | 1:38.919 | 124 | 48.486 | 19       | 95  | ROGERS    | 2:27.102    | 2:27.350 | 0.248                   |  |  |  |  |
| 20       | 66  | 1:38.937 | 25  | 48.499 | 20       | 165 | RHODES    | 2:27.312    | 2:27.877 | 0.565                   |  |  |  |  |
| 21       | 164 | 1:39.121 | 33  | 48.579 | 21       | 164 | COWIE     | 2:27.767    | 2:28.171 | 0.404                   |  |  |  |  |
| 22       | 95  | 1:39.180 | 164 | 48.646 | 22       | 66  | SMITH     | 2:27.978    | 2:27.978 | 0.000                   |  |  |  |  |
| 23       | 82  | 1:39.257 | 82  | 48.824 | 23       | 82  | DENNEY    | 2:28.081    | 2:28.809 | 0.728                   |  |  |  |  |
| 24       | 54  | 1:39.452 | 102 | 48.861 | 24       | 75  | WOODALL   |             |          |                         |  |  |  |  |
| 25       | 12  | 1:39.508 | 12  | 49.007 | 25       | 54  | SCOTT     | 2:28.483    | 2:28.574 | 0.091                   |  |  |  |  |
| 26       | 102 | 1:39.686 | 54  | 49.031 | 26       | 12  | RAMSEY    | 2:28.515    | 2:29.315 | 0.800                   |  |  |  |  |
| 27       | 75  | 1:39.978 | 66  | 49.041 | 27       | 102 | WRIGHT    | 2:28.547    | 2:29.022 | 0.475                   |  |  |  |  |
| 28       | 32  | 1:41.682 | 21  | 49.716 | 28       | 32  | ASHMEAD   | 2:31.402    | 2:31.402 | 0.000                   |  |  |  |  |
| 29       | 21  | 1:41.811 | 32  | 49.720 | 29       | 21  | WOLFF     | 2:31.527    | 2:31.735 | 0.208                   |  |  |  |  |
| 30       | 166 | 1:44.202 | 166 | 49.996 | 30       | 166 | LEWIS     | 2:34.198    | 2:34.560 | 0.362                   |  |  |  |  |
| 31       | 52  | 1:51.795 | 52  | 54.545 | 31       | 52  | PARKER    | 2:46.340    | 2:46.340 | 0.000                   |  |  |  |  |
| 32       |     |          |     |        |          |     |           |             |          |                         |  |  |  |  |
| 33       |     |          |     |        |          |     |           |             |          |                         |  |  |  |  |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

RACE 15 - STATISTICS

Competitors Started 33

Planned Start 2025-05-04 @ 16:20:00.000

Actual Start 2025-05-04 @ 16:53:19.244

Finish Time 2025-05-04 @ 17:04:58.465

Track Length 2.9689mi.

Total Laps 143

Total Distance Covered 424.5543mi.

Session Fastest Lap History

| NO  | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|-----|----|---------------|----------|--------------|-----|--------------------|
| 30  | S  | Lewis JONES   | 2:17.431 | 16:57:59.064 | 2   | Kawasaki NINJA 400 |
| 217 | J  | Hudson COOPER | 2:17.214 | 17:00:16.846 | 3   | Kawasaki NINJA     |

Session Leader History

| NO  | CL | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|-----|----|---------------|----------|----------|------------|--------------------|
| 30  | S  | Lewis JONES   | 1        | 2        | 5.93 miles | Kawasaki NINJA 400 |
| 217 | J  | Hudson COOPER | 3        | 1        | 2.96 miles | Kawasaki NINJA     |
| 30  | S  | Lewis JONES   | 4        | 2        | 5.93 miles | Kawasaki NINJA 400 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 16:53:19.244 |
| FINISH | 17:04:58.465 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:43.926  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - STATISTICS

CLASS : J

14 Starters

#### Fastest Lap History

| NO  | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|---------------|----------|--------------|-----|----------------|
| 217 | Hudson COOPER | 2:17.493 | 16:57:59.632 | 2   | Kawasaki NINJA |
| 217 | Hudson COOPER | 2:17.214 | 17:00:16.846 | 3   | Kawasaki NINJA |

#### Leader History

| NO  | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|-----|---------------|----------|----------|-------------|----------------|
| 217 | Hudson COOPER | 1        | 5        | 14.84 miles | Kawasaki NINJA |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ**  
**RACE 15 - STATISTICS**

**CLASS : S** 10 Starters

**Fastest Lap History**

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|----|-------------|----------|--------------|-----|--------------------|
| 30 | Lewis JONES | 2:17.431 | 16:57:59.064 | 2   | Kawasaki NINJA 400 |

**Leader History**

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE            |
|----|-------------|----------|----------|-------------|--------------------|
| 30 | Lewis JONES | 1        | 5        | 14.84 miles | Kawasaki NINJA 400 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## ACU Team Green Junior Cup, Senior Ninjas & BMZRC 250 MZ

### RACE 15 - STATISTICS

**CLASS : MZ**

9 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|--------------|----------|--------------|-----|------------|
| 85 | Andrew WALES | 2:24.454 | 16:58:51.450 | 2   | MZ ETZ 250 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|--------------|----------|----------|-------------|------------|
| 85 | Andrew WALES | 1        | 5        | 14.84 miles | MZ ETZ 250 |



# REACTIVE PARTS MRO POWERBIKES, MRO CLUBMAN 1000 & THE CLOTHING KINGS MRO RETRO 1000



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

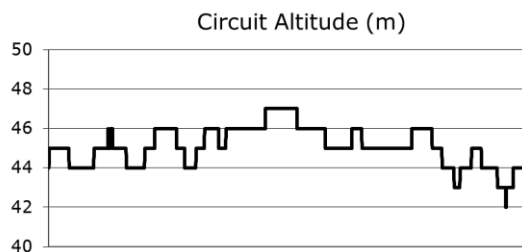
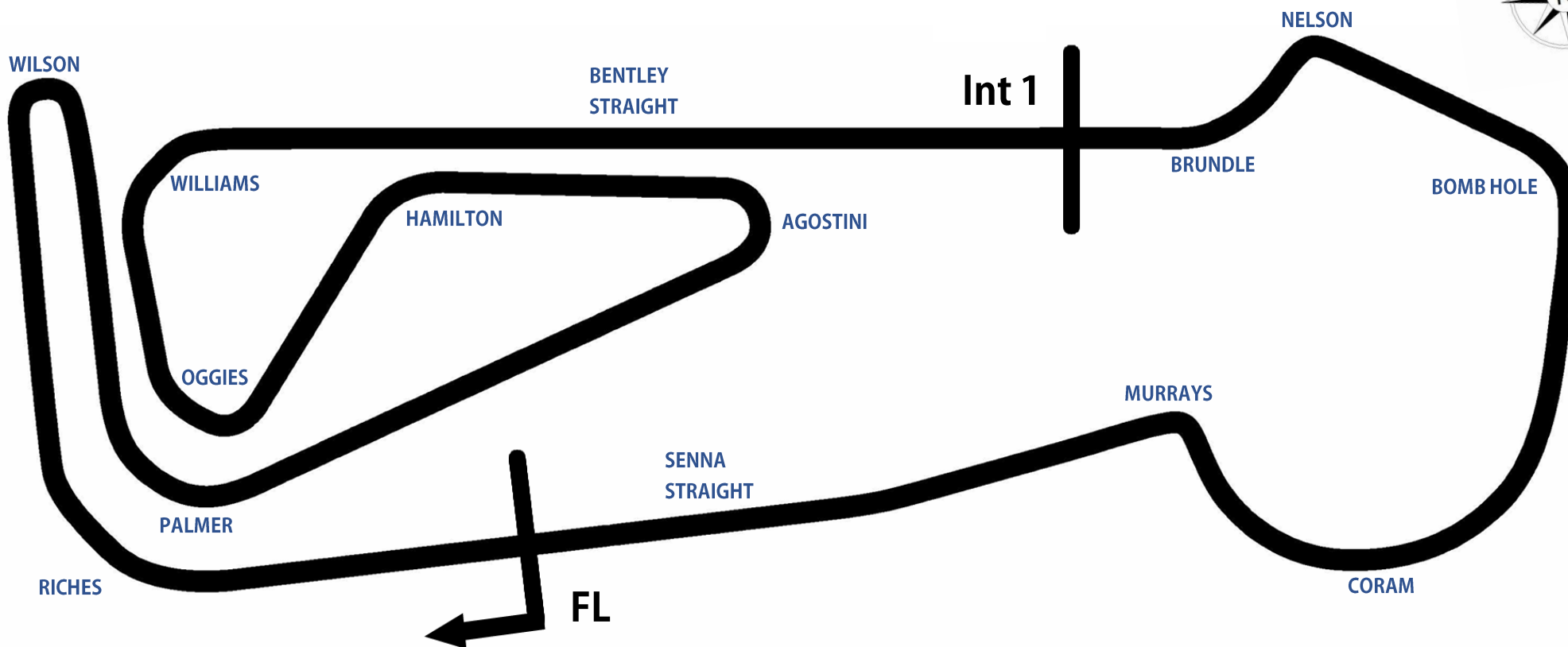
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |





**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**QUALIFYING - CLASSIFICATION**

| POS | NO  | CL  | PIC | NAME            | ENTRY                                              | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|-----|-----|-----------------|----------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 49  |     | 1   | Luke WALLINGTON | Honda FIREBLADE - Roxo Rodina Racing               | 1:55.926 | 5  | 5    |        |       | 92.19 |
| 2   | 71  |     | 2   | Maximus HARDY   | Honda CBR1000RR - Dad                              | 1:56.127 | 4  | 5    | 0.201  | 0.201 | 92.03 |
| 3   | 929 | C   | 1   | Aaron DAYKIN    | Yamaha R1 - DN Assessments Ltd                     | 1:57.347 | 3  | 5    | 1.421  | 1.220 | 91.08 |
| 4   | 45  |     | 3   | Jake MARSH      | Honda CBR1000RR FIRBELADE - RD Racing              | 1:57.391 | 3  | 5    | 1.465  | 0.044 | 91.04 |
| 5   | 88  |     | 4   | Scott HALLIDAY  | Honda CBRR 1000 - Performance fitness gym          | 1:58.093 | 5  | 5    | 2.167  | 0.702 | 90.50 |
| 6   | 188 |     | 5   | Dawid KRAWIECKI | Yamaha R1 - Code Blue LTD & D A East Electrical    | 1:58.184 | 5  | 5    | 2.258  | 0.091 | 90.43 |
| 7   | 100 | C   | 2   | Sam CRANSTONE   | Honda FIREBLADE - Fortis racing                    | 1:58.515 | 3  | 5    | 2.589  | 0.331 | 90.18 |
| 8   | 48  | C   | 3   | Aaron COLLINS   | Bmw S1000RR - Precision installations              | 1:58.829 | 5  | 5    | 2.903  | 0.314 | 89.94 |
| 9   | 5   | RET | 1   | Kieran SMITH    | Suzuki GSXR 1000 K1 -                              | 1:59.193 | 4  | 5    | 3.267  | 0.364 | 89.67 |
| 10  | 19  | RET | 2   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                       | 1:59.422 | 3  | 4    | 3.496  | 0.229 | 89.49 |
| 11  | 85  | C   | 4   | Ben WOOD        | Yamaha R1 -                                        | 1:59.996 | 2  | 5    | 4.070  | 0.574 | 89.07 |
| 12  | 14  | C   | 5   | Alex YIANNI     | BMW S1000 RR - Airpack 2000 Racing/Almig Compres   | 2:00.541 | 4  | 4    | 4.615  | 0.545 | 88.66 |
| 13  | 70  | C   | 6   | Robert PEARCE   | Aprilia RSV4 1000 - Paintworx Body Repair          | 2:00.690 | 3  | 5    | 4.764  | 0.149 | 88.55 |
| 14  | 78  | RET | 3   | Jamie THOMAS    | Suzuki GSXR 1000 - Team RubyRacing                 | 2:00.932 | 3  | 5    | 5.006  | 0.242 | 88.38 |
| 15  | 87  | C   | 7   | Karl THOMPSON   | Yamaha R1 - #Teamrace                              | 2:02.232 | 5  | 5    | 6.306  | 1.300 | 87.44 |
| 16  | 81  | C   | 8   | Dan HARTLE      | Yamaha R1 2CR - #Teamrace                          | 2:02.389 | 5  | 5    | 6.463  | 0.157 | 87.32 |
| 17  | 33  | C   | 9   | Luke BLACKFORD  | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groun | 2:03.294 | 5  | 5    | 7.368  | 0.905 | 86.68 |
| 18  | 46  | C   | 10  | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro  | 2:03.473 | 2  | 3    | 7.547  | 0.179 | 86.56 |
| 19  | 13  | RET | 4   | Daniel MERCER   | Honda CBR1000RR - Merc&Co Racing, Apex2Apex, E     | 2:03.928 | 3  | 5    | 8.002  | 0.455 | 86.24 |
| 20  | 23  | C   | 11  | Jason PAES      | Aprilia RSV4 - J&R Electrical Ltd                  | 2:04.464 | 4  | 5    | 8.538  | 0.536 | 85.87 |
| 21  | 7   | C   | 12  | Seb JENKINS     | Yamaha YZF-R1 - TBR Performance                    | 2:05.700 | 5  | 5    | 9.774  | 1.236 | 85.02 |
| 22  | 57  | C   | 13  | Paul HARRIS     | Honda CBR1000RR-R - Nhr Neil Harris Racing         | 2:06.009 | 3  | 5    | 10.083 | 0.309 | 84.81 |
| 23  | 77  | C   | 14  | Craig EVISON    | Aprilia RSV4 - Addiction Motorsports               | 2:06.239 | 4  | 5    | 10.313 | 0.230 | 84.66 |
| 24  | 40  | RET | 5   | Malcolm BATE    | Suzuki GSXR1000K3 - Hartjay                        | 2:08.268 | 3  | 4    | 12.342 | 2.029 | 83.32 |
| 25  | 63  | RET | 6   | Matthew WREN    | Suzuki GSXR1000 - TBR performance                  | 2:11.152 | 4  | 4    | 15.226 | 2.884 | 81.49 |
| 26  | 274 | RET | 7   | Stewart LATIMER | SUZUKI GSXR1000 RR - Fat Bloke Racing RR           | 2:16.054 | 4  | 4    | 20.128 | 4.902 | 78.55 |
| 27  | 115 | RET | 8   | Tony KEILTY     | Suzuki GSXR 1000 - Eat Your Heart Out              | 2:19.020 | 1  | 1    | 23.094 | 2.966 | 76.88 |

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

Date: 03/05/2025 Start: 09:27 Finish: 09:37  
Snetterton 300: 2.9689 miles

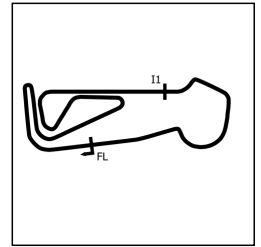
Clerk Of Course:

Timekeeper: Craig Smith

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                      |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|--------|---------------------|
| <b>P1</b>                 | <b>49</b>       | <b>Luke WALLINGTON</b>   | Honda FIREBLADE - Roxo Rodina Racing |              |        |                     |
| IDEAL LAP TIME : 1:55.926 |                 | BEST LAP TIME : 1:55.926 | DIFFERENCE : 0.000                   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.795        | 43.421                   | 2:17.216                             | 77.89        | 21.290 | 09:30:46.334        |
| 2 -                       | 1:19.028        | 40.433                   | 1:59.461                             | 89.46        | 3.535  | 09:32:45.795        |
| 3 -                       | 1:17.936        | 39.121                   | 1:57.057 <b>(3)</b>                  | 91.30        | 1.131  | 09:34:42.852        |
| 4 -                       | 1:17.672        | 39.144                   | 1:56.816 <b>(2)</b>                  | 91.49        | 0.890  | 09:36:39.668        |
| 5 -                       | <b>1:17.129</b> | <b>38.797</b>            | <b>1:55.926 (1)</b>                  | <b>92.19</b> |        | <b>09:38:35.594</b> |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>71</b>       | <b>Maximus HARDY</b>     | Honda CBR1000RR - Dad |              |       |                     |
| IDEAL LAP TIME : 1:56.127 |                 | BEST LAP TIME : 1:56.127 | DIFFERENCE : 0.000    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:23.714        | 40.308                   | 2:04.022              | 86.17        | 7.895 | 09:30:09.291        |
| 2 -                       | 1:18.019        | 39.465                   | 1:57.484              | 90.97        | 1.357 | 09:32:06.775        |
| 3 -                       | 1:17.499        | 39.114                   | 1:56.613 <b>(3)</b>   | 91.65        | 0.486 | 09:34:03.388        |
| 4 -                       | <b>1:17.273</b> | <b>38.854</b>            | <b>1:56.127 (1)</b>   | <b>92.03</b> |       | <b>09:35:59.515</b> |
| 5 -                       | 1:17.421        | 38.974                   | 1:56.395 <b>(2)</b>   | 91.82        | 0.268 | 09:37:55.910        |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>929 C</b>    | <b>Aaron DAYKIN</b>      | Yamaha R1 - DN Assessments Ltd |              |       |                     |
| IDEAL LAP TIME : 1:57.220 |                 | BEST LAP TIME : 1:57.347 | DIFFERENCE : 0.127             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:22.893        | 41.450                   | 2:04.343                       | 85.95        | 6.996 | 09:30:11.288        |
| 2 -                       | 1:18.778        | 39.018                   | 1:57.796 <b>(3)</b>            | 90.73        | 0.449 | 09:32:09.084        |
| 3 -                       | <b>1:18.289</b> | 39.058                   | <b>1:57.347 (1)</b>            | <b>91.08</b> |       | <b>09:34:06.431</b> |
| 4 -                       | 1:18.586        | <b>38.931</b>            | 1:57.517 <b>(2)</b>            | 90.94        | 0.170 | 09:36:03.948        |
| 5 -                       | 1:24.937        | 40.725                   | 2:05.662                       | 85.05        | 8.315 | 09:38:09.610        |

|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>45</b>       | <b>Jake MARSH</b>        | Honda CBR1000RR FIRBELADE - RD Racing |              |       |                     |
| IDEAL LAP TIME : 1:57.159 |                 | BEST LAP TIME : 1:57.391 | DIFFERENCE : 0.232                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:23.454        | 40.432                   | 2:03.886                              | 86.27        | 6.495 | 09:30:11.798        |
| 2 -                       | 1:18.678        | <b>39.207</b>            | 1:57.885 <b>(2)</b>                   | 90.66        | 0.494 | 09:32:09.683        |
| 3 -                       | <b>1:17.952</b> | 39.439                   | <b>1:57.391 (1)</b>                   | <b>91.04</b> |       | <b>09:34:07.074</b> |
| 4 -                       | 1:18.432        | 39.674                   | 1:58.106 <b>(3)</b>                   | 90.49        | 0.715 | 09:36:05.180        |
| 5 -                       | 1:19.937        | 40.396                   | 2:00.333                              | 88.82        | 2.942 | 09:38:05.513        |

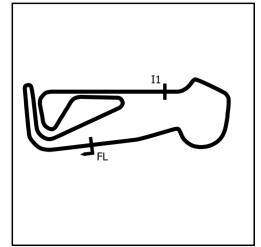
|                           |                 |                          |                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|--------|---------------------|
| <b>P5</b>                 | <b>88</b>       | <b>Scott HALLIDAY</b>    | Honda CBRR 1000 - Performance fitness gym |              |        |                     |
| IDEAL LAP TIME : 1:58.093 |                 | BEST LAP TIME : 1:58.093 | DIFFERENCE : 0.000                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:23.382        | 40.546                   | 2:03.928                                  | 86.24        | 5.835  | 09:30:10.122        |
| 2 -                       | 1:30.106        | 40.079                   | 2:10.185                                  | 82.09        | 12.092 | 09:32:20.307        |
| 3 -                       | 1:19.411        | 40.761                   | 2:00.172 <b>(3)</b>                       | 88.93        | 2.079  | 09:34:20.479        |
| 4 -                       | 1:18.953        | 40.229                   | 1:59.182 <b>(2)</b>                       | 89.67        | 1.089  | 09:36:19.661        |
| 5 -                       | <b>1:18.477</b> | <b>39.616</b>            | <b>1:58.093 (1)</b>                       | <b>90.50</b> |        | <b>09:38:17.754</b> |

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>188</b>      | <b>Dawid KRAWIECKI</b>   | Yamaha R1 - Code Blue LTD & D A East Electrical |              |       |                     |
| IDEAL LAP TIME : 1:58.184 |                 | BEST LAP TIME : 1:58.184 | DIFFERENCE : 0.000                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.590        | 41.361                   | 2:07.951                                        | 83.53        | 9.767 | 09:30:16.761        |
| 2 -                       | 1:20.332        | 40.393                   | 2:00.725 <b>(3)</b>                             | 88.53        | 2.541 | 09:32:17.486        |
| 3 -                       | 1:22.167        | 41.044                   | 2:03.211                                        | 86.74        | 5.027 | 09:34:20.697        |
| 4 -                       | 1:18.961        | 40.047                   | 1:59.008 <b>(2)</b>                             | 89.80        | 0.824 | 09:36:19.705        |
| 5 -                       | <b>1:18.778</b> | <b>39.406</b>            | <b>1:58.184 (1)</b>                             | <b>90.43</b> |       | <b>09:38:17.889</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>100 C</b>    | <b>Sam CRANSTONE</b>     | Honda FIREBLADE - Fortis racing |              |       |                     |
| IDEAL LAP TIME : 1:58.303 |                 | BEST LAP TIME : 1:58.515 | DIFFERENCE : 0.212              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.260        | 39.935                   | 2:04.195                        | 86.05        | 5.680 | 09:30:14.739        |
| 2 -                       | 1:19.190        | <b>39.575</b>            | 1:58.765 (2)                    | 89.99        | 0.250 | 09:32:13.504        |
| 3 -                       | <b>1:18.728</b> | 39.787                   | <b>1:58.515 (1)</b>             | <b>90.18</b> |       | <b>09:34:12.019</b> |
| 4 -                       | 1:19.457        | 40.310                   | 1:59.767                        | 89.24        | 1.252 | 09:36:11.786        |
| 5 -                       | 1:18.860        | 40.722                   | 1:59.582 (3)                    | 89.37        | 1.067 | 09:38:11.368        |

|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>48 C</b>     | <b>Aaron COLLINS</b>     | Bmw S1000RR - Precision installations |              |       |                     |
| IDEAL LAP TIME : 1:58.666 |                 | BEST LAP TIME : 1:58.829 | DIFFERENCE : 0.163                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.816        | 41.950                   | 2:08.766                              | 83.00        | 9.937 | 09:30:18.238        |
| 2 -                       | 1:21.455        | 40.685                   | 2:02.140                              | 87.50        | 3.311 | 09:32:20.378        |
| 3 -                       | 1:19.644        | 41.212                   | 2:00.856 (3)                          | 88.43        | 2.027 | 09:34:21.234        |
| 4 -                       | 1:20.096        | <b>39.694</b>            | 1:59.790 (2)                          | 89.22        | 0.961 | 09:36:21.024        |
| 5 -                       | <b>1:18.972</b> | 39.857                   | <b>1:58.829 (1)</b>                   | <b>89.94</b> |       | <b>09:38:19.853</b> |

|                           |                 |                          |                       |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|--------|---------------------|
| <b>P9</b>                 | <b>5 RET</b>    | <b>Kieran SMITH</b>      | Suzuki GSXR 1000 K1 - |              |        |                     |
| IDEAL LAP TIME : 1:59.007 |                 | BEST LAP TIME : 1:59.193 | DIFFERENCE : 0.186    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:27.840        | 41.917                   | 2:09.757              | 82.36        | 10.564 | 09:30:22.285        |
| 2 -                       | 1:21.892        | 40.721                   | 2:02.613 (3)          | 87.16        | 3.420  | 09:32:24.898        |
| 3 -                       | 1:19.375        | <b>39.820</b>            | 1:59.195 (2)          | 89.66        | 0.002  | 09:34:24.093        |
| 4 -                       | <b>1:19.187</b> | 40.006                   | <b>1:59.193 (1)</b>   | <b>89.67</b> |        | <b>09:36:23.286</b> |
| 5 -                       | 1:23.600        | 40.812                   | 2:04.412              | 85.90        | 5.219  | 09:38:27.698        |

|                           |                 |                          |                              |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>19 RET</b>   | <b>Tyler DONOVAN</b>     | Kawasaki ZX10R - Tinder Corp |              |       |                     |
| IDEAL LAP TIME : 1:59.422 |                 | BEST LAP TIME : 1:59.422 | DIFFERENCE : 0.000           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.006        | 42.055                   | 2:09.061                     | 82.81        | 9.639 | 09:30:22.757        |
| 2 -                       | 1:20.888        | 40.779                   | 2:01.667 (3)                 | 87.84        | 2.245 | 09:32:24.424        |
| 3 -                       | <b>1:19.505</b> | <b>39.917</b>            | <b>1:59.422 (1)</b>          | <b>89.49</b> |       | <b>09:34:23.846</b> |
| 4 -                       | 1:20.102        | 41.023                   | 2:01.125 (2)                 | 88.24        | 1.703 | 09:36:24.971        |

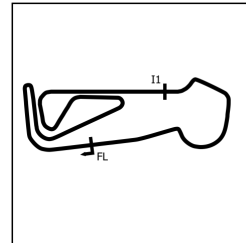
|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>85 C</b>     | <b>Ben WOOD</b>          | Yamaha R1 -         |              |       |                     |
| IDEAL LAP TIME : 1:59.996 |                 | BEST LAP TIME : 1:59.996 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.894        | 42.092                   | 2:08.986            | 82.86        | 8.990 | 09:30:22.170        |
| 2 -                       | <b>1:20.162</b> | <b>39.834</b>            | <b>1:59.996 (1)</b> | <b>89.07</b> |       | <b>09:32:22.166</b> |
| 3 -                       | 1:20.434        | 40.113                   | 2:00.547 (2)        | 88.66        | 0.551 | 09:34:22.713        |
| 4 -                       | 1:21.964        | 40.480                   | 2:02.444 (3)        | 87.28        | 2.448 | 09:36:25.157        |
| 5 -                       | 1:25.364        | 40.190                   | 2:05.554            | 85.12        | 5.558 | 09:38:30.711        |

|                           |                 |                          |                                                      |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>14 C</b>     | <b>Alex YIANNI</b>       | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors |              |       |                     |
| IDEAL LAP TIME : 2:00.435 |                 | BEST LAP TIME : 2:00.541 | DIFFERENCE : 0.106                                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.603        | 41.028                   | 2:06.631                                             | 84.40        | 6.090 | 09:30:14.665        |
| 2 -                       | 1:20.692        | <b>40.480</b>            | 2:01.172 (2)                                         | 88.20        | 0.631 | 09:32:15.837        |
| 3 -                       | 1:22.198        | 40.986                   | 2:03.184 (3)                                         | 86.76        | 2.643 | 09:34:19.021        |
| 4 -                       | <b>1:19.955</b> | 40.586                   | <b>2:00.541 (1)</b>                                  | <b>88.66</b> |       | <b>09:36:19.562</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### QUALIFYING - SECTOR ANALYSIS



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

| P13 70 C                  |                 | Robert PEARCE            |                     | Aprilia RSV4 1000 - Paintworx Body Repair |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.690 |                 | BEST LAP TIME : 2:00.690 |                     | DIFFERENCE : 0.000                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.944        | 41.912                   | 2:07.856            | 83.59                                     | 7.166 | 09:30:18.531        |
| 2 -                       | 1:21.971        | 40.421                   | 2:02.392 (3)        | 87.32                                     | 1.702 | 09:32:20.923        |
| 3 -                       | <b>1:20.369</b> | <b>40.321</b>            | <b>2:00.690 (1)</b> | <b>88.55</b>                              |       | <b>09:34:21.613</b> |
| 4 -                       | 1:20.618        | 40.648                   | 2:01.266 (2)        | 88.13                                     | 0.576 | 09:36:22.879        |
| 5 -                       | 1:22.420        | 42.060                   | 2:04.480            | 85.86                                     | 3.790 | 09:38:27.359        |

| P14 78 RET                |                 | Jamie THOMAS             |                     | Suzuki GSXR 1000 - Team RubyRacing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.871 |                 | BEST LAP TIME : 2:00.932 |                     | DIFFERENCE : 0.061                 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.771        | 41.106                   | 2:07.877            | 83.58                              | 6.945 | 09:30:19.646        |
| 2 -                       | 1:21.516        | <b>40.178</b>            | 2:01.694 (2)        | 87.82                              | 0.762 | 09:32:21.340        |
| 3 -                       | <b>1:20.693</b> | 40.239                   | <b>2:00.932 (1)</b> | <b>88.38</b>                       |       | <b>09:34:22.272</b> |
| 4 -                       | 1:20.977        | 41.566                   | 2:02.543 (3)        | 87.21                              | 1.611 | 09:36:24.815        |
| 5 -                       | 1:23.197        | 41.313                   | 2:04.510            | 85.84                              | 3.578 | 09:38:29.325        |

| P15 87 C                  |                 | Karl THOMPSON            |                     | Yamaha R1 - #Teamrace |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.232 |                 | BEST LAP TIME : 2:02.232 |                     | DIFFERENCE : 0.000    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.233        | 44.303                   | 2:18.536            | 77.15                 | 16.304 | 09:30:39.845        |
| 2 -                       | 1:23.908        | 51.447                   | 2:15.355            | 78.96                 | 13.123 | 09:32:55.200        |
| 3 -                       | 1:23.075        | 42.231                   | 2:05.306 (3)        | 85.29                 | 3.074  | 09:35:00.506        |
| 4 -                       | 1:22.033        | 41.360                   | 2:03.393 (2)        | 86.61                 | 1.161  | 09:37:03.899        |
| 5 -                       | <b>1:20.916</b> | <b>41.316</b>            | <b>2:02.232 (1)</b> | <b>87.44</b>          |        | <b>09:39:06.131</b> |

| P16 81 C                  |                 | Dan HARTLE               |                     | Yamaha R1 2CR - #Teamrace |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.389 |                 | BEST LAP TIME : 2:02.389 |                     | DIFFERENCE : 0.000        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.059        | 42.233                   | 2:08.292            | 83.31                     | 5.903 | 09:31:22.253        |
| 2 -                       | 1:24.133        | 41.391                   | 2:05.524            | 85.14                     | 3.135 | 09:33:27.777        |
| 3 -                       | 1:22.762        | 41.736                   | 2:04.498 (3)        | 85.84                     | 2.109 | 09:35:32.275        |
| 4 -                       | 1:21.962        | 41.123                   | 2:03.085 (2)        | 86.83                     | 0.696 | 09:37:35.360        |
| 5 -                       | <b>1:21.652</b> | <b>40.737</b>            | <b>2:02.389 (1)</b> | <b>87.32</b>              |       | <b>09:39:37.749</b> |

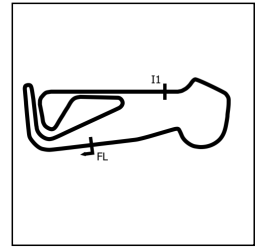
| P17 33 C                  |                 | Luke BLACKFORD           |                     | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.965 |                 | BEST LAP TIME : 2:03.294 |                     | DIFFERENCE : 0.329                                      |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                     | DIFF  | TIME OF DAY         |
| 1 -                       | 1:28.255        | 42.793                   | 2:11.048            | 81.55                                                   | 7.754 | 09:30:22.407        |
| 2 -                       | 1:23.313        | 41.629                   | 2:04.942            | 85.54                                                   | 1.648 | 09:32:27.349        |
| 3 -                       | 1:22.317        | 42.136                   | 2:04.453 (3)        | 85.88                                                   | 1.159 | 09:34:31.802        |
| 4 -                       | <b>1:21.650</b> | 41.649                   | 2:03.299 (2)        | 86.68                                                   | 0.005 | 09:36:35.101        |
| 5 -                       | 1:21.979        | <b>41.315</b>            | <b>2:03.294 (1)</b> | <b>86.68</b>                                            |       | <b>09:38:38.395</b> |

| P18 46 C                  |          | Simon GATES              |                     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |       |                     |
|---------------------------|----------|--------------------------|---------------------|---------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.636 |          | BEST LAP TIME : 2:03.473 |                     | DIFFERENCE : 0.837                                |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                                               | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.420 | 41.723                   | 2:06.143 (3)        | 84.72                                             | 2.670 | 09:30:13.380        |
| 2 -                       | 1:22.272 | <b>41.201</b>            | <b>2:03.473 (1)</b> | <b>86.56</b>                                      |       | <b>09:32:16.853</b> |
| 3 -                       | 1:22.386 | 41.236                   | 2:03.622 (2)        | 86.45                                             | 0.149 | 09:34:20.475        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>13 RET</b>   | <b>Daniel MERCER</b>     | Honda CBR1000RR - Merc&Co Racing, Apex2Apex, Electrical I |              |        |                     |
| IDEAL LAP TIME : 2:03.928 |                 | BEST LAP TIME : 2:03.928 | DIFFERENCE : 0.000                                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.707        | 43.170                   | 2:15.877                                                  | 78.65        | 11.949 | 09:30:26.919        |
| 2 -                       | 1:23.808        | 41.831                   | 2:05.639                                                  | 85.06        | 1.711  | 09:32:32.558        |
| 3 -                       | <b>1:22.595</b> | <b>41.333</b>            | <b>2:03.928 (1)</b>                                       | <b>86.24</b> |        | <b>09:34:36.486</b> |
| 4 -                       | 1:23.038        | 41.651                   | 2:04.689 (3)                                              | 85.71        | 0.761  | 09:36:41.175        |
| 5 -                       | 1:22.746        | 41.712                   | 2:04.458 (2)                                              | 85.87        | 0.530  | 09:38:45.633        |

|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>23 C</b>     | <b>Jason PAES</b>        | Aprilia RSV4 - J&R Electrical Ltd |              |        |                     |
| IDEAL LAP TIME : 2:04.401 |                 | BEST LAP TIME : 2:04.464 | DIFFERENCE : 0.063                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.923        | 43.795                   | 2:17.718                          | 77.60        | 13.254 | 09:30:40.600        |
| 2 -                       | 1:23.832        | 41.981                   | 2:05.813                          | 84.95        | 1.349  | 09:32:46.413        |
| 3 -                       | <b>1:22.876</b> | 41.697                   | 2:04.573 (2)                      | 85.79        | 0.109  | 09:34:50.986        |
| 4 -                       | 1:22.939        | <b>41.525</b>            | <b>2:04.464 (1)</b>               | <b>85.87</b> |        | <b>09:36:55.450</b> |
| 5 -                       | 1:23.536        | 42.119                   | 2:05.655 (3)                      | 85.05        | 1.191  | 09:39:01.105        |

|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P21</b>                | <b>7 C</b>      | <b>Seb JENKINS</b>       | Yamaha YZF-R1 - TBR Performance |              |       |                     |
| IDEAL LAP TIME : 2:05.590 |                 | BEST LAP TIME : 2:05.700 | DIFFERENCE : 0.110              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.586        | 43.206                   | 2:12.792                        | 80.48        | 7.092 | 09:30:54.840        |
| 2 -                       | 1:25.186        | 42.515                   | 2:07.701                        | 83.69        | 2.001 | 09:33:02.541        |
| 3 -                       | 1:24.295        | 42.073                   | 2:06.368 (2)                    | 84.57        | 0.668 | 09:35:08.909        |
| 4 -                       | 1:24.718        | <b>41.665</b>            | 2:06.383 (3)                    | 84.56        | 0.683 | 09:37:15.292        |
| 5 -                       | <b>1:23.925</b> | 41.775                   | <b>2:05.700 (1)</b>             | <b>85.02</b> |       | <b>09:39:20.992</b> |

|                           |                 |                          |                                            |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------|--------|---------------------|
| <b>P22</b>                | <b>57 C</b>     | <b>Paul HARRIS</b>       | Honda CBR1000RR-R - Nhr Neil Harris Racing |              |        |                     |
| IDEAL LAP TIME : 2:05.791 |                 | BEST LAP TIME : 2:06.009 | DIFFERENCE : 0.218                         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.996        | 43.608                   | 2:16.604                                   | 78.24        | 10.595 | 09:30:30.757        |
| 2 -                       | 1:26.915        | 42.649                   | 2:09.564                                   | 82.49        | 3.555  | 09:32:40.321        |
| 3 -                       | <b>1:23.409</b> | 42.600                   | <b>2:06.009 (1)</b>                        | <b>84.81</b> |        | <b>09:34:46.330</b> |
| 4 -                       | 1:25.286        | <b>42.382</b>            | 2:07.668 (3)                               | 83.71        | 1.659  | 09:36:53.998        |
| 5 -                       | 1:24.417        | 42.807                   | 2:07.224 (2)                               | 84.00        | 1.215  | 09:39:01.222        |

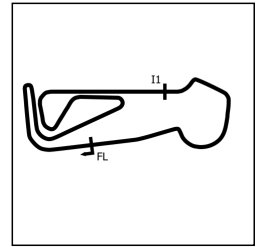
|                           |                 |                          |                                      |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|-------|---------------------|
| <b>P23</b>                | <b>77 C</b>     | <b>Craig EVISON</b>      | Aprilia RSV4 - Addiction Motorsports |              |       |                     |
| IDEAL LAP TIME : 2:06.239 |                 | BEST LAP TIME : 2:06.239 | DIFFERENCE : 0.000                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.614        | 42.678                   | 2:10.292                             | 82.03        | 4.053 | 09:30:18.215        |
| 2 -                       | 1:24.241        | 42.830                   | 2:07.071                             | 84.11        | 0.832 | 09:32:25.286        |
| 3 -                       | 1:23.657        | 42.998                   | 2:06.655 (2)                         | 84.38        | 0.416 | 09:34:31.941        |
| 4 -                       | <b>1:23.631</b> | <b>42.608</b>            | <b>2:06.239 (1)</b>                  | <b>84.66</b> |       | <b>09:36:38.180</b> |
| 5 -                       | 1:23.938        | 42.819                   | 2:06.757 (3)                         | 84.31        | 0.518 | 09:38:44.937        |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P24</b>                | <b>40 RET</b>   | <b>Malcolm BATE</b>      | Suzuki GSXR1000K3 - Hartjay |              |       |                     |
| IDEAL LAP TIME : 2:07.854 |                 | BEST LAP TIME : 2:08.268 | DIFFERENCE : 0.414          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.494        | 44.389                   | 2:16.883                    | 78.08        | 8.615 | 09:30:33.969        |
| 2 -                       | 1:26.972        | <b>43.013</b>            | 2:09.985 (3)                | 82.22        | 1.717 | 09:32:43.954        |
| 3 -                       | <b>1:24.841</b> | 43.427                   | <b>2:08.268 (1)</b>         | <b>83.32</b> |       | <b>09:34:52.222</b> |
| 4 -                       | 1:26.258        | 43.534                   | 2:09.792 (2)                | 82.34        | 1.524 | 09:37:02.014        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                   |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|--------|---------------------|
| <b>P25</b>                | <b>63 RET</b>   | <b>Matthew WREN</b>      | Suzuki GSXR1000 - TBR performance |                    |        |                     |
| IDEAL LAP TIME : 2:11.152 |                 | BEST LAP TIME : 2:11.152 |                                   | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:42.156        | 50.058                   | 2:32.214                          | 70.21              | 21.062 | 09:31:13.743        |
| 2 -                       | 1:33.821        | 46.075                   | 2:19.896 <b>(3)</b>               | 76.40              | 8.744  | 09:33:33.639        |
| 3 -                       | 1:28.875        | 44.269                   | 2:13.144 <b>(2)</b>               | 80.27              | 1.992  | 09:35:46.783        |
| <b>4 -</b>                | <b>1:27.659</b> | <b>43.493</b>            | <b>2:11.152 (1)</b>               | <b>81.49</b>       |        | <b>09:37:57.935</b> |

|                           |                 |                          |                                          |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------|--------------------|-------|---------------------|
| <b>P26</b>                | <b>274 RET</b>  | <b>Stewart LATIMER</b>   | SUZUKI GSXR1000 RR - Fat Bloke Racing RR |                    |       |                     |
| IDEAL LAP TIME : 2:16.054 |                 | BEST LAP TIME : 2:16.054 |                                          | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                 | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:35.891        | 47.787                   | 2:23.678 <b>(3)</b>                      | 74.38              | 7.624 | 09:31:15.559        |
| 2 -                       | 1:33.450        | 45.595                   | 2:19.045 <b>(2)</b>                      | 76.86              | 2.991 | 09:33:34.604        |
| 3 -                       | 1:31.863        | 52.360                   | 2:24.223                                 | 74.10              | 8.169 | 09:35:58.827        |
| <b>4 -</b>                | <b>1:31.026</b> | <b>45.028</b>            | <b>2:16.054 (1)</b>                      | <b>78.55</b>       |       | <b>09:38:14.881</b> |

|                           |                 |                          |                                       |                    |      |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------------|------|---------------------|
| <b>P27</b>                | <b>115 RET</b>  | <b>Tony KEILTY</b>       | Suzuki GSXR 1000 - Eat Your Heart Out |                    |      |                     |
| IDEAL LAP TIME : 2:19.020 |                 | BEST LAP TIME : 2:19.020 |                                       | DIFFERENCE : 0.000 |      |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH                | DIFF | TIME OF DAY         |
| <b>1 -</b>                | <b>1:34.100</b> | <b>44.920</b>            | <b>2:19.020 (1)</b>                   | <b>76.88</b>       |      | <b>09:30:36.297</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:55.926 |       |
| 1        | 49  | 1:17.129 | 49       | 38.797 | 1                       | 49  | WALLINGTON | 1:55.926    | 1:55.926 | 0.000 |
| 2        | 71  | 1:17.273 | 71       | 38.854 | 2                       | 71  | HARDY      | 1:56.127    | 1:56.127 | 0.000 |
| 3        | 45  | 1:17.952 | 929      | 38.931 | 3                       | 45  | MARSH      | 1:57.159    | 1:57.391 | 0.232 |
| 4        | 929 | 1:18.289 | 45       | 39.207 | 4                       | 929 | DAYKIN     | 1:57.220    | 1:57.347 | 0.127 |
| 5        | 88  | 1:18.477 | 188      | 39.406 | 5                       | 88  | HALLIDAY   | 1:58.093    | 1:58.093 | 0.000 |
| 6        | 100 | 1:18.728 | 100      | 39.575 | 6                       | 188 | KRAWIECKI  | 1:58.184    | 1:58.184 | 0.000 |
| 7        | 188 | 1:18.778 | 88       | 39.616 | 7                       | 100 | CRANSTONE  | 1:58.303    | 1:58.515 | 0.212 |
| 8        | 48  | 1:18.972 | 48       | 39.694 | 8                       | 48  | COLLINS    | 1:58.666    | 1:58.829 | 0.163 |
| 9        | 5   | 1:19.187 | 5        | 39.820 | 9                       | 5   | SMITH      | 1:59.007    | 1:59.193 | 0.186 |
| 10       | 19  | 1:19.505 | 85       | 39.834 | 10                      | 19  | DONOVAN    | 1:59.422    | 1:59.422 | 0.000 |
| 11       | 14  | 1:19.955 | 19       | 39.917 | 11                      | 85  | WOOD       | 1:59.996    | 1:59.996 | 0.000 |
| 12       | 85  | 1:20.162 | 78       | 40.178 | 12                      | 14  | YIANNI     | 2:00.435    | 2:00.541 | 0.106 |
| 13       | 70  | 1:20.369 | 70       | 40.321 | 13                      | 70  | PEARCE     | 2:00.690    | 2:00.690 | 0.000 |
| 14       | 78  | 1:20.693 | 14       | 40.480 | 14                      | 78  | THOMAS     | 2:00.871    | 2:00.932 | 0.061 |
| 15       | 87  | 1:20.916 | 81       | 40.737 | 15                      | 87  | THOMPSON   | 2:02.232    | 2:02.232 | 0.000 |
| 16       | 46  | 1:21.435 | 46       | 41.201 | 16                      | 81  | HARTLE     | 2:02.389    | 2:02.389 | 0.000 |
| 17       | 33  | 1:21.650 | 33       | 41.315 | 17                      | 46  | GATES      | 2:02.636    | 2:03.473 | 0.837 |
| 18       | 81  | 1:21.652 | 87       | 41.316 | 18                      | 33  | BLACKFORD  | 2:02.965    | 2:03.294 | 0.329 |
| 19       | 13  | 1:22.595 | 13       | 41.333 | 19                      | 13  | MERCER     | 2:03.928    | 2:03.928 | 0.000 |
| 20       | 23  | 1:22.876 | 23       | 41.525 | 20                      | 23  | PAES       | 2:04.401    | 2:04.464 | 0.063 |
| 21       | 57  | 1:23.409 | 7        | 41.665 | 21                      | 7   | JENKINS    | 2:05.590    | 2:05.700 | 0.110 |
| 22       | 77  | 1:23.631 | 57       | 42.382 | 22                      | 57  | HARRIS     | 2:05.791    | 2:06.009 | 0.218 |
| 23       | 7   | 1:23.925 | 77       | 42.608 | 23                      | 77  | EVISON     | 2:06.239    | 2:06.239 | 0.000 |
| 24       | 40  | 1:24.841 | 40       | 43.013 | 24                      | 40  | BATE       | 2:07.854    | 2:08.268 | 0.414 |
| 25       | 63  | 1:27.659 | 63       | 43.493 | 25                      | 63  | WREN       | 2:11.152    | 2:11.152 | 0.000 |
| 26       | 274 | 1:31.026 | 115      | 44.920 | 26                      | 274 | LATIMER    | 2:16.054    | 2:16.054 | 0.000 |
| 27       | 115 | 1:34.100 | 274      | 45.028 | 27                      | 115 | KEILTY     | 2:19.020    | 2:19.020 | 0.000 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

QUALIFYING - STATISTICS

Competitors Started 27

Planned Start 2025-05-03 @ 09:26:00.000

Actual Start 2025-05-03 @ 09:27:51.806

Finish Time 2025-05-03 @ 09:37:52.152

Track Length 2.9689mi.

Total Laps 124

Total Distance Covered 368.1450mi.

Session Fastest Lap History

| NO | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|-----------------|----------|--------------|-----|-----------------|
| 71 |    | Maximus HARDY   | 2:04.022 | 09:30:09.291 | 1   | Honda CBR1000RR |
| 88 |    | Scott HALLIDAY  | 2:03.928 | 09:30:10.122 | 1   | Honda CBRR 1000 |
| 45 |    | Jake MARSH      | 2:03.886 | 09:30:11.798 | 1   | Honda CBR1000RR |
| 71 |    | Maximus HARDY   | 1:57.484 | 09:32:06.775 | 2   | Honda CBR1000RR |
| 71 |    | Maximus HARDY   | 1:56.613 | 09:34:03.388 | 3   | Honda CBR1000RR |
| 71 |    | Maximus HARDY   | 1:56.127 | 09:35:59.515 | 4   | Honda CBR1000RR |
| 49 |    | Luke WALLINGTON | 1:55.926 | 09:38:35.594 | 5   | Honda FIREBLADE |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:27:51.806 |
| FINISH | 09:37:52.152 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 11:59.470  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**QUALIFYING - STATISTICS**

**CLASS :**

**5 Starters**

**Fastest Lap History**

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE                   |
|----|-----------------|----------|--------------|-----|---------------------------|
| 71 | Maximus HARDY   | 2:04.022 | 09:30:09.291 | 1   | Honda CBR1000RR           |
| 88 | Scott HALLIDAY  | 2:03.928 | 09:30:10.122 | 1   | Honda CBRR 1000           |
| 45 | Jake MARSH      | 2:03.886 | 09:30:11.798 | 1   | Honda CBR1000RR FIRBELADE |
| 71 | Maximus HARDY   | 1:57.484 | 09:32:06.775 | 2   | Honda CBR1000RR           |
| 71 | Maximus HARDY   | 1:56.613 | 09:34:03.388 | 3   | Honda CBR1000RR           |
| 71 | Maximus HARDY   | 1:56.127 | 09:35:59.515 | 4   | Honda CBR1000RR           |
| 49 | Luke WALLINGTON | 1:55.926 | 09:38:35.594 | 5   | Honda FIREBLADE           |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**QUALIFYING - STATISTICS**

**CLASS : C**

14 Starters

**Fastest Lap History**

| NO  | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|---------------|----------|--------------|-----|-----------------|
| 929 | Aaron DAYKIN  | 2:04.343 | 09:30:11.288 | 1   | Yamaha R1       |
| 100 | Sam CRANSTONE | 2:04.195 | 09:30:14.739 | 1   | Honda FIREBLADE |
| 929 | Aaron DAYKIN  | 1:57.796 | 09:32:09.084 | 2   | Yamaha R1       |
| 929 | Aaron DAYKIN  | 1:57.347 | 09:34:06.431 | 3   | Yamaha R1       |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**QUALIFYING - STATISTICS**

**CLASS : RET**

**8 Starters**

**Fastest Lap History**

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|----|---------------|----------|--------------|-----|---------------------|
| 78 | Jamie THOMAS  | 2:07.877 | 09:30:19.646 | 1   | Suzuki GSXR 1000    |
| 78 | Jamie THOMAS  | 2:01.694 | 09:32:21.340 | 2   | Suzuki GSXR 1000    |
| 19 | Tyler DONOVAN | 2:01.667 | 09:32:24.424 | 2   | Kawasaki ZX10R      |
| 78 | Jamie THOMAS  | 2:00.932 | 09:34:22.272 | 3   | Suzuki GSXR 1000    |
| 19 | Tyler DONOVAN | 1:59.422 | 09:34:23.846 | 3   | Kawasaki ZX10R      |
| 5  | Kieran SMITH  | 1:59.195 | 09:34:24.093 | 3   | Suzuki GSXR 1000 K1 |
| 5  | Kieran SMITH  | 1:59.193 | 09:36:23.286 | 4   | Suzuki GSXR 1000 K1 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - GRID (5 Laps)

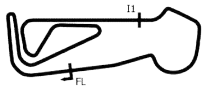
|        |                        |                        |                      |
|--------|------------------------|------------------------|----------------------|
| ROW 10 | 28 187 Dan CHAMBERLAIN |                        |                      |
| ROW 9  | 27 115 Tony KEILTY     | 26 274 Stewart LATIMER | 25 63 Matthew WREN   |
|        | 2:19.020               | 2:16.054               | 2:11.152             |
| ROW 8  | 24 40 Malcolm BATE     | 23 77 Craig EVISON     | 22 57 Paul HARRIS    |
|        | 2:08.268               | 2:06.239               | 2:06.009             |
| ROW 7  | 21 7 Seb JENKINS       | 20 23 Jason PAES       | 19 13 Daniel MERCER  |
|        | 2:05.700               | 2:04.464               | 2:03.928             |
| ROW 6  | 18 46 Simon GATES      | 17 33 Luke BLACKFORD   | 16 81 Dan HARTLE     |
|        | 2:03.473               | 2:03.294               | 2:02.389             |
| ROW 5  | 15 87 Karl THOMPSON    | 14 78 Jamie THOMAS     | 13 70 Robert PEARCE  |
|        | 2:02.232               | 2:00.932               | 2:00.690             |
| ROW 4  | 12 14 Alex YIANNI      | 11 85 Ben WOOD         | 10 19 Tyler DONOVAN  |
|        | 2:00.541               | 1:59.996               | 1:59.422             |
| ROW 3  | 9 5 Kieran SMITH       | 8 48 Aaron COLLINS     | 7 100 Sam CRANSTONE  |
|        | 1:59.193               | 1:58.829               | 1:58.515             |
| ROW 2  | 6 188 Dawid KRAWIECKI  | 5 88 Scott HALLIDAY    | 4 45 Jake MARSH      |
|        | 1:58.184               | 1:58.093               | 1:57.391             |
| ROW 1  | 3 929 Aaron DAYKIN     | 2 71 Maximus HARDY     | 1 49 Luke WALLINGTON |
|        | 1:57.347               | 1:56.127               | 1:55.926             |
| Pole   |                        |                        |                      |
|        |                        |                        |                      |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:42 Saturday, 03 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300  
Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL  | PIC | NAME            | ENTRY                                                   | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|-----|-----|-----------------|---------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 49  |     | 1   | Luke WALLINGTON | Honda FIREBLADE - Roxo Rodina Racing                    | 5    | 9:39.879  |          |        | 92.15 | 1:54.196 | 4  | 1   | 0  |
| 2   | 71  |     | 2   | Maximus HARDY   | Honda CBR1000RR - Dad                                   | 5    | 9:39.908  | 0.029    | 0.029  | 92.15 | 1:53.889 | 5  | 2   | 0  |
| 3   | 929 | C   | 1   | Aaron DAYKIN    | Yamaha R1 - DN Assessments Ltd                          | 5    | 9:47.160  | 7.281    | 7.252  | 91.01 | 1:55.345 | 4  | 3   | 0  |
| 4   | 5   | RET | 1   | Kieran SMITH    | Suzuki GSXR 1000 K1 -                                   | 5    | 9:53.365  | 13.486   | 6.205  | 90.06 | 1:56.609 | 5  | 9   | 5  |
| 5   | 88  |     | 3   | Scott HALLIDAY  | Honda CBRR 1000 - Performance fitness gym               | 5    | 9:53.690  | 13.811   | 0.325  | 90.01 | 1:56.933 | 2  | 5   | 0  |
| 6   | 100 | C   | 2   | Sam CRANSTONE   | Honda FIREBLADE - Fortis racing                         | 5    | 9:54.039  | 14.160   | 0.349  | 89.96 | 1:56.747 | 3  | 7   | 1  |
| 7   | 45  |     | 4   | Jake MARSH      | Honda CBR1000RR FIRBELADE - RD Racing                   | 5    | 9:57.214  | 17.335   | 3.175  | 89.48 | 1:57.074 | 4  | 4   | -3 |
| 8   | 48  | C   | 3   | Aaron COLLINS   | Bmw S1000RR - Precision installations                   | 5    | 10:00.001 | 20.122   | 2.787  | 89.06 | 1:57.441 | 4  | 8   | 0  |
| 9   | 85  | C   | 4   | Ben WOOD        | Yamaha R1 -                                             | 5    | 10:02.388 | 22.509   | 2.387  | 88.71 | 1:58.215 | 4  | 11  | 2  |
| 10  | 188 |     | 5   | Dawid KRAWIECKI | Yamaha R1 - Code Blue LTD & D A East Electrical         | 5    | 10:09.302 | 29.423   | 6.914  | 87.70 | 1:57.302 | 3  | 6   | -4 |
| 11  | 19  | RET | 2   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                            | 5    | 10:10.743 | 30.864   | 1.441  | 87.50 | 2:00.785 | 4  | 10  | -1 |
| 12  | 78  | RET | 3   | Jamie THOMAS    | Suzuki GSXR 1000 - Team RubyRacing                      | 5    | 10:10.846 | 30.967   | 0.103  | 87.48 | 1:59.775 | 4  | 14  | 2  |
| 13  | 70  | C   | 5   | Robert PEARCE   | Aprilia RSV4 1000 - Paintworx Body Repair               | 5    | 10:11.960 | 32.081   | 1.114  | 87.32 | 2:00.513 | 2  | 13  | 0  |
| 14  | 81  | C   | 6   | Dan HARTLE      | Yamaha R1 2CR - #Teamrace                               | 5    | 10:13.268 | 33.389   | 1.308  | 87.14 | 1:59.624 | 4  | 16  | 2  |
| 15  | 33  | C   | 7   | Luke BLACKFORD  | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork | 5    | 10:14.439 | 34.560   | 1.171  | 86.97 | 2:00.052 | 5  | 17  | 2  |
| 16  | 14  | C   | 8   | Alex YIANNI     | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors    | 5    | 10:14.562 | 34.683   | 0.123  | 86.95 | 2:00.123 | 4  | 12  | -4 |
| 17  | 7   | C   | 9   | Seb JENKINS     | Yamaha YZF-R1 - TBR Performance                         | 5    | 10:21.479 | 41.600   | 6.917  | 85.98 | 2:01.986 | 4  | 21  | 4  |
| 18  | 87  | C   | 10  | Karl THOMPSON   | Yamaha R1 - #Teamrace                                   | 5    | 10:21.708 | 41.829   | 0.229  | 85.95 | 2:02.493 | 3  | 15  | -3 |
| 19  | 46  | C   | 11  | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro       | 5    | 10:22.405 | 42.526   | 0.697  | 85.86 | 2:02.573 | 3  | 18  | -1 |
| 20  | 13  | RET | 4   | Daniel MERCER   | Honda CBR1000RR - Merc&Co Racing, Apex2Apex, Electric   | 5    | 10:24.721 | 44.842   | 2.316  | 85.54 | 2:01.563 | 4  | 19  | -1 |
| 21  | 115 | RET | 5   | Tony KEILTY     | Suzuki GSXR 1000 - Eat Your Heart Out                   | 5    | 10:29.538 | 49.659   | 4.817  | 84.88 | 2:02.907 | 4  | 27  | 6  |
| 22  | 63  | RET | 6   | Matthew WREN    | Suzuki GSXR1000 - TBR performance                       | 5    | 10:32.322 | 52.443   | 2.784  | 84.51 | 2:03.250 | 3  | 25  | 3  |
| 23  | 77  | C   | 12  | Craig EVISON    | Aprilia RSV4 - Addiction Motorsports                    | 5    | 10:32.594 | 52.715   | 0.272  | 84.47 | 2:04.021 | 5  | 23  | 0  |
| 24  | 23  | C   | 13  | Jason PAES      | Aprilia RSV4 - J&R Electrical Ltd                       | 5    | 10:32.877 | 52.998   | 0.283  | 84.44 | 2:03.770 | 3  | 20  | -4 |
| 25  | 57  | C   | 14  | Paul HARRIS     | Honda CBR1000RR-R - Nhr Neil Harris Racing              | 5    | 10:52.113 | 1:12.234 | 19.236 | 81.94 | 2:06.784 | 2  | 22  | -3 |

NOT CLASSIFIED

|     |     |     |  |                 |                                          |   |          |        |        |       |          |   |    |  |
|-----|-----|-----|--|-----------------|------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 40  | RET |  | Malcolm BATE    | Suzuki GSXR1000K3 - Hartjay              | 2 | 4:23.028 | 3 Laps | 3 Laps | 81.26 | 2:07.545 | 2 | 24 |  |
| DNF | 274 | RET |  | Stewart LATIMER | SUZUKI GSXR1000 RR - Fat Bloke Racing RR | 1 | 2:23.866 | 4 Laps | 1 Lap  | 74.29 |          |   | 26 |  |

FASTEST LAP

|  |     |     |  |               |                                |   |          |  |  |           |  |  |            |  |
|--|-----|-----|--|---------------|--------------------------------|---|----------|--|--|-----------|--|--|------------|--|
|  | 71  |     |  | Maximus HARDY | Honda CBR1000RR - Dad          | 5 | 1:53.889 |  |  | 93.84 mph |  |  | 151.03 kph |  |
|  | 929 | C   |  | Aaron DAYKIN  | Yamaha R1 - DN Assessments Ltd | 4 | 1:55.345 |  |  | 92.66 mph |  |  | 149.12 kph |  |
|  | 5   | RET |  | Kieran SMITH  | Suzuki GSXR 1000 K1 -          | 5 | 1:56.609 |  |  | 91.65 mph |  |  | 147.50 kph |  |

Class - 92.5% of Race Speed = 85.23 mph  
Class C - 92.5% of Race Speed = 84.18 mph  
Class RET - 92.5% of Race Speed = 83.30 mph

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

Date: 03/05/2025 Start: 12:32 Finish: 12:42  
Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com) Printed - 12:44 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - LAP CHART

| LAP 1 @ 12:34:42.666 |        |          | LAP 2 @ 12:36:37.790 |        |          | LAP 3 @ 12:38:33.000 |        |          | LAP 4 @ 12:40:27.196 |        |          | LAP 5 @ 12:42:21.495 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 71                   |        | 2:01.050 | 49                   |        | 1:54.899 | 49                   |        | 1:55.210 | 49                   |        | 1:54.196 | 49                   |          | 1:54.299 |
| 49                   | 0.225  | 2:01.275 | 71                   | 0.635  | 1:55.759 | 71                   | 0.458  | 1:55.033 | 71                   | 0.439  | 1:54.177 | 71                   | 0.029    | 1:53.889 |
| 929                  | 2.197  | 2:03.247 | 929                  | 3.325  | 1:56.252 | 929                  | 4.457  | 1:56.342 | 929                  | 5.606  | 1:55.345 | 929                  | 7.281    | 1:55.974 |
| 188                  | 2.407  | 2:03.457 | 88                   | 4.477  | 1:56.933 | 88                   | 6.889  | 1:57.622 | 88                   | 10.677 | 1:57.984 | 5                    | 13.486   | 1:56.609 |
| 88                   | 2.668  | 2:03.718 | 188                  | 5.703  | 1:58.420 | 188                  | 7.795  | 1:57.302 | 100                  | 10.738 | 1:57.055 | 88                   | 13.811   | 1:57.433 |
| 100                  | 2.893  | 2:03.943 | 100                  | 6.342  | 1:58.573 | 100                  | 7.879  | 1:56.747 | 5                    | 11.176 | 1:56.707 | 100                  | 14.160   | 1:57.721 |
| 45                   | 3.695  | 2:04.745 | 45                   | 6.395  | 1:57.824 | 5                    | 8.665  | 1:57.296 | 188                  | 11.863 | 1:58.264 | 45                   | 17.335   | 1:59.410 |
| 5                    | 3.797  | 2:04.847 | 5                    | 6.579  | 1:57.906 | 45                   | 9.346  | 1:58.161 | 45                   | 12.224 | 1:57.074 | 48                   | 20.122   | 1:58.504 |
| 85                   | 5.353  | 2:06.403 | 85                   | 8.761  | 1:58.532 | 48                   | 12.672 | 1:57.976 | 48                   | 15.917 | 1:57.441 | 85                   | 22.509   | 1:59.401 |
| 19                   | 5.939  | 2:06.989 | 48                   | 9.906  | 1:58.662 | 85                   | 13.388 | 1:59.837 | 85                   | 17.407 | 1:58.215 | 188                  | 29.423   | 2:11.859 |
| 48                   | 6.368  | 2:07.418 | 19                   | 11.632 | 2:00.817 | 19                   | 17.779 | 2:01.357 | 78                   | 23.768 | 1:59.775 | 19                   | 30.864   | 2:00.795 |
| 78                   | 7.447  | 2:08.497 | 78                   | 12.104 | 1:59.781 | 78                   | 18.189 | 2:01.295 | 19                   | 24.368 | 2:00.785 | 78                   | 30.967   | 2:01.498 |
| 14                   | 7.502  | 2:08.552 | 70                   | 12.936 | 2:00.513 | 70                   | 18.853 | 2:01.127 | 70                   | 25.421 | 2:00.764 | 70                   | 32.081   | 2:00.959 |
| 70                   | 7.547  | 2:08.597 | 14                   | 15.756 | 2:03.378 | 14                   | 21.485 | 2:00.939 | 14                   | 27.412 | 2:00.123 | 81                   | 33.389   | 2:00.111 |
| 87                   | 8.648  | 2:09.698 | 33                   | 15.833 | 2:01.966 | 33                   | 22.122 | 2:01.499 | 81                   | 27.577 | 1:59.624 | 33                   | 34.560   | 2:00.052 |
| 33                   | 8.991  | 2:10.041 | 87                   | 17.092 | 2:03.568 | 81                   | 22.149 | 1:59.757 | 33                   | 28.807 | 2:00.881 | 14                   | 34.683   | 2:01.570 |
| 46                   | 9.351  | 2:10.401 | 81                   | 17.602 | 2:02.370 | 87                   | 24.375 | 2:02.493 | 87                   | 32.995 | 2:02.816 | 7                    | 41.600   | 2:02.545 |
| 7                    | 10.092 | 2:11.142 | 46                   | 17.638 | 2:03.411 | 46                   | 25.001 | 2:02.573 | 7                    | 33.354 | 2:01.986 | 87                   | 41.829   | 2:03.133 |
| 81                   | 10.356 | 2:11.406 | 7                    | 18.050 | 2:03.082 | 7                    | 25.564 | 2:02.724 | 46                   | 33.842 | 2:03.037 | 46                   | 42.526   | 2:02.983 |
| 23                   | 11.205 | 2:12.255 | 13                   | 21.649 | 2:04.674 | 13                   | 29.881 | 2:03.442 | 13                   | 37.248 | 2:01.563 | 13                   | 44.842   | 2:01.893 |
| 13                   | 12.099 | 2:13.149 | 23                   | 22.245 | 2:06.164 | 23                   | 30.805 | 2:03.770 | 115                  | 39.978 | 2:02.907 | 115                  | 49.659   | 2:03.980 |
| 77                   | 13.177 | 2:14.227 | 77                   | 22.755 | 2:04.702 | 115                  | 31.267 | 2:03.501 | 23                   | 41.063 | 2:04.454 | 63                   | 52.443   | 2:05.057 |
| 40                   | 14.433 | 2:15.483 | 115                  | 22.976 | 2:03.561 | 63                   | 31.789 | 2:03.250 | 63                   | 41.685 | 2:04.092 | 77                   | 52.715   | 2:04.021 |
| 115                  | 14.539 | 2:15.589 | 63                   | 23.749 | 2:03.545 | 77                   | 32.819 | 2:05.274 | 77                   | 42.993 | 2:04.370 | 23                   | 52.998   | 2:06.234 |
| 63                   | 15.328 | 2:16.378 | 40                   | 26.854 | 2:07.545 | 57                   | 43.629 | 2:11.683 | 57                   | 56.253 | 2:06.820 | 57                   | 1:12.234 | 2:10.280 |
| 57                   | 15.496 | 2:16.546 | 57                   | 27.156 | 2:06.784 |                      |        |          |                      |        |          |                      |          |          |
| 274                  | 22.816 | 2:23.866 |                      |        |          |                      |        |          |                      |        |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

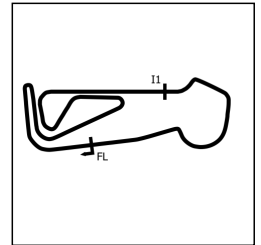
RACE 3 - POSITION CHART

| No  | Name       | Lap<br>Pos |     |     |     |     |     |
|-----|------------|------------|-----|-----|-----|-----|-----|
|     |            |            | 1   | 2   | 3   | 4   | 5   |
| 49  | WALLINGTON | 1          | 71  | 49  | 49  | 49  | 49  |
| 71  | HARDY      | 2          | 49  | 71  | 71  | 71  | 71  |
| 929 | DAYKIN     | 3          | 929 | 929 | 929 | 929 | 929 |
| 45  | MARSH      | 4          | 188 | 88  | 88  | 88  | 5   |
| 88  | HALLIDAY   | 5          | 88  | 188 | 188 | 100 | 88  |
| 188 | KRAWIECKI  | 6          | 100 | 100 | 100 | 5   | 100 |
| 100 | CRANSTONE  | 7          | 45  | 45  | 5   | 188 | 45  |
| 48  | COLLINS    | 8          | 5   | 5   | 45  | 45  | 48  |
| 5   | SMITH      | 9          | 85  | 85  | 48  | 48  | 85  |
| 19  | DONOVAN    | 10         | 19  | 48  | 85  | 85  | 188 |
| 85  | WOOD       | 11         | 48  | 19  | 19  | 78  | 19  |
| 14  | YIANNI     | 12         | 78  | 78  | 78  | 19  | 78  |
| 70  | PEARCE     | 13         | 14  | 70  | 70  | 70  | 70  |
| 78  | THOMAS     | 14         | 70  | 14  | 14  | 14  | 81  |
| 87  | THOMPSON   | 15         | 87  | 33  | 33  | 81  | 33  |
| 81  | HARTLE     | 16         | 33  | 87  | 81  | 33  | 14  |
| 33  | BLACKFORD  | 17         | 46  | 81  | 87  | 87  | 7   |
| 46  | GATES      | 18         | 7   | 46  | 46  | 7   | 87  |
| 13  | MERCER     | 19         | 81  | 7   | 7   | 46  | 46  |
| 23  | PAES       | 20         | 23  | 13  | 13  | 13  | 13  |
| 7   | JENKINS    | 21         | 13  | 23  | 23  | 115 | 115 |
| 57  | HARRIS     | 22         | 77  | 77  | 115 | 23  | 63  |
| 77  | EVISON     | 23         | 40  | 115 | 63  | 63  | 77  |
| 40  | BATE       | 24         | 115 | 63  | 77  | 77  | 23  |
| 63  | WREN       | 25         | 63  | 40  | 57  | 57  | 57  |
| 274 | LATIMER    | 26         | 57  | 57  |     |     |     |
| 115 | KEILTY     | 27         | 274 |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

|                           |                 |                          |                                      |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>49</b>       | <b>Luke WALLINGTON</b>   | Honda FIREBLADE - Roxo Rodina Racing |              |       |                     |
| IDEAL LAP TIME : 1:54.196 |                 | BEST LAP TIME : 1:54.196 | DIFFERENCE : 0.000                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 38.871                   | 2:01.275                             | 88.13        | 7.079 | 12:34:42.891        |
| 2 -                       | 1:16.436        | 38.463                   | 1:54.899 <b>(3)</b>                  | 93.02        | 0.703 | 12:36:37.790        |
| 3 -                       | 1:16.609        | 38.601                   | 1:55.210                             | 92.77        | 1.014 | 12:38:33.000        |
| <b>4 -</b>                | <b>1:15.887</b> | <b>38.309</b>            | <b>1:54.196 (1)</b>                  | <b>93.59</b> |       | <b>12:40:27.196</b> |
| 5 -                       | 1:15.954        | 38.345                   | 1:54.299 <b>(2)</b>                  | 93.50        | 0.103 | 12:42:21.495        |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>71</b>       | <b>Maximus HARDY</b>     | Honda CBR1000RR - Dad |              |       |                     |
| IDEAL LAP TIME : 1:53.889 |                 | BEST LAP TIME : 1:53.889 | DIFFERENCE : 0.000    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 38.776                   | 2:01.050              | 88.29        | 7.161 | 12:34:42.666        |
| 2 -                       | 1:16.941        | 38.818                   | 1:55.759              | 92.33        | 1.870 | 12:36:38.425        |
| 3 -                       | 1:16.527        | 38.506                   | 1:55.033 <b>(3)</b>   | 92.91        | 1.144 | 12:38:33.458        |
| 4 -                       | 1:15.838        | 38.339                   | 1:54.177 <b>(2)</b>   | 93.60        | 0.288 | 12:40:27.635        |
| <b>5 -</b>                | <b>1:15.705</b> | <b>38.184</b>            | <b>1:53.889 (1)</b>   | <b>93.84</b> |       | <b>12:42:21.524</b> |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>929 C</b>    | <b>Aaron DAYKIN</b>      | Yamaha R1 - DN Assessments Ltd |              |       |                     |
| IDEAL LAP TIME : 1:55.345 |                 | BEST LAP TIME : 1:55.345 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.235                   | 2:03.247                       | 86.72        | 7.902 | 12:34:44.863        |
| 2 -                       | 1:17.345        | 38.907                   | 1:56.252 <b>(3)</b>            | 91.93        | 0.907 | 12:36:41.115        |
| 3 -                       | 1:17.345        | 38.997                   | 1:56.342                       | 91.86        | 0.997 | 12:38:37.457        |
| <b>4 -</b>                | <b>1:16.911</b> | <b>38.434</b>            | <b>1:55.345 (1)</b>            | <b>92.66</b> |       | <b>12:40:32.802</b> |
| 5 -                       | 1:17.172        | 38.802                   | 1:55.974 <b>(2)</b>            | 92.15        | 0.629 | 12:42:28.776        |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>5 RET</b>    | <b>Kieran SMITH</b>      | Suzuki GSXR 1000 K1 - |              |       |                     |
| IDEAL LAP TIME : 1:56.609 |                 | BEST LAP TIME : 1:56.609 | DIFFERENCE : 0.000    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.055                   | 2:04.847              | 85.60        | 8.238 | 12:34:46.463        |
| 2 -                       | 1:18.230        | 39.676                   | 1:57.906              | 90.64        | 1.297 | 12:36:44.369        |
| 3 -                       | 1:17.836        | 39.460                   | 1:57.296 <b>(3)</b>   | 91.12        | 0.687 | 12:38:41.665        |
| 4 -                       | 1:17.698        | 39.009                   | 1:56.707 <b>(2)</b>   | 91.58        | 0.098 | 12:40:38.372        |
| <b>5 -</b>                | <b>1:17.640</b> | <b>38.969</b>            | <b>1:56.609 (1)</b>   | <b>91.65</b> |       | <b>12:42:34.981</b> |

|                           |                 |                          |                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>88</b>       | <b>Scott HALLIDAY</b>    | Honda CBRR 1000 - Performance fitness gym |              |       |                     |
| IDEAL LAP TIME : 1:56.729 |                 | BEST LAP TIME : 1:56.933 | DIFFERENCE : 0.204                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.540                   | 2:03.718                                  | 86.39        | 6.785 | 12:34:45.334        |
| <b>2 -</b>                | <b>1:17.767</b> | 39.166                   | <b>1:56.933 (1)</b>                       | <b>91.40</b> |       | <b>12:36:42.267</b> |
| 3 -                       | 1:18.197        | 39.425                   | 1:57.622 <b>(3)</b>                       | 90.86        | 0.689 | 12:38:39.889        |
| 4 -                       | 1:18.313        | 39.671                   | 1:57.984                                  | 90.58        | 1.051 | 12:40:37.873        |
| 5 -                       | 1:18.471        | <b>38.962</b>            | 1:57.433 <b>(2)</b>                       | 91.01        | 0.500 | 12:42:35.306        |

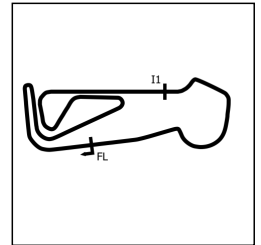
|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>100 C</b>    | <b>Sam CRANSTONE</b>     | Honda FIREBLADE - Fortis racing |              |       |                     |
| IDEAL LAP TIME : 1:56.395 |                 | BEST LAP TIME : 1:56.747 | DIFFERENCE : 0.352              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.138                   | 2:03.943                        | 86.23        | 7.196 | 12:34:45.559        |
| 2 -                       | 1:18.474        | 40.099                   | 1:58.573                        | 90.13        | 1.826 | 12:36:44.132        |
| <b>3 -</b>                | <b>1:17.449</b> | 39.298                   | <b>1:56.747 (1)</b>             | <b>91.54</b> |       | <b>12:38:40.879</b> |
| 4 -                       | 1:17.926        | 39.129                   | 1:57.055 <b>(2)</b>             | 91.30        | 0.308 | 12:40:37.934        |
| 5 -                       | 1:18.775        | <b>38.946</b>            | 1:57.721 <b>(3)</b>             | 90.79        | 0.974 | 12:42:35.655        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>45</b>       | <b>Jake MARSH</b>        | Honda CBR1000RR FIRBELADE - RD Racing |              |       |                     |
| IDEAL LAP TIME : 1:56.777 |                 | BEST LAP TIME : 1:57.074 | DIFFERENCE : 0.297                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.603                   | 2:04.745                              | 85.67        | 7.671 | 12:34:46.361        |
| 2 -                       | 1:18.133        | 39.691                   | 1:57.824 (2)                          | 90.71        | 0.750 | 12:36:44.185        |
| 3 -                       | 1:19.201        | <b>38.960</b>            | 1:58.161 (3)                          | 90.45        | 1.087 | 12:38:42.346        |
| <b>4 -</b>                | <b>1:17.817</b> | 39.257                   | <b>1:57.074 (1)</b>                   | <b>91.29</b> |       | <b>12:40:39.420</b> |
| 5 -                       | 1:19.967        | 39.443                   | 1:59.410                              | 89.50        | 2.336 | 12:42:38.830        |

|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>48 C</b>     | <b>Aaron COLLINS</b>     | Bmw S1000RR - Precision installations |              |       |                     |
| IDEAL LAP TIME : 1:57.380 |                 | BEST LAP TIME : 1:57.441 | DIFFERENCE : 0.061                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.430                   | 2:07.418                              | 83.88        | 9.977 | 12:34:49.034        |
| 2 -                       | 1:19.201        | 39.461                   | 1:58.662                              | 90.07        | 1.221 | 12:36:47.696        |
| 3 -                       | 1:18.538        | <b>39.438</b>            | 1:57.976 (2)                          | 90.59        | 0.535 | 12:38:45.672        |
| <b>4 -</b>                | <b>1:17.942</b> | 39.499                   | <b>1:57.441 (1)</b>                   | <b>91.00</b> |       | <b>12:40:43.113</b> |
| 5 -                       | 1:18.704        | 39.800                   | 1:58.504 (3)                          | 90.19        | 1.063 | 12:42:41.617        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>85 C</b>     | <b>Ben WOOD</b>          | Yamaha R1 -         |              |       |                     |
| IDEAL LAP TIME : 1:58.215 |                 | BEST LAP TIME : 1:58.215 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.911                   | 2:06.403            | 84.55        | 8.188 | 12:34:48.019        |
| 2 -                       | 1:18.719        | 39.813                   | 1:58.532 (2)        | 90.17        | 0.317 | 12:36:46.551        |
| 3 -                       | 1:19.640        | 40.197                   | 1:59.837            | 89.18        | 1.622 | 12:38:46.388        |
| <b>4 -</b>                | <b>1:18.535</b> | <b>39.680</b>            | <b>1:58.215 (1)</b> | <b>90.41</b> |       | <b>12:40:44.603</b> |
| 5 -                       | 1:19.387        | 40.014                   | 1:59.401 (3)        | 89.51        | 1.186 | 12:42:44.004        |

|                           |                 |                          |                                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|--------|---------------------|
| <b>P10</b>                | <b>188</b>      | <b>Dawid KRAWIECKI</b>   | Yamaha R1 - Code Blue LTD & D A East Electrical |              |        |                     |
| IDEAL LAP TIME : 1:57.168 |                 | BEST LAP TIME : 1:57.302 | DIFFERENCE : 0.134                              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 39.626                   | 2:03.457                                        | 86.57        | 6.155  | 12:34:45.073        |
| 2 -                       | 1:18.771        | 39.649                   | 1:58.420 (3)                                    | 90.25        | 1.118  | 12:36:43.493        |
| <b>3 -</b>                | <b>1:18.072</b> | 39.230                   | <b>1:57.302 (1)</b>                             | <b>91.11</b> |        | <b>12:38:40.795</b> |
| 4 -                       | 1:19.168        | <b>39.096</b>            | 1:58.264 (2)                                    | 90.37        | 0.962  | 12:40:39.059        |
| 5 -                       | 1:30.775        | 41.084                   | 2:11.859                                        | 81.05        | 14.557 | 12:42:50.918        |

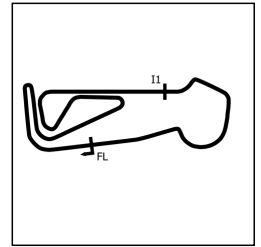
|                           |                 |                          |                              |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>19 RET</b>   | <b>Tyler DONOVAN</b>     | Kawasaki ZX10R - Tinder Corp |              |       |                     |
| IDEAL LAP TIME : 1:59.728 |                 | BEST LAP TIME : 2:00.785 | DIFFERENCE : 1.057           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.447                   | 2:06.989                     | 84.16        | 6.204 | 12:34:48.605        |
| 2 -                       | 1:20.446        | 40.371                   | 2:00.817 (3)                 | 88.46        | 0.032 | 12:36:49.422        |
| 3 -                       | 1:20.861        | 40.496                   | 2:01.357                     | 88.07        | 0.572 | 12:38:50.779        |
| <b>4 -</b>                | <b>1:20.756</b> | <b>40.029</b>            | <b>2:00.785 (1)</b>          | <b>88.48</b> |       | <b>12:40:51.564</b> |
| 5 -                       | <b>1:19.699</b> | 41.096                   | 2:00.795 (2)                 | 88.48        | 0.010 | 12:42:52.359        |

|                           |                 |                          |                                    |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>78 RET</b>   | <b>Jamie THOMAS</b>      | Suzuki GSXR 1000 - Team RubyRacing |              |       |                     |
| IDEAL LAP TIME : 1:59.522 |                 | BEST LAP TIME : 1:59.775 | DIFFERENCE : 0.253                 |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.529                   | 2:08.497                           | 83.17        | 8.722 | 12:34:50.113        |
| 2 -                       | <b>1:19.600</b> | 40.181                   | 1:59.781 (2)                       | 89.23        | 0.006 | 12:36:49.894        |
| 3 -                       | 1:20.856        | 40.439                   | 2:01.295 (3)                       | 88.11        | 1.520 | 12:38:51.189        |
| <b>4 -</b>                | <b>1:19.853</b> | <b>39.922</b>            | <b>1:59.775 (1)</b>                | <b>89.23</b> |       | <b>12:40:50.964</b> |
| 5 -                       | 1:20.963        | 40.535                   | 2:01.498                           | 87.96        | 1.723 | 12:42:52.462        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

| P13 70 C                  |                 | Robert PEARCE            |                     | Aprilia RSV4 1000 - Paintworx Body Repair |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.513 |                 | BEST LAP TIME : 2:00.513 |                     | DIFFERENCE : 0.000                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.664                   | 2:08.597            | 83.11                                     | 8.084 | 12:34:50.213        |
| 2 -                       | <b>1:20.219</b> | <b>40.294</b>            | <b>2:00.513 (1)</b> | <b>88.68</b>                              |       | <b>12:36:50.726</b> |
| 3 -                       | 1:20.814        | 40.313                   | 2:01.127            | 88.23                                     | 0.614 | 12:38:51.853        |
| 4 -                       | 1:20.445        | 40.319                   | 2:00.764 (2)        | 88.50                                     | 0.251 | 12:40:52.617        |
| 5 -                       | 1:20.493        | 40.466                   | 2:00.959 (3)        | 88.36                                     | 0.446 | 12:42:53.576        |

| P14 81 C                  |                 | Dan HARTLE               |                     | Yamaha R1 2CR - #Teamrace |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.347 |                 | BEST LAP TIME : 1:59.624 |                     | DIFFERENCE : 0.277        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.992                   | 2:11.406            | 81.33                     | 11.782 | 12:34:53.022        |
| 2 -                       | 1:21.163        | 41.207                   | 2:02.370            | 87.34                     | 2.746  | 12:36:55.392        |
| 3 -                       | 1:19.979        | 39.778                   | 1:59.757 (2)        | 89.24                     | 0.133  | 12:38:55.149        |
| 4 -                       | 1:19.889        | <b>39.735</b>            | <b>1:59.624 (1)</b> | <b>89.34</b>              |        | <b>12:40:54.773</b> |
| 5 -                       | <b>1:19.612</b> | 40.499                   | 2:00.111 (3)        | 88.98                     | 0.487  | 12:42:54.884        |

| P15 33 C                  |                 | Luke BLACKFORD           |                     | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.052 |                 | BEST LAP TIME : 2:00.052 |                     | DIFFERENCE : 0.000                                      |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                     | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.895                   | 2:10.041            | 82.18                                                   | 9.989 | 12:34:51.657        |
| 2 -                       | 1:20.929        | 41.037                   | 2:01.966            | 87.63                                                   | 1.914 | 12:36:53.623        |
| 3 -                       | 1:20.808        | 40.691                   | 2:01.499 (3)        | 87.96                                                   | 1.447 | 12:38:55.122        |
| 4 -                       | 1:20.473        | 40.408                   | 2:00.881 (2)        | 88.41                                                   | 0.829 | 12:40:56.003        |
| 5 -                       | <b>1:19.674</b> | <b>40.378</b>            | <b>2:00.052 (1)</b> | <b>89.02</b>                                            |       | <b>12:42:56.055</b> |

| P16 14 C                  |                 | Alex YIANNI              |                     | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.894 |                 | BEST LAP TIME : 2:00.123 |                     | DIFFERENCE : 0.229                                   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.323                   | 2:08.552            | 83.14                                                | 8.429 | 12:34:50.168        |
| 2 -                       | 1:21.635        | 41.743                   | 2:03.378            | 86.62                                                | 3.255 | 12:36:53.546        |
| 3 -                       | 1:20.603        | <b>40.336</b>            | 2:00.939 (2)        | 88.37                                                | 0.816 | 12:38:54.485        |
| 4 -                       | <b>1:19.558</b> | 40.565                   | <b>2:00.123 (1)</b> | <b>88.97</b>                                         |       | <b>12:40:54.608</b> |
| 5 -                       | 1:20.283        | 41.287                   | 2:01.570 (3)        | 87.91                                                | 1.447 | 12:42:56.178        |

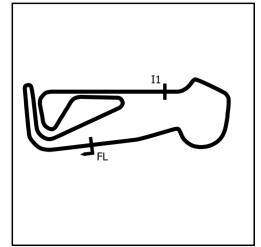
| P17 7 C                   |                 | Seb JENKINS              |                     | Yamaha YZF-R1 - TBR Performance |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.144 |                 | BEST LAP TIME : 2:01.986 |                     | DIFFERENCE : 0.842              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.823                   | 2:11.142            | 81.49                           | 9.156 | 12:34:52.758        |
| 2 -                       | 1:22.029        | 41.053                   | 2:03.082            | 86.83                           | 1.096 | 12:36:55.840        |
| 3 -                       | 1:22.222        | <b>40.502</b>            | 2:02.724 (3)        | 87.09                           | 0.738 | 12:38:58.564        |
| 4 -                       | <b>1:20.642</b> | 41.344                   | <b>2:01.986 (1)</b> | <b>87.61</b>                    |       | <b>12:41:00.550</b> |
| 5 -                       | 1:21.149        | 41.396                   | 2:02.545 (2)        | 87.21                           | 0.559 | 12:43:03.095        |

| P18 87 C                  |                 | Karl THOMPSON            |                     | Yamaha R1 - #Teamrace |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.202 |                 | BEST LAP TIME : 2:02.493 |                     | DIFFERENCE : 0.291    |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>40.978</b>            | 2:09.698            | 82.40                 | 7.205 | 12:34:51.314        |
| 2 -                       | 1:21.969        | 41.599                   | 2:03.568            | 86.49                 | 1.075 | 12:36:54.882        |
| 3 -                       | 1:21.281        | 41.212                   | <b>2:02.493 (1)</b> | <b>87.25</b>          |       | <b>12:38:57.375</b> |
| 4 -                       | 1:21.285        | 41.531                   | 2:02.816 (2)        | 87.02                 | 0.323 | 12:41:00.191        |
| 5 -                       | <b>1:21.224</b> | 41.909                   | 2:03.133 (3)        | 86.80                 | 0.640 | 12:43:03.324        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

| <b>P19</b>                | <b>46 C</b>     | <b>Simon GATES</b>       | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.952 |                 | BEST LAP TIME : 2:02.573 | DIFFERENCE : 0.621                                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>40.558</b>            | 2:10.401                                          | 81.96        | 7.828 | 12:34:52.017        |
| 2 -                       | 1:21.723        | 41.688                   | 2:03.411                                          | 86.60        | 0.838 | 12:36:55.428        |
| 3 -                       | 1:21.819        | 40.754                   | <b>2:02.573 (1)</b>                               | <b>87.19</b> |       | <b>12:38:58.001</b> |
| 4 -                       | <b>1:21.394</b> | 41.643                   | 2:03.037 (3)                                      | 86.86        | 0.464 | 12:41:01.038        |
| 5 -                       | 1:21.461        | 41.522                   | 2:02.983 (2)                                      | 86.90        | 0.410 | 12:43:04.021        |

| <b>P20</b>                | <b>13 RET</b>   | <b>Daniel MERCER</b>     | Honda CBR1000RR - Merc&Co Racing, Apex2Apex, Electrical I |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.563 |                 | BEST LAP TIME : 2:01.563 | DIFFERENCE : 0.000                                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.411                   | 2:13.149                                                  | 80.27        | 11.586 | 12:34:54.765        |
| 2 -                       | 1:22.416        | 42.258                   | 2:04.674                                                  | 85.72        | 3.111  | 12:36:59.439        |
| 3 -                       | 1:22.592        | 40.850                   | 2:03.442 (3)                                              | 86.58        | 1.879  | 12:39:02.881        |
| 4 -                       | <b>1:21.000</b> | <b>40.563</b>            | <b>2:01.563 (1)</b>                                       | <b>87.92</b> |        | <b>12:41:04.444</b> |
| 5 -                       | 1:21.054        | 40.839                   | 2:01.893 (2)                                              | 87.68        | 0.330  | 12:43:06.337        |

| <b>P21</b>                | <b>115 RET</b>  | <b>Tony KEILTY</b>       | Suzuki GSXR 1000 - Eat Your Heart Out |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.899 |                 | BEST LAP TIME : 2:02.907 | DIFFERENCE : 0.008                    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.911                   | 2:15.589                              | 78.82        | 12.682 | 12:34:57.205        |
| 2 -                       | 1:21.932        | 41.629                   | 2:03.561 (3)                          | 86.50        | 0.654  | 12:37:00.766        |
| 3 -                       | 1:22.338        | <b>41.163</b>            | 2:03.501 (2)                          | 86.54        | 0.594  | 12:39:04.267        |
| 4 -                       | <b>1:21.736</b> | 41.171                   | <b>2:02.907 (1)</b>                   | <b>86.96</b> |        | <b>12:41:07.174</b> |
| 5 -                       | 1:22.185        | 41.795                   | 2:03.980                              | 86.20        | 1.073  | 12:43:11.154        |

| <b>P22</b>                | <b>63 RET</b>   | <b>Matthew WREN</b>      | Suzuki GSXR1000 - TBR performance |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.220 |                 | BEST LAP TIME : 2:03.250 | DIFFERENCE : 0.030                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.581                   | 2:16.378                          | 78.37        | 13.128 | 12:34:57.994        |
| 2 -                       | 1:22.216        | <b>41.329</b>            | 2:03.545 (2)                      | 86.51        | 0.295  | 12:37:01.539        |
| 3 -                       | <b>1:21.891</b> | 41.359                   | <b>2:03.250 (1)</b>               | <b>86.71</b> |        | <b>12:39:04.789</b> |
| 4 -                       | 1:22.420        | 41.672                   | 2:04.092 (3)                      | 86.13        | 0.842  | 12:41:08.881        |
| 5 -                       | 1:23.324        | 41.733                   | 2:05.057                          | 85.46        | 1.807  | 12:43:13.938        |

| <b>P23</b>                | <b>77 C</b>     | <b>Craig EVISON</b>      | Aprilia RSV4 - Addiction Motorsports |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.818 |                 | BEST LAP TIME : 2:04.021 | DIFFERENCE : 0.203                   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>41.213</b>            | 2:14.227                             | 79.62        | 10.206 | 12:34:55.843        |
| 2 -                       | 1:23.001        | 41.701                   | 2:04.702 (3)                         | 85.70        | 0.681  | 12:37:00.545        |
| 3 -                       | 1:23.298        | 41.976                   | 2:05.274                             | 85.31        | 1.253  | 12:39:05.819        |
| 4 -                       | 1:22.817        | 41.553                   | 2:04.370 (2)                         | 85.93        | 0.349  | 12:41:10.189        |
| 5 -                       | <b>1:22.605</b> | 41.416                   | <b>2:04.021 (1)</b>                  | <b>86.17</b> |        | <b>12:43:14.210</b> |

| <b>P24</b>                | <b>23 C</b>     | <b>Jason PAES</b>        | Aprilia RSV4 - J&R Electrical Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.770 |                 | BEST LAP TIME : 2:03.770 | DIFFERENCE : 0.000                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.123                   | 2:12.255                          | 80.81        | 8.485 | 12:34:53.871        |
| 2 -                       | 1:22.953        | 43.211                   | 2:06.164 (3)                      | 84.71        | 2.394 | 12:37:00.035        |
| 3 -                       | <b>1:22.656</b> | <b>41.114</b>            | <b>2:03.770 (1)</b>               | <b>86.35</b> |       | <b>12:39:03.805</b> |
| 4 -                       | 1:22.932        | 41.522                   | 2:04.454 (2)                      | 85.87        | 0.684 | 12:41:08.259        |
| 5 -                       | 1:24.417        | 41.817                   | 2:06.234                          | 84.66        | 2.464 | 12:43:14.493        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                            |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------|-------|---------------------|
| <b>P25 57 C</b>           |                 | <b>Paul HARRIS</b>       |                     | Honda CBR1000RR-R - Nhr Neil Harris Racing |       |                     |
| IDEAL LAP TIME : 2:06.689 |                 | BEST LAP TIME : 2:06.784 |                     | DIFFERENCE : 0.095                         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.290                   | 2:16.546            | 78.27                                      | 9.762 | 12:34:58.162        |
| 2 -                       | <b>1:24.607</b> | 42.177                   | <b>2:06.784 (1)</b> | <b>84.30</b>                               |       | <b>12:37:04.946</b> |
| 3 -                       | 1:25.392        | 46.291                   | 2:11.683            | 81.16                                      | 4.899 | 12:39:16.629        |
| 4 -                       | 1:24.645        | 42.175                   | 2:06.820 (2)        | 84.27                                      | 0.036 | 12:41:23.449        |
| 5 -                       | 1:28.198        | <b>42.082</b>            | 2:10.280 (3)        | 82.03                                      | 3.496 | 12:43:33.729        |

|                           |                 |                          |                     |                             |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| <b>P26 40 RET</b>         |                 | <b>Malcolm BATE</b>      |                     | Suzuki GSXR1000K3 - Hartjay |       |                     |
| IDEAL LAP TIME : 2:07.004 |                 | BEST LAP TIME : 2:07.545 |                     | DIFFERENCE : 0.541          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>42.175</b>            | 2:15.483            | 78.88                       | 7.938 | 12:34:57.099        |
| 2 -                       | <b>1:24.829</b> | 42.716                   | <b>2:07.545 (1)</b> | <b>83.79</b>                |       | <b>12:37:04.644</b> |

|                           |          |                        |          |                                          |      |              |
|---------------------------|----------|------------------------|----------|------------------------------------------|------|--------------|
| <b>P27 274 RET</b>        |          | <b>Stewart LATIMER</b> |          | SUZUKI GSXR1000 RR - Fat Bloke Racing RR |      |              |
| IDEAL LAP TIME : 2:18.251 |          | BEST LAP TIME :        |          | DIFFERENCE :                             |      |              |
| LAP                       | SECTOR 1 | SECTOR 2               | LAP TIME | MPH                                      | DIFF | TIME OF DAY  |
| 1 -                       |          | <b>45.507</b>          | 2:23.866 | 74.29                                    |      | 12:35:05.482 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:53.889 |       |
| 1        | 71  | 1:15.705 | 71       | 38.184 | 1                       | 71  | HARDY      | 1:53.889    | 1:53.889 | 0.000 |
| 2        | 49  | 1:15.887 | 49       | 38.309 | 2                       | 49  | WALLINGTON | 1:54.196    | 1:54.196 | 0.000 |
| 3        | 929 | 1:16.911 | 929      | 38.434 | 3                       | 929 | DAYKIN     | 1:55.345    | 1:55.345 | 0.000 |
| 4        | 100 | 1:17.449 | 100      | 38.946 | 4                       | 100 | CRANSTONE  | 1:56.395    | 1:56.747 | 0.352 |
| 5        | 5   | 1:17.640 | 45       | 38.960 | 5                       | 5   | SMITH      | 1:56.609    | 1:56.609 | 0.000 |
| 6        | 88  | 1:17.767 | 88       | 38.962 | 6                       | 88  | HALLIDAY   | 1:56.729    | 1:56.933 | 0.204 |
| 7        | 45  | 1:17.817 | 5        | 38.969 | 7                       | 45  | MARSH      | 1:56.777    | 1:57.074 | 0.297 |
| 8        | 48  | 1:17.942 | 188      | 39.096 | 8                       | 188 | KRAWIECKI  | 1:57.168    | 1:57.302 | 0.134 |
| 9        | 188 | 1:18.072 | 48       | 39.438 | 9                       | 48  | COLLINS    | 1:57.380    | 1:57.441 | 0.061 |
| 10       | 85  | 1:18.535 | 85       | 39.680 | 10                      | 85  | WOOD       | 1:58.215    | 1:58.215 | 0.000 |
| 11       | 14  | 1:19.558 | 81       | 39.735 | 11                      | 81  | HARTLE     | 1:59.347    | 1:59.624 | 0.277 |
| 12       | 78  | 1:19.600 | 78       | 39.922 | 12                      | 78  | THOMAS     | 1:59.522    | 1:59.775 | 0.253 |
| 13       | 81  | 1:19.612 | 19       | 40.029 | 13                      | 19  | DONOVAN    | 1:59.728    | 2:00.785 | 1.057 |
| 14       | 33  | 1:19.674 | 70       | 40.294 | 14                      | 14  | YIANNI     | 1:59.894    | 2:00.123 | 0.229 |
| 15       | 19  | 1:19.699 | 14       | 40.336 | 15                      | 33  | BLACKFORD  | 2:00.052    | 2:00.052 | 0.000 |
| 16       | 70  | 1:20.219 | 33       | 40.378 | 16                      | 70  | PEARCE     | 2:00.513    | 2:00.513 | 0.000 |
| 17       | 7   | 1:20.642 | 7        | 40.502 | 17                      | 7   | JENKINS    | 2:01.144    | 2:01.986 | 0.842 |
| 18       | 13  | 1:21.000 | 46       | 40.558 | 18                      | 13  | MERCER     | 2:01.563    | 2:01.563 | 0.000 |
| 19       | 87  | 1:21.224 | 13       | 40.563 | 19                      | 46  | GATES      | 2:01.952    | 2:02.573 | 0.621 |
| 20       | 46  | 1:21.394 | 87       | 40.978 | 20                      | 87  | THOMPSON   | 2:02.202    | 2:02.493 | 0.291 |
| 21       | 115 | 1:21.736 | 23       | 41.114 | 21                      | 115 | KEILTY     | 2:02.899    | 2:02.907 | 0.008 |
| 22       | 63  | 1:21.891 | 115      | 41.163 | 22                      | 63  | WREN       | 2:03.220    | 2:03.250 | 0.030 |
| 23       | 77  | 1:22.605 | 77       | 41.213 | 23                      | 23  | PAES       | 2:03.770    | 2:03.770 | 0.000 |
| 24       | 23  | 1:22.656 | 63       | 41.329 | 24                      | 77  | EVISON     | 2:03.818    | 2:04.021 | 0.203 |
| 25       | 57  | 1:24.607 | 57       | 42.082 | 25                      | 57  | HARRIS     | 2:06.689    | 2:06.784 | 0.095 |
| 26       | 40  | 1:24.829 | 40       | 42.175 | 26                      | 40  | BATE       | 2:07.004    | 2:07.545 | 0.541 |
| 27       | 274 | 1:32.744 | 274      | 45.507 | 27                      | 274 | LATIMER    |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 27                        |
| Planned Start          | 2025-05-03 @ 12:10:00.000 |
| Actual Start           | 2025-05-03 @ 12:32:41.615 |
| Finish Time            | 2025-05-03 @ 12:42:21.494 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 128                       |
| Total Distance Covered | 380.0206mi.               |

Session Fastest Lap History

| NO | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|-----------------|----------|--------------|-----|-----------------|
| 49 |    | Luke WALLINGTON | 1:54.899 | 12:36:37.790 | 2   | Honda FIREBLADE |
| 49 |    | Luke WALLINGTON | 1:54.196 | 12:40:27.196 | 4   | Honda FIREBLADE |
| 71 |    | Maximus HARDY   | 1:54.177 | 12:40:27.635 | 4   | Honda CBR1000RR |
| 71 |    | Maximus HARDY   | 1:53.889 | 12:42:21.524 | 5   | Honda CBR1000RR |

Session Leader History

| NO | CL | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|-----------------|----------|----------|-------------|-----------------|
| 71 |    | Maximus HARDY   | 1        | 1        | 2.96 miles  | Honda CBR1000RR |
| 49 |    | Luke WALLINGTON | 2        | 4        | 11.87 miles | Honda FIREBLADE |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:32:41.615 |
| FINISH | 12:42:21.494 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 11:02.254  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 3 - STATISTICS**

**CLASS :** 5 Starters

**Fastest Lap History**

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------------|----------|--------------|-----|-----------------|
| 49 | Luke WALLINGTON | 1:54.899 | 12:36:37.790 | 2   | Honda FIREBLADE |
| 49 | Luke WALLINGTON | 1:54.196 | 12:40:27.196 | 4   | Honda FIREBLADE |
| 71 | Maximus HARDY   | 1:54.177 | 12:40:27.635 | 4   | Honda CBR1000RR |
| 71 | Maximus HARDY   | 1:53.889 | 12:42:21.524 | 5   | Honda CBR1000RR |

**Leader History**

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------------|----------|----------|-------------|-----------------|
| 71 | Maximus HARDY   | 1        | 1        | 2.96 miles  | Honda CBR1000RR |
| 49 | Luke WALLINGTON | 2        | 4        | 11.87 miles | Honda FIREBLADE |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 3 - STATISTICS**

**CLASS : C**

14 Starters

**Fastest Lap History**

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|-----|--------------|----------|--------------|-----|-----------|
| 929 | Aaron DAYKIN | 1:56.252 | 12:36:41.115 | 2   | Yamaha R1 |
| 929 | Aaron DAYKIN | 1:55.345 | 12:40:32.802 | 4   | Yamaha R1 |

**Leader History**

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|-----|--------------|----------|----------|-------------|-----------|
| 929 | Aaron DAYKIN | 1        | 5        | 14.84 miles | Yamaha R1 |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 3 - STATISTICS**

**CLASS : RET**

**8 Starters**

**Fastest Lap History**

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|----|--------------|----------|--------------|-----|---------------------|
| 5  | Kieran SMITH | 1:57.906 | 12:36:44.369 | 2   | Suzuki GSXR 1000 K1 |
| 5  | Kieran SMITH | 1:57.296 | 12:38:41.665 | 3   | Suzuki GSXR 1000 K1 |
| 5  | Kieran SMITH | 1:56.707 | 12:40:38.372 | 4   | Suzuki GSXR 1000 K1 |
| 5  | Kieran SMITH | 1:56.609 | 12:42:34.981 | 5   | Suzuki GSXR 1000 K1 |

**Leader History**

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE             |
|----|--------------|----------|----------|-------------|---------------------|
| 5  | Kieran SMITH | 1        | 5        | 14.84 miles | Suzuki GSXR 1000 K1 |



## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 13 - GRID (5 Laps)

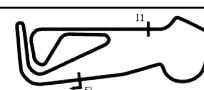
|        |                               |                              |                             |
|--------|-------------------------------|------------------------------|-----------------------------|
| ROW 10 | 28 <b>187</b> Dan CHAMBERLAIN |                              |                             |
| ROW 9  | 27 <b>274</b> Stewart LATIMER | 26 <b>40</b> Malcolm BATE    | 25 <b>57</b> Paul HARRIS    |
|        | 2:07.545                      | 2:06.784                     |                             |
| ROW 8  | 24 <b>77</b> Craig EVISON     | 23 <b>23</b> Jason PAES      | 22 <b>63</b> Matthew WREN   |
|        | 2:04.021                      | 2:03.770                     | 2:03.250                    |
| ROW 7  | 21 <b>115</b> Tony KEILTY     | 20 <b>46</b> Simon GATES     | 19 <b>87</b> Karl THOMPSON  |
|        | 2:02.907                      | 2:02.573                     | 2:02.493                    |
| ROW 6  | 18 <b>7</b> Seb JENKINS       | 17 <b>13</b> Daniel MERCER   | 16 <b>19</b> Tyler DONOVAN  |
|        | 2:01.986                      | 2:01.563                     | 2:00.785                    |
| ROW 5  | 15 <b>70</b> Robert PEARCE    | 14 <b>14</b> Alex YIANNI     | 13 <b>33</b> Luke BLACKFORD |
|        | 2:00.513                      | 2:00.123                     | 2:00.052                    |
| ROW 4  | 12 <b>78</b> Jamie THOMAS     | 11 <b>81</b> Dan HARTLE      | 10 <b>85</b> Ben WOOD       |
|        | 1:59.775                      | 1:59.624                     | 1:58.215                    |
| ROW 3  | 9 <b>48</b> Aaron COLLINS     | 8 <b>188</b> Dawid KRAWIECKI | 7 <b>45</b> Jake MARSH      |
|        | 1:57.441                      | 1:57.302                     | 1:57.074                    |
| ROW 2  | 6 <b>88</b> Scott HALLIDAY    | 5 <b>100</b> Sam CRANSTONE   | 4 <b>5</b> Kieran SMITH     |
|        | 1:56.933                      | 1:56.747                     | 1:56.609                    |
| ROW 1  | 3 <b>929</b> Aaron DAYKIN     | 2 <b>49</b> Luke WALLINGTON  | 1 <b>71</b> Maximus HARDY   |
|        | 1:55.345                      | 1:54.196                     | 1:53.889                    |
| Pole   |                               |                              |                             |
|        |                               |                              |                             |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:46 Saturday, 03 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300  
Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 13 - CLASSIFICATION

Race Distance: 4 Laps / 11.87 miles

| POS            | NO  | CL  | PIC | NAME            | ENTRY                                                   | LAPS | TIME     | GAP    | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|----------------|-----|-----|-----|-----------------|---------------------------------------------------------|------|----------|--------|--------|-------|----------|----|-----|----|
| 1              | 71  |     | 1   | Maximus HARDY   | Honda CBR1000RR - Dad                                   | 4    | 7:52.496 |        |        | 90.48 | 1:56.413 | 2  | 1   | 0  |
| 2              | 49  |     | 2   | Luke WALLINGTON | Honda FIREBLADE - Roxo Rodina Racing                    | 4    | 7:56.413 | 3.917  | 3.917  | 89.73 | 1:56.441 | 4  | 2   | 0  |
| 3              | 88  |     | 3   | Scott HALLIDAY  | Honda CBRR 1000 - Performance fitness gym               | 4    | 7:56.870 | 4.374  | 0.457  | 89.65 | 1:56.283 | 4  | 6   | 3  |
| 4              | 929 | C   | 1   | Aaron DAYKIN    | Yamaha R1 - DN Assessments Ltd                          | 4    | 7:58.023 | 5.527  | 1.153  | 89.43 | 1:56.206 | 4  | 3   | -1 |
| 5              | 100 | C   | 2   | Sam CRANSTONE   | Honda FIREBLADE - Fortis racing                         | 4    | 8:00.594 | 8.098  | 2.571  | 88.95 | 1:58.029 | 3  | 5   | 0  |
| 6              | 5   | RET | 1   | Kieran SMITH    | Suzuki GSXR 1000 K1 -                                   | 4    | 8:00.919 | 8.423  | 0.325  | 88.89 | 1:57.663 | 3  | 4   | -2 |
| 7              | 45  |     | 4   | Jake MARSH      | Honda CBR1000RR FIRBELADE - RD Racing                   | 4    | 8:02.146 | 9.650  | 1.227  | 88.67 | 1:57.754 | 3  | 7   | 0  |
| 8              | 188 |     | 5   | Dawid KRAWIECKI | Yamaha R1 - Code Blue LTD & D A East Electrical         | 3    | 6:11.314 | 1 Lap  | 1 Lap  | 86.35 | 2:00.423 | 2  | 8   | 0  |
| 9              | 70  | C   | 3   | Robert PEARCE   | Aprilia RSV4 1000 - Paintworx Body Repair               | 3    | 6:11.672 | 1 Lap  | 0.358  | 86.27 | 2:01.260 | 2  | 15  | 6  |
| 10             | 19  | RET | 2   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                            | 3    | 6:13.110 | 1 Lap  | 1.438  | 85.93 | 2:00.918 | 3  | 16  | 6  |
| 11             | 78  | RET | 3   | Jamie THOMAS    | Suzuki GSXR 1000 - Team RubyRacing                      | 3    | 6:13.762 | 1 Lap  | 0.652  | 85.78 | 2:00.628 | 2  | 12  | 1  |
| 12             | 48  | C   | 4   | Aaron COLLINS   | Bmw S1000RR - Precision installations                   | 3    | 6:14.546 | 1 Lap  | 0.784  | 85.60 | 2:01.662 | 3  | 9   | -3 |
| 13             | 14  | C   | 5   | Alex YIANNI     | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors    | 3    | 6:15.618 | 1 Lap  | 1.072  | 85.36 | 2:01.590 | 3  | 14  | 1  |
| 14             | 33  | C   | 6   | Luke BLACKFORD  | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork | 3    | 6:16.847 | 1 Lap  | 1.229  | 85.08 | 2:02.307 | 3  | 13  | -1 |
| 15             | 46  | C   | 7   | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro       | 3    | 6:18.577 | 1 Lap  | 1.730  | 84.69 | 2:02.432 | 2  | 20  | 5  |
| 16             | 7   | C   | 8   | Seb JENKINS     | Yamaha YZF-R1 - TBR Performance                         | 3    | 6:21.931 | 1 Lap  | 3.354  | 83.95 | 2:03.347 | 3  | 18  | 2  |
| 17             | 87  | C   | 9   | Karl THOMPSON   | Yamaha R1 - #Teamrace                                   | 3    | 6:26.578 | 1 Lap  | 4.647  | 82.94 | 2:05.488 | 3  | 19  | 2  |
| 18             | 81  | C   | 10  | Dan HARTLE      | Yamaha R1 2CR - #Teamrace                               | 3    | 6:26.827 | 1 Lap  | 0.249  | 82.89 | 2:05.472 | 2  | 11  | -7 |
| 19             | 23  | C   | 11  | Jason PAES      | Aprilia RSV4 - J&R Electrical Ltd                       | 3    | 6:28.311 | 1 Lap  | 1.484  | 82.57 | 2:05.096 | 2  | 23  | 4  |
| 20             | 13  | RET | 4   | Daniel MERCER   | Honda CBR1000RR - Merc&Co Racing, Apex2Apex, Electric   | 3    | 6:31.185 | 1 Lap  | 2.874  | 81.96 | 2:05.379 | 2  | 17  | -3 |
| 21             | 63  | RET | 5   | Matthew WREN    | Suzuki GSXR1000 - TBR performance                       | 3    | 6:32.466 | 1 Lap  | 1.281  | 81.69 | 2:06.166 | 3  | 22  | 1  |
| 22             | 57  | C   | 12  | Paul HARRIS     | Honda CBR1000RR-R - Nhr Neil Harris Racing              | 3    | 6:44.167 | 1 Lap  | 11.701 | 79.33 | 2:10.399 | 3  | 25  | 3  |
| NOT CLASSIFIED |     |     |     |                 |                                                         |      |          |        |        |       |          |    |     |    |
| DNF            | 40  | RET |     | Malcolm BATE    | Suzuki GSXR1000K3 - Hartjay                             | 3    | 6:48.571 | 1 Lap  | 4.404  | 78.47 | 2:12.079 | 3  | 26  |    |
| DNF            | 115 | RET |     | Tony KEILTY     | Suzuki GSXR 1000 - Eat Your Heart Out                   | 2    | 4:21.751 | 2 Laps | 1 Lap  | 81.66 | 2:05.473 | 2  | 21  |    |
| DNF            | 85  | C   |     | Ben WOOD        | Yamaha R1 -                                             | 0    |          |        |        |       |          |    | 10  |    |

NOT STARTED

|    |    |   |  |              |                                      |  |  |  |  |  |  |  |    |  |
|----|----|---|--|--------------|--------------------------------------|--|--|--|--|--|--|--|----|--|
| NS | 77 | C |  | Craig EVISON | Aprilia RSV4 - Addiction Motorsports |  |  |  |  |  |  |  | 24 |  |
|----|----|---|--|--------------|--------------------------------------|--|--|--|--|--|--|--|----|--|

FASTEST LAP

|     |     |  |  |                |                                           |   |          |  |  |           |  |  |            |  |
|-----|-----|--|--|----------------|-------------------------------------------|---|----------|--|--|-----------|--|--|------------|--|
| 929 | C   |  |  | Aaron DAYKIN   | Yamaha R1 - DN Assessments Ltd            | 4 | 1:56.206 |  |  | 91.97 mph |  |  | 148.01 kph |  |
| 88  |     |  |  | Scott HALLIDAY | Honda CBRR 1000 - Performance fitness gym | 4 | 1:56.283 |  |  | 91.91 mph |  |  | 147.92 kph |  |
| 5   | RET |  |  | Kieran SMITH   | Suzuki GSXR 1000 K1 -                     | 3 | 1:57.663 |  |  | 90.83 mph |  |  | 146.18 kph |  |

Class - 92.5% of Race Speed = 83.69 mph  
Class C - 92.5% of Race Speed = 82.72 mph  
Class RET - 92.5% of Race Speed = 82.22 mph

Red Flag (end of session): 17:36

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

Date: 03/05/2025 Start: 17:28 Finish: 17:34  
Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com) Printed - 17:41 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 13 - LAP CHART

| LAP 1 @ 17:30:20.415 |        |          | LAP 2 @ 17:32:16.828 |        |          | LAP 3 @ 17:34:13.633 |        |          | LAP 4 @ 17:36:10.797 |        |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME |
| 71                   |        | 2:02.114 | 71                   |        | 1:56.413 | 71                   |        | 1:56.805 | 71                   |        | 1:57.164 |
| 49                   | 2.775  | 2:04.889 | 49                   | 3.770  | 1:57.408 | 49                   | 4.640  | 1:57.675 | 49                   | 3.917  | 1:56.441 |
| 100                  | 3.025  | 2:05.139 | 88                   | 5.141  | 1:57.970 | 88                   | 5.255  | 1:56.919 | 88                   | 4.374  | 1:56.283 |
| 88                   | 3.584  | 2:05.698 | 100                  | 5.244  | 1:58.632 | 100                  | 6.468  | 1:58.029 | 929                  | 5.527  | 1:56.206 |
| 929                  | 3.697  | 2:05.811 | 929                  | 5.829  | 1:58.545 | 929                  | 6.485  | 1:57.461 | 100                  | 8.098  | 1:58.794 |
| 5                    | 4.263  | 2:06.377 | 45                   | 6.337  | 1:58.467 | 5                    | 7.251  | 1:57.663 | 5                    | 8.423  | 1:58.336 |
| 45                   | 4.283  | 2:06.397 | 5                    | 6.393  | 1:58.543 | 45                   | 7.286  | 1:57.754 | 45                   | 9.650  | 1:59.528 |
| 70                   | 5.427  | 2:07.541 | 70                   | 10.274 | 2:01.260 | 188                  | 15.982 | 2:02.259 |                      |        |          |
| 188                  | 6.518  | 2:08.632 | 188                  | 10.528 | 2:00.423 | 70                   | 16.340 | 2:02.871 |                      |        |          |
| 19                   | 7.886  | 2:10.000 | 19                   | 13.665 | 2:02.192 | 19                   | 17.778 | 2:00.918 |                      |        |          |
| 48                   | 8.179  | 2:10.293 | 78                   | 13.744 | 2:00.628 | 78                   | 18.430 | 2:01.491 |                      |        |          |
| 78                   | 9.529  | 2:11.643 | 48                   | 14.357 | 2:02.591 | 48                   | 19.214 | 2:01.662 |                      |        |          |
| 33                   | 9.538  | 2:11.652 | 14                   | 15.501 | 2:01.717 | 14                   | 20.286 | 2:01.590 |                      |        |          |
| 14                   | 10.197 | 2:12.311 | 33                   | 16.013 | 2:02.888 | 33                   | 21.515 | 2:02.307 |                      |        |          |
| 46                   | 11.030 | 2:13.144 | 46                   | 17.049 | 2:02.432 | 46                   | 23.245 | 2:03.001 |                      |        |          |
| 7                    | 12.771 | 2:14.885 | 7                    | 20.057 | 2:03.699 | 7                    | 26.599 | 2:03.347 |                      |        |          |
| 87                   | 13.125 | 2:15.239 | 87                   | 22.563 | 2:05.851 | 87                   | 31.246 | 2:05.488 |                      |        |          |
| 81                   | 13.720 | 2:15.834 | 81                   | 22.779 | 2:05.472 | 81                   | 31.495 | 2:05.521 |                      |        |          |
| 115                  | 14.164 | 2:16.278 | 115                  | 23.224 | 2:05.473 | 23                   | 32.979 | 2:06.034 |                      |        |          |
| 13                   | 14.433 | 2:16.547 | 13                   | 23.399 | 2:05.379 | 13                   | 35.853 | 2:09.259 |                      |        |          |
| 23                   | 15.067 | 2:17.181 | 23                   | 23.750 | 2:05.096 | 63                   | 37.134 | 2:06.166 |                      |        |          |
| 63                   | 16.879 | 2:18.993 | 63                   | 27.773 | 2:07.307 | 57                   | 48.835 | 2:10.399 |                      |        |          |
| 40                   | 19.627 | 2:21.741 | 57                   | 35.241 | 2:11.356 | 40                   | 53.239 | 2:12.079 |                      |        |          |
| 57                   | 20.298 | 2:22.412 | 40                   | 37.965 | 2:14.751 |                      |        |          |                      |        |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

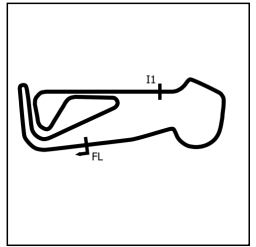
RACE 13 - POSITION CHART

| No  | Name       | Lap | 1   | 2   | 3   | 4   |
|-----|------------|-----|-----|-----|-----|-----|
|     |            | Pos |     |     |     |     |
| 71  | HARDY      | 1   | 71  | 71  | 71  | 71  |
| 49  | WALLINGTON | 2   | 49  | 49  | 49  | 49  |
| 929 | DAYKIN     | 3   | 100 | 88  | 88  | 88  |
| 5   | SMITH      | 4   | 88  | 100 | 100 | 929 |
| 100 | CRANSTONE  | 5   | 929 | 929 | 929 | 100 |
| 88  | HALLIDAY   | 6   | 5   | 45  | 5   | 5   |
| 45  | MARSH      | 7   | 45  | 5   | 45  | 45  |
| 188 | KRAWIECKI  | 8   | 70  | 70  | 188 |     |
| 48  | COLLINS    | 9   | 188 | 188 | 70  |     |
| 85  | WOOD       | 10  | 19  | 19  | 19  |     |
| 81  | HARTLE     | 11  | 48  | 78  | 78  |     |
| 78  | THOMAS     | 12  | 78  | 48  | 48  |     |
| 33  | BLACKFORD  | 13  | 33  | 14  | 14  |     |
| 14  | YIANNI     | 14  | 14  | 33  | 33  |     |
| 70  | PEARCE     | 15  | 46  | 46  | 46  |     |
| 19  | DONOVAN    | 16  | 7   | 7   | 7   |     |
| 13  | MERCER     | 17  | 87  | 87  | 87  |     |
| 7   | JENKINS    | 18  | 81  | 81  | 81  |     |
| 87  | THOMPSON   | 19  | 115 | 115 | 23  |     |
| 46  | GATES      | 20  | 13  | 13  | 13  |     |
| 115 | KEILTY     | 21  | 23  | 23  | 63  |     |
| 63  | WREN       | 22  | 63  | 63  | 57  |     |
| 23  | PAES       | 23  | 40  | 57  | 40  |     |
| 77  | EIVISON    | 24  | 57  | 40  |     |     |
| 57  | HARRIS     | 25  |     |     |     |     |
| 40  | BATE       | 26  |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 13 - SECTOR ANALYSIS



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

| P1                        | 71              | Maximus HARDY            | Honda CBR1000RR - Dad |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.216 |                 | BEST LAP TIME : 1:56.413 | DIFFERENCE : 0.197    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>38.743</b>            | 2:02.114              | 87.52        | 5.701 | 17:30:20.415        |
| 2 -                       | <b>1:17.473</b> | 38.940                   | <b>1:56.413 (1)</b>   | <b>91.81</b> |       | <b>17:32:16.828</b> |
| 3 -                       | 1:17.764        | 39.041                   | 1:56.805 (2)          | 91.50        | 0.392 | 17:34:13.633        |
| 4 -                       | 1:17.706        | 39.458                   | 1:57.164 (3)          | 91.22        | 0.751 | 17:36:10.797        |

| P2                        | 49              | Luke WALLINGTON          | Honda FIREBLADE - Roxo Rodina Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.441 |                 | BEST LAP TIME : 1:56.441 | DIFFERENCE : 0.000                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.481                   | 2:04.889                             | 85.58        | 8.448 | 17:30:23.190        |
| 2 -                       | 1:18.133        | 39.275                   | 1:57.408 (2)                         | 91.03        | 0.967 | 17:32:20.598        |
| 3 -                       | 1:18.477        | 39.198                   | 1:57.675 (3)                         | 90.82        | 1.234 | 17:34:18.273        |
| 4 -                       | <b>1:17.647</b> | <b>38.794</b>            | <b>1:56.441 (1)</b>                  | <b>91.78</b> |       | <b>17:36:14.714</b> |

| P3                        | 88              | Scott HALLIDAY           | Honda CBRR 1000 - Performance fitness gym |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.244 |                 | BEST LAP TIME : 1:56.283 | DIFFERENCE : 0.039                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.934                   | 2:05.698                                  | 85.02        | 9.415 | 17:30:23.999        |
| 2 -                       | 1:18.261        | 39.709                   | 1:57.970 (3)                              | 90.59        | 1.687 | 17:32:21.969        |
| 3 -                       | 1:18.083        | <b>38.836</b>            | 1:56.919 (2)                              | 91.41        | 0.636 | 17:34:18.888        |
| 4 -                       | <b>1:17.408</b> | 38.875                   | <b>1:56.283 (1)</b>                       | <b>91.91</b> |       | <b>17:36:15.171</b> |

| P4                        | 929 C           | Aaron DAYKIN             | Yamaha R1 - DN Assessments Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.206 |                 | BEST LAP TIME : 1:56.206 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.453                   | 2:05.811                       | 84.95        | 9.605 | 17:30:24.112        |
| 2 -                       | 1:19.569        | 38.976                   | 1:58.545 (3)                   | 90.16        | 2.339 | 17:32:22.657        |
| 3 -                       | 1:18.348        | 39.113                   | 1:57.461 (2)                   | 90.99        | 1.255 | 17:34:20.118        |
| 4 -                       | <b>1:17.709</b> | <b>38.497</b>            | <b>1:56.206 (1)</b>            | <b>91.97</b> |       | <b>17:36:16.324</b> |

| P5                        | 100 C           | Sam CRANSTONE            | Honda FIREBLADE - Fortis racing |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.935 |                 | BEST LAP TIME : 1:58.029 | DIFFERENCE : 0.094              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.641                   | 2:05.139                        | 85.40        | 7.110 | 17:30:23.440        |
| 2 -                       | <b>1:18.500</b> | 40.132                   | 1:58.632 (2)                    | 90.09        | 0.603 | 17:32:22.072        |
| 3 -                       | 1:18.594        | <b>39.435</b>            | <b>1:58.029 (1)</b>             | <b>90.55</b> |       | <b>17:34:20.101</b> |
| 4 -                       | 1:18.974        | 39.820                   | 1:58.794 (3)                    | 89.97        | 0.765 | 17:36:18.895        |

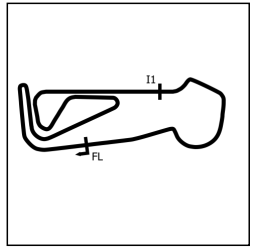
| P6                        | 5 RET           | Kieran SMITH             | Suzuki GSXR 1000 K1 - |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.663 |                 | BEST LAP TIME : 1:57.663 | DIFFERENCE : 0.000    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.805                   | 2:06.377              | 84.57        | 8.714 | 17:30:24.678        |
| 2 -                       | 1:19.218        | 39.325                   | 1:58.543 (3)          | 90.16        | 0.880 | 17:32:23.221        |
| 3 -                       | <b>1:18.657</b> | <b>39.006</b>            | <b>1:57.663 (1)</b>   | <b>90.83</b> |       | <b>17:34:20.884</b> |
| 4 -                       | 1:18.717        | 39.619                   | 1:58.336 (2)          | 90.31        | 0.673 | 17:36:19.220        |

| P7                        | 45              | Jake MARSH               | Honda CBR1000RR FIREBLADE - RD Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.754 |                 | BEST LAP TIME : 1:57.754 | DIFFERENCE : 0.000                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.503                   | 2:06.397                              | 84.55        | 8.643 | 17:30:24.698        |
| 2 -                       | 1:19.389        | 39.078                   | 1:58.467 (2)                          | 90.21        | 0.713 | 17:32:23.165        |
| 3 -                       | <b>1:18.851</b> | <b>38.903</b>            | <b>1:57.754 (1)</b>                   | <b>90.76</b> |       | <b>17:34:20.919</b> |
| 4 -                       | 1:19.650        | 39.878                   | 1:59.528 (3)                          | 89.41        | 1.774 | 17:36:20.447        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 13 - SECTOR ANALYSIS



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

|                                                                               |                 |                          |                     |                    |       |                     |
|-------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P8 188 Dawid KRAWIECKI</b> Yamaha R1 - Code Blue LTD & D A East Electrical |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:00.423                                                     |                 | BEST LAP TIME : 2:00.423 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                           |                 | 40.279                   | 2:08.632            | 83.09              | 8.209 | 17:30:26.933        |
| 2 -                                                                           | <b>1:20.164</b> | <b>40.259</b>            | <b>2:00.423 (1)</b> | <b>88.75</b>       |       | <b>17:32:27.356</b> |
| 3 -                                                                           | 1:21.873        | 40.386                   | 2:02.259 (2)        | 87.42              | 1.836 | 17:34:29.615        |

|                                                                        |                 |                          |                     |                    |       |                     |
|------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P9 70 C Robert PEARCE</b> Aprilia RSV4 1000 - Paintworx Body Repair |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:00.764                                              |                 | BEST LAP TIME : 2:01.260 |                     | DIFFERENCE : 0.496 |       |                     |
| LAP                                                                    | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                    |                 | <b>39.855</b>            | 2:07.541            | 83.80              | 6.281 | 17:30:25.842        |
| 2 -                                                                    | <b>1:20.909</b> | 40.351                   | <b>2:01.260 (1)</b> | <b>88.14</b>       |       | <b>17:32:27.102</b> |
| 3 -                                                                    | 1:21.883        | 40.988                   | 2:02.871 (2)        | 86.98              | 1.611 | 17:34:29.973        |

|                                                              |                 |                          |                     |                    |       |                     |
|--------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P10 19 RET Tyler DONOVAN</b> Kawasaki ZX10R - Tinder Corp |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:00.918                                    |                 | BEST LAP TIME : 2:00.918 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                          |                 | 40.681                   | 2:10.000            | 82.21              | 9.082 | 17:30:28.301        |
| 2 -                                                          | 1:21.426        | 40.766                   | 2:02.192 (2)        | 87.46              | 1.274 | 17:32:30.493        |
| 3 -                                                          | <b>1:20.401</b> | <b>40.517</b>            | <b>2:00.918 (1)</b> | <b>88.39</b>       |       | <b>17:34:31.411</b> |

|                                                                   |                 |                          |                     |                    |        |                     |
|-------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P11 78 RET Jamie THOMAS</b> Suzuki GSXR 1000 - Team RubyRacing |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:00.628                                         |                 | BEST LAP TIME : 2:00.628 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                               |                 | 40.326                   | 2:11.643            | 81.18              | 11.015 | 17:30:29.944        |
| 2 -                                                               | <b>1:20.391</b> | <b>40.237</b>            | <b>2:00.628 (1)</b> | <b>88.60</b>       |        | <b>17:32:30.572</b> |
| 3 -                                                               | 1:20.858        | 40.633                   | 2:01.491 (2)        | 87.97              | 0.863  | 17:34:32.063        |

|                                                                     |                 |                          |                     |                    |       |                     |
|---------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P12 48 C Aaron COLLINS</b> Bmw S1000RR - Precision installations |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:01.662                                           |                 | BEST LAP TIME : 2:01.662 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                 |                 | 40.741                   | 2:10.293            | 82.03              | 8.631 | 17:30:28.594        |
| 2 -                                                                 | 1:21.758        | 40.833                   | 2:02.591 (2)        | 87.18              | 0.929 | 17:32:31.185        |
| 3 -                                                                 | <b>1:21.150</b> | <b>40.512</b>            | <b>2:01.662 (1)</b> | <b>87.85</b>       |       | <b>17:34:32.847</b> |

|                                                                                  |                 |                          |                     |                    |        |                     |
|----------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P13 14 C Alex YIANNI</b> BMW S1000 RR - Airpack 2000 Racing/Almig Compressors |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:01.378                                                        |                 | BEST LAP TIME : 2:01.590 |                     | DIFFERENCE : 0.212 |        |                     |
| LAP                                                                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                                              |                 | 40.813                   | 2:12.311            | 80.77              | 10.721 | 17:30:30.612        |
| 2 -                                                                              | <b>1:20.855</b> | 40.862                   | 2:01.717 (2)        | 87.81              | 0.127  | 17:32:32.329        |
| 3 -                                                                              | 1:21.067        | <b>40.523</b>            | <b>2:01.590 (1)</b> | <b>87.90</b>       |        | <b>17:34:33.919</b> |

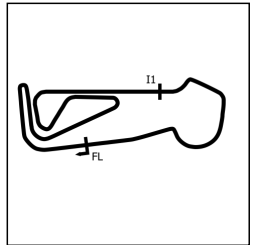
|                                                                                        |                 |                          |                     |                    |       |                     |
|----------------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P14 33 C Luke BLACKFORD</b> Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:02.307                                                              |                 | BEST LAP TIME : 2:02.307 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                                                    | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                                    |                 | 41.392                   | 2:11.652            | 81.18              | 9.345 | 17:30:29.953        |
| 2 -                                                                                    | 1:21.551        | 41.337                   | 2:02.888 (2)        | 86.97              | 0.581 | 17:32:32.841        |
| 3 -                                                                                    | <b>1:21.526</b> | <b>40.781</b>            | <b>2:02.307 (1)</b> | <b>87.38</b>       |       | <b>17:34:35.148</b> |

|                                                                               |                 |                          |                     |                    |        |                     |
|-------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P15 46 C Simon GATES</b> Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:02.432                                                     |                 | BEST LAP TIME : 2:02.432 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                                                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                                           |                 | 41.226                   | 2:13.144            | 80.27              | 10.712 | 17:30:31.445        |
| 2 -                                                                           | <b>1:21.585</b> | <b>40.847</b>            | <b>2:02.432 (1)</b> | <b>87.29</b>       |        | <b>17:32:33.877</b> |
| 3 -                                                                           | 1:21.973        | 41.028                   | 2:03.001 (2)        | 86.89              | 0.569  | 17:34:36.878        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 13 - SECTOR ANALYSIS



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

|                           |                 |                          |                                 |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------------|--------|---------------------|
| <b>P16</b>                | <b>7 C</b>      | <b>Seb JENKINS</b>       | Yamaha YZF-R1 - TBR Performance |                    |        |                     |
| IDEAL LAP TIME : 2:03.314 |                 | BEST LAP TIME : 2:03.347 |                                 | DIFFERENCE : 0.033 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.095                   | 2:14.885                        | 79.23              | 11.538 | 17:30:33.186        |
| 2 -                       | 1:22.802        | <b>40.897</b>            | 2:03.699 (2)                    | 86.40              | 0.352  | 17:32:36.885        |
| 3 -                       | <b>1:22.417</b> | 40.930                   | <b>2:03.347 (1)</b>             | <b>86.65</b>       |        | <b>17:34:40.232</b> |

|                           |                 |                          |                       |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------------|-------|---------------------|
| <b>P17</b>                | <b>87 C</b>     | <b>Karl THOMPSON</b>     | Yamaha R1 - #Teamrace |                    |       |                     |
| IDEAL LAP TIME : 2:05.330 |                 | BEST LAP TIME : 2:05.488 |                       | DIFFERENCE : 0.158 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.766                   | 2:15.239              | 79.03              | 9.751 | 17:30:33.540        |
| 2 -                       | 1:23.574        | <b>42.277</b>            | 2:05.851 (2)          | 84.92              | 0.363 | 17:32:39.391        |
| 3 -                       | <b>1:23.053</b> | 42.435                   | <b>2:05.488 (1)</b>   | <b>85.17</b>       |       | <b>17:34:44.879</b> |

|                           |                 |                          |                           |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------------|--------|---------------------|
| <b>P18</b>                | <b>81 C</b>     | <b>Dan HARTLE</b>        | Yamaha R1 2CR - #Teamrace |                    |        |                     |
| IDEAL LAP TIME : 2:05.253 |                 | BEST LAP TIME : 2:05.472 |                           | DIFFERENCE : 0.219 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.541                   | 2:15.834                  | 78.68              | 10.362 | 17:30:34.135        |
| 2 -                       | 1:23.386        | <b>42.086</b>            | <b>2:05.472 (1)</b>       | <b>85.18</b>       |        | <b>17:32:39.607</b> |
| 3 -                       | <b>1:23.167</b> | 42.354                   | 2:05.521 (2)              | 85.14              | 0.049  | 17:34:45.128        |

|                           |                 |                          |                                   |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|--------|---------------------|
| <b>P19</b>                | <b>23 C</b>     | <b>Jason PAES</b>        | Aprilia RSV4 - J&R Electrical Ltd |                    |        |                     |
| IDEAL LAP TIME : 2:04.878 |                 | BEST LAP TIME : 2:05.096 |                                   | DIFFERENCE : 0.218 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.816                   | 2:17.181                          | 77.91              | 12.085 | 17:30:35.482        |
| 2 -                       | <b>1:23.569</b> | 41.527                   | <b>2:05.096 (1)</b>               | <b>85.43</b>       |        | <b>17:32:40.578</b> |
| 3 -                       | 1:24.725        | <b>41.309</b>            | 2:06.034 (2)                      | 84.80              | 0.938  | 17:34:46.612        |

|                           |                 |                          |                                                           |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------------|--------|---------------------|
| <b>P20</b>                | <b>13 RET</b>   | <b>Daniel MERCER</b>     | Honda CBR1000RR - Merc&Co Racing, Apex2Apex, Electrical I |                    |        |                     |
| IDEAL LAP TIME : 2:05.379 |                 | BEST LAP TIME : 2:05.379 |                                                           | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.030                   | 2:16.547                                                  | 78.27              | 11.168 | 17:30:34.848        |
| 2 -                       | <b>1:23.547</b> | <b>41.832</b>            | <b>2:05.379 (1)</b>                                       | <b>85.24</b>       |        | <b>17:32:40.227</b> |
| 3 -                       | 1:26.870        | 42.389                   | 2:09.259 (2)                                              | 82.68              | 3.880  | 17:34:49.486        |

|                           |                 |                          |                                   |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|--------|---------------------|
| <b>P21</b>                | <b>63 RET</b>   | <b>Matthew WREN</b>      | Suzuki GSXR1000 - TBR performance |                    |        |                     |
| IDEAL LAP TIME : 2:06.166 |                 | BEST LAP TIME : 2:06.166 |                                   | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.169                   | 2:18.993                          | 76.89              | 12.827 | 17:30:37.294        |
| 2 -                       | 1:24.586        | 42.721                   | 2:07.307 (2)                      | 83.95              | 1.141  | 17:32:44.601        |
| 3 -                       | <b>1:24.408</b> | <b>41.758</b>            | <b>2:06.166 (1)</b>               | <b>84.71</b>       |        | <b>17:34:50.767</b> |

|                           |                 |                          |                                            |                    |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------------|--------|---------------------|
| <b>P22</b>                | <b>57 C</b>     | <b>Paul HARRIS</b>       | Honda CBR1000RR-R - Nhr Neil Harris Racing |                    |        |                     |
| IDEAL LAP TIME : 2:10.376 |                 | BEST LAP TIME : 2:10.399 |                                            | DIFFERENCE : 0.023 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.839                   | 2:22.412                                   | 75.05              | 12.013 | 17:30:40.713        |
| 2 -                       | 1:28.086        | <b>43.270</b>            | 2:11.356 (2)                               | 81.36              | 0.957  | 17:32:52.069        |
| 3 -                       | <b>1:27.106</b> | 43.293                   | <b>2:10.399 (1)</b>                        | <b>81.96</b>       |        | <b>17:35:02.468</b> |

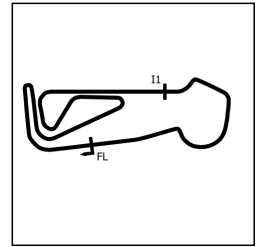
|                           |                 |                          |                             |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------------|-------|---------------------|
| <b>P23</b>                | <b>40 RET</b>   | <b>Malcolm BATE</b>      | Suzuki GSXR1000K3 - Hartjay |                    |       |                     |
| IDEAL LAP TIME : 2:11.519 |                 | BEST LAP TIME : 2:12.079 |                             | DIFFERENCE : 0.560 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>43.820</b>            | 2:21.741                    | 75.40              | 9.662 | 17:30:40.042        |
| 2 -                       | 1:29.009        | 45.742                   | 2:14.751 (2)                | 79.31              | 2.672 | 17:32:54.793        |
| 3 -                       | <b>1:27.699</b> | 44.380                   | <b>2:12.079 (1)</b>         | <b>80.92</b>       |       | <b>17:35:06.872</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 13 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                       |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------|--------|---------------------|
| <b>P24</b>                |                 | <b>115 RET</b>           | <b>Tony KEILTY</b>  | Suzuki GSXR 1000 - Eat Your Heart Out |        |                     |
| IDEAL LAP TIME : 2:05.473 |                 | BEST LAP TIME : 2:05.473 |                     | DIFFERENCE : 0.000                    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.691                   | 2:16.278            | 78.42                                 | 10.805 | 17:30:34.579        |
| 2 -                       | <b>1:23.334</b> | <b>42.139</b>            | <b>2:05.473 (1)</b> | <b>85.18</b>                          |        | <b>17:32:40.052</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 13 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |             |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-------------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME        | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        |                         |     | PERFECT LAP | 1:55.905 |          |       |
| 1        | 88  | 1:17.408 | 929      | 38.497 | 1                       | 929 | DAYKIN      | 1:56.206 | 1:56.206 | 0.000 |
| 2        | 71  | 1:17.473 | 71       | 38.743 | 2                       | 71  | HARDY       | 1:56.216 | 1:56.413 | 0.197 |
| 3        | 49  | 1:17.647 | 49       | 38.794 | 3                       | 88  | HALLIDAY    | 1:56.244 | 1:56.283 | 0.039 |
| 4        | 929 | 1:17.709 | 88       | 38.836 | 4                       | 49  | WALLINGTON  | 1:56.441 | 1:56.441 | 0.000 |
| 5        | 100 | 1:18.500 | 45       | 38.903 | 5                       | 5   | SMITH       | 1:57.663 | 1:57.663 | 0.000 |
| 6        | 5   | 1:18.657 | 5        | 39.006 | 6                       | 45  | MARSH       | 1:57.754 | 1:57.754 | 0.000 |
| 7        | 45  | 1:18.851 | 100      | 39.435 | 7                       | 100 | CRANSTONE   | 1:57.935 | 1:58.029 | 0.094 |
| 8        | 188 | 1:20.164 | 70       | 39.855 | 8                       | 188 | KRAWIECKI   | 2:00.423 | 2:00.423 | 0.000 |
| 9        | 78  | 1:20.391 | 78       | 40.237 | 9                       | 78  | THOMAS      | 2:00.628 | 2:00.628 | 0.000 |
| 10       | 19  | 1:20.401 | 188      | 40.259 | 10                      | 70  | PEARCE      | 2:00.764 | 2:01.260 | 0.496 |
| 11       | 14  | 1:20.855 | 48       | 40.512 | 11                      | 19  | DONOVAN     | 2:00.918 | 2:00.918 | 0.000 |
| 12       | 70  | 1:20.909 | 19       | 40.517 | 12                      | 14  | YIANNI      | 2:01.378 | 2:01.590 | 0.212 |
| 13       | 48  | 1:21.150 | 14       | 40.523 | 13                      | 48  | COLLINS     | 2:01.662 | 2:01.662 | 0.000 |
| 14       | 33  | 1:21.526 | 33       | 40.781 | 14                      | 33  | BLACKFORD   | 2:02.307 | 2:02.307 | 0.000 |
| 15       | 46  | 1:21.585 | 46       | 40.847 | 15                      | 46  | GATES       | 2:02.432 | 2:02.432 | 0.000 |
| 16       | 7   | 1:22.417 | 7        | 40.897 | 16                      | 7   | JENKINS     | 2:03.314 | 2:03.347 | 0.033 |
| 17       | 87  | 1:23.053 | 23       | 41.309 | 17                      | 23  | PAES        | 2:04.878 | 2:05.096 | 0.218 |
| 18       | 81  | 1:23.167 | 63       | 41.758 | 18                      | 81  | HARTLE      | 2:05.253 | 2:05.472 | 0.219 |
| 19       | 115 | 1:23.334 | 13       | 41.832 | 19                      | 87  | THOMPSON    | 2:05.330 | 2:05.488 | 0.158 |
| 20       | 13  | 1:23.547 | 81       | 42.086 | 20                      | 13  | MERCER      | 2:05.379 | 2:05.379 | 0.000 |
| 21       | 23  | 1:23.569 | 115      | 42.139 | 21                      | 115 | KEILTY      | 2:05.473 | 2:05.473 | 0.000 |
| 22       | 63  | 1:24.408 | 87       | 42.277 | 22                      | 63  | WREN        | 2:06.166 | 2:06.166 | 0.000 |
| 23       | 57  | 1:27.106 | 57       | 43.270 | 23                      | 57  | HARRIS      | 2:10.376 | 2:10.399 | 0.023 |
| 24       | 40  | 1:27.699 | 40       | 43.820 | 24                      | 40  | BATE        | 2:11.519 | 2:12.079 | 0.560 |
| 25       |     |          |          |        |                         |     |             |          |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 13 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 25                        |
| Planned Start          | 2025-05-03 @ 16:25:00.000 |
| Actual Start           | 2025-05-03 @ 17:28:18.300 |
| Finish Time            | 2025-05-03 @ 17:34:29.614 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 78                        |
| Total Distance Covered | 231.5751mi.               |

Session Fastest Lap History

| NO  | CL | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|----|----------------|----------|--------------|-----|-----------------|
| 71  |    | Maximus HARDY  | 1:56.413 | 17:32:16.828 | 2   | Honda CBR1000RR |
| 88  |    | Scott HALLIDAY | 1:56.283 | 17:36:15.171 | 4   | Honda CBRR 1000 |
| 929 | C  | Aaron DAYKIN   | 1:56.206 | 17:36:16.324 | 4   | Yamaha R1       |

Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|---------------|----------|----------|-------------|-----------------|
| 71 |    | Maximus HARDY | 1        | 4        | 11.87 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:28:18.300 |
| FINISH | 17:34:29.614 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 4          | 9:02.175   |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 13 - STATISTICS**

**CLASS :** 5 Starters

**Fastest Lap History**

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----------------|----------|--------------|-----|-----------------|
| 71 | Maximus HARDY  | 1:56.413 | 17:32:16.828 | 2   | Honda CBR1000RR |
| 88 | Scott HALLIDAY | 1:56.283 | 17:36:15.171 | 4   | Honda CBRR 1000 |

**Leader History**

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|---------------|----------|----------|-------------|-----------------|
| 71 | Maximus HARDY | 1        | 4        | 11.87 miles | Honda CBR1000RR |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 13 - STATISTICS**

**CLASS : C**

13 Starters

**Fastest Lap History**

| NO  | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|---------------|----------|--------------|-----|-----------------|
| 100 | Sam CRANSTONE | 1:58.632 | 17:32:22.072 | 2   | Honda FIREBLADE |
| 929 | Aaron DAYKIN  | 1:58.545 | 17:32:22.657 | 2   | Yamaha R1       |
| 100 | Sam CRANSTONE | 1:58.029 | 17:34:20.101 | 3   | Honda FIREBLADE |
| 929 | Aaron DAYKIN  | 1:57.461 | 17:34:20.118 | 3   | Yamaha R1       |
| 929 | Aaron DAYKIN  | 1:56.206 | 17:36:16.324 | 4   | Yamaha R1       |

**Leader History**

| NO  | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|-----|---------------|----------|----------|------------|-----------------|
| 100 | Sam CRANSTONE | 1        | 3        | 8.90 miles | Honda FIREBLADE |
| 929 | Aaron DAYKIN  | 4        | 1        | 2.96 miles | Yamaha R1       |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 13 - STATISTICS**

**CLASS : RET**

7 Starters

**Fastest Lap History**

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|----|--------------|----------|--------------|-----|---------------------|
| 5  | Kieran SMITH | 1:58.543 | 17:32:23.221 | 2   | Suzuki GSXR 1000 K1 |
| 5  | Kieran SMITH | 1:57.663 | 17:34:20.884 | 3   | Suzuki GSXR 1000 K1 |

**Leader History**

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE             |
|----|--------------|----------|----------|-------------|---------------------|
| 5  | Kieran SMITH | 1        | 4        | 11.87 miles | Suzuki GSXR 1000 K1 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - GRID (7 Laps)

|        |    |     |                 |    |     |                 |          |
|--------|----|-----|-----------------|----|-----|-----------------|----------|
| ROW 10 | 29 | 66  | Stephen HARVEY  | 28 | 187 | Dan CHAMBERLAIN |          |
| ROW 9  | 27 | 274 | Stewart LATIMER | 26 | 77  | Craig EVISON    | 2:12.079 |
| ROW 8  | 24 | 57  | Paul HARRIS     | 23 | 63  | Matthew WREN    | 2:10.399 |
| ROW 7  | 21 | 115 | Tony KEILTY     | 20 | 81  | Dan HARTLE      | 2:05.472 |
| ROW 6  | 18 | 23  | Jason PAES      | 17 | 7   | Seb JENKINS     | 2:05.096 |
| ROW 5  | 15 | 46  | Simon GATES     | 14 | 33  | Luke BLACKFORD  | 2:02.432 |
| ROW 4  | 12 | 14  | Alex YIANNI     | 11 | 70  | Robert PEARCE   | 2:01.590 |
| ROW 3  | 9  | 78  | Jamie THOMAS    | 8  | 188 | Dawid KRAWIECKI | 2:00.628 |
| ROW 2  | 6  | 45  | Jake MARSH      | 5  | 5   | Kieran SMITH    | 1:57.754 |
| ROW 1  | 3  | 71  | Maximus HARDY   | 2  | 88  | Scott HALLIDAY  | 1:56.413 |
|        |    |     |                 | 1  | 929 | Aaron DAYKIN    | 1:56.206 |
|        |    |     |                 |    |     |                 | Pole     |

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

Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:43 Saturday, 03 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300  
Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL  | PIC | NAME            | ENTRY                                                   | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|-----|-----|-----------------|---------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 71  |     | 1   | Maximus HARDY   | Honda CBR1000RR - Dad                                   | 5    | 9:43.236  |          |        | 91.62 | 1:54.783 | 2  | 3   | 2  |
| 2   | 49  |     | 2   | Luke WALLINGTON | Honda FIREBLADE - Roxo Rodina Racing                    | 5    | 9:46.154  | 2.918    | 2.918  | 91.17 | 1:55.136 | 5  | 4   | 2  |
| 3   | 88  |     | 3   | Scott HALLIDAY  | Honda CBRR 1000 - Performance fitness gym               | 5    | 9:48.484  | 5.248    | 2.330  | 90.81 | 1:55.796 | 4  | 2   | -1 |
| 4   | 929 | C   | 1   | Aaron DAYKIN    | Yamaha R1 - DN Assessments Ltd                          | 5    | 9:48.634  | 5.398    | 0.150  | 90.78 | 1:55.904 | 5  | 1   | -3 |
| 5   | 5   | RET | 1   | Kieran SMITH    | Suzuki GSXR 1000 K1 -                                   | 5    | 9:51.804  | 8.568    | 3.170  | 90.30 | 1:55.113 | 3  | 5   | 0  |
| 6   | 45  |     | 4   | Jake MARSH      | Honda CBR1000RR FIRBELADE - RD Racing                   | 5    | 10:00.012 | 16.776   | 8.208  | 89.06 | 1:57.270 | 5  | 6   | 0  |
| 7   | 100 | C   | 2   | Sam CRANSTONE   | Honda FIREBLADE - Fortis racing                         | 5    | 10:00.960 | 17.724   | 0.948  | 88.92 | 1:58.467 | 5  | 7   | 0  |
| 8   | 188 |     | 5   | Dawid KRAWIECKI | Yamaha R1 - Code Blue LTD & D A East Electrical         | 5    | 10:04.527 | 21.291   | 3.567  | 88.40 | 1:58.036 | 5  | 8   | 0  |
| 9   | 70  | C   | 3   | Robert PEARCE   | Aprilia RSV4 1000 - Paintworx Body Repair               | 5    | 10:06.013 | 22.777   | 1.486  | 88.18 | 1:59.729 | 5  | 11  | 2  |
| 10  | 19  | RET | 2   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                            | 5    | 10:07.874 | 24.638   | 1.861  | 87.91 | 1:59.385 | 4  | 10  | 0  |
| 11  | 85  | C   | 4   | Ben WOOD        | Yamaha R1 -                                             | 5    | 10:12.805 | 29.569   | 4.931  | 87.20 | 1:59.843 | 3  | 16  | 5  |
| 12  | 78  | RET | 3   | Jamie THOMAS    | Suzuki GSXR 1000 - Team RubyRacing                      | 5    | 10:13.116 | 29.880   | 0.311  | 87.16 | 1:59.822 | 4  | 9   | -3 |
| 13  | 14  | C   | 5   | Alex YIANNI     | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors    | 5    | 10:13.798 | 30.562   | 0.682  | 87.06 | 2:00.026 | 4  | 12  | -1 |
| 14  | 48  | C   | 6   | Aaron COLLINS   | Bmw S1000RR - Precision installations                   | 5    | 10:13.924 | 30.688   | 0.126  | 87.04 | 1:59.530 | 4  | 13  | -1 |
| 15  | 187 | C   | 7   | Dan CHAMBERLAIN | Suzuki GSXR - May Construction/Peter Baker M/C's        | 5    | 10:14.396 | 31.160   | 0.472  | 86.98 | 1:59.899 | 4  | 28  | 13 |
| 16  | 33  | C   | 8   | Luke BLACKFORD  | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork | 5    | 10:17.507 | 34.271   | 3.111  | 86.54 | 2:01.631 | 5  | 14  | -2 |
| 17  | 87  | C   | 9   | Karl THOMPSON   | Yamaha R1 - #Teamrace                                   | 5    | 10:27.196 | 43.960   | 9.689  | 85.20 | 2:02.883 | 4  | 22  | 5  |
| 18  | 46  | C   | 10  | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro       | 5    | 10:28.503 | 45.267   | 1.307  | 85.02 | 2:03.167 | 4  | 15  | -3 |
| 19  | 63  | RET | 4   | Matthew WREN    | Suzuki GSXR1000 - TBR performance                       | 5    | 10:42.047 | 58.811   | 13.544 | 83.23 | 2:05.775 | 5  | 23  | 4  |
| 20  | 7   | C   | 11  | Seb JENKINS     | Yamaha YZF-R1 - TBR Performance                         | 5    | 10:42.126 | 58.890   | 0.079  | 83.22 | 2:04.740 | 4  | 17  | -3 |
| 21  | 23  | C   | 12  | Jason PAES      | Aprilia RSV4 - J&R Electrical Ltd                       | 5    | 10:42.761 | 59.525   | 0.635  | 83.14 | 2:05.824 | 4  | 18  | -3 |
| 22  | 66  | C   | 13  | Stephen HARVEY  | Kawasaki ZX10 -                                         | 5    | 10:52.259 | 1:09.023 | 9.498  | 81.93 | 2:07.756 | 3  | 29  | 7  |
| 23  | 175 | C   | 14  | Arlindo PESTANA | BMW S1000RR - Pep's Racing                              | 5    | 10:55.290 | 1:12.054 | 3.031  | 81.55 | 2:07.761 | 3  | 30  | 7  |
| 24  | 77  | C   | 15  | Craig EVISON    | Aprilia RSV4 - Addiction Motorsports                    | 5    | 11:05.139 | 1:21.903 | 9.849  | 80.34 | 2:10.170 | 5  | 26  | 2  |
| 25  | 274 | RET | 5   | Stewart LATIMER | SUZUKI GSXR1000 RR - Fat Bloke Racing RR                | 5    | 11:23.604 | 1:40.368 | 18.465 | 78.17 | 2:14.382 | 3  | 27  | 2  |

NOT CLASSIFIED

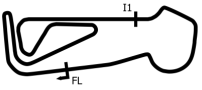
|     |    |   |  |             |                                            |   |          |        |        |       |          |   |    |  |
|-----|----|---|--|-------------|--------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 57 | C |  | Paul HARRIS | Honda CBR1000RR-R - Nhr Neil Harris Racing | 2 | 4:32.373 | 3 Laps | 3 Laps | 78.48 | 2:12.540 | 2 | 24 |  |
| DNF | 81 | C |  | Dan HARTLE  | Yamaha R1 2CR - #Teamrace                  | 1 | 2:12.975 | 4 Laps | 1 Lap  | 80.37 |          |   | 20 |  |

FASTEST LAP

|  |     |     |  |               |                                |   |          |  |  |           |  |  |            |  |
|--|-----|-----|--|---------------|--------------------------------|---|----------|--|--|-----------|--|--|------------|--|
|  | 71  |     |  | Maximus HARDY | Honda CBR1000RR - Dad          | 2 | 1:54.783 |  |  | 93.11 mph |  |  | 149.85 kph |  |
|  | 5   | RET |  | Kieran SMITH  | Suzuki GSXR 1000 K1 -          | 3 | 1:55.113 |  |  | 92.84 mph |  |  | 149.42 kph |  |
|  | 929 | C   |  | Aaron DAYKIN  | Yamaha R1 - DN Assessments Ltd | 5 | 1:55.904 |  |  | 92.21 mph |  |  | 148.40 kph |  |

Class - 92.5% of Race Speed = 84.74 mph  
Class C - 92.5% of Race Speed = 83.97 mph  
Class RET - 92.5% of Race Speed = 83.52 mph

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

|                  |                         |                                                                                       |
|------------------|-------------------------|---------------------------------------------------------------------------------------|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|---------------------------------------------------------------------------------------|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com) Printed - 11:33 Sunday, 04 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - LAP CHART

| LAP 1 @ 11:23:32.089 |        |          | LAP 2 @ 11:25:26.872 |        |          | LAP 3 @ 11:27:22.516 |          |          | LAP 4 @ 11:29:18.372 |          |          | LAP 5 @ 11:31:14.852 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 71                   |        | 2:00.473 | 71                   |        | 1:54.783 | 71                   |          | 1:55.644 | 71                   |          | 1:55.856 | 71                   |          | 1:56.480 |
| 929                  | 2.326  | 2:02.799 | 929                  | 4.122  | 1:56.579 | 49                   | 4.583    | 1:55.636 | 49                   | 4.262    | 1:55.535 | 49                   | 2.918    | 1:55.136 |
| 49                   | 2.912  | 2:03.385 | 49                   | 4.591  | 1:56.462 | 88                   | 5.465    | 1:56.062 | 88                   | 5.405    | 1:55.796 | 88                   | 5.248    | 1:56.323 |
| 88                   | 3.105  | 2:03.578 | 88                   | 5.047  | 1:56.725 | 929                  | 5.740    | 1:57.262 | 929                  | 5.974    | 1:56.090 | 929                  | 5.398    | 1:55.904 |
| 100                  | 5.272  | 2:05.745 | 5                    | 7.706  | 1:56.890 | 5                    | 7.175    | 1:55.113 | 5                    | 6.580    | 1:55.261 | 5                    | 8.568    | 1:58.468 |
| 70                   | 5.552  | 2:06.025 | 100                  | 9.287  | 1:58.798 | 100                  | 12.589   | 1:58.946 | 100                  | 15.737   | 1:59.004 | 45                   | 16.776   | 1:57.270 |
| 5                    | 5.599  | 2:06.072 | 70                   | 10.635 | 1:59.866 | 45                   | 13.801   | 1:57.760 | 45                   | 15.986   | 1:58.041 | 100                  | 17.724   | 1:58.467 |
| 19                   | 7.068  | 2:07.541 | 45                   | 11.685 | 1:58.558 | 70                   | 14.730   | 1:59.739 | 70                   | 19.528   | 2:00.654 | 188                  | 21.291   | 1:58.036 |
| 188                  | 7.781  | 2:08.254 | 19                   | 13.132 | 2:00.847 | 188                  | 16.456   | 1:58.335 | 188                  | 19.735   | 1:59.135 | 70                   | 22.777   | 1:59.729 |
| 45                   | 7.910  | 2:08.383 | 188                  | 13.765 | 2:00.767 | 19                   | 16.961   | 1:59.473 | 19                   | 20.490   | 1:59.385 | 19                   | 24.638   | 2:00.628 |
| 33                   | 9.289  | 2:09.762 | 85                   | 14.899 | 2:00.036 | 85                   | 19.098   | 1:59.843 | 85                   | 24.146   | 2:00.904 | 85                   | 29.569   | 2:01.903 |
| 85                   | 9.646  | 2:10.119 | 78                   | 16.675 | 2:01.770 | 78                   | 21.594   | 2:00.563 | 78                   | 25.560   | 1:59.822 | 78                   | 29.880   | 2:00.800 |
| 78                   | 9.688  | 2:10.161 | 33                   | 16.721 | 2:02.215 | 14                   | 22.382   | 2:00.471 | 14                   | 26.552   | 2:00.026 | 14                   | 30.562   | 2:00.490 |
| 48                   | 10.257 | 2:10.730 | 48                   | 17.075 | 2:01.601 | 187                  | 22.861   | 2:00.759 | 187                  | 26.904   | 1:59.899 | 48                   | 30.688   | 1:59.942 |
| 14                   | 10.666 | 2:11.139 | 14                   | 17.555 | 2:01.672 | 33                   | 23.321   | 2:02.244 | 48                   | 27.226   | 1:59.530 | 187                  | 31.160   | 2:00.736 |
| 187                  | 10.800 | 2:11.273 | 187                  | 17.746 | 2:01.729 | 48                   | 23.552   | 2:02.121 | 33                   | 29.120   | 2:01.655 | 33                   | 34.271   | 2:01.631 |
| 87                   | 12.163 | 2:12.636 | 87                   | 21.739 | 2:04.359 | 87                   | 30.351   | 2:04.256 | 87                   | 37.378   | 2:02.883 | 87                   | 43.960   | 2:03.062 |
| 81                   | 12.502 | 2:12.975 | 46                   | 21.983 | 2:03.756 | 46                   | 31.058   | 2:04.719 | 46                   | 38.369   | 2:03.167 | 46                   | 45.267   | 2:03.378 |
| 46                   | 13.010 | 2:13.483 | 7                    | 27.091 | 2:06.999 | 7                    | 36.384   | 2:04.937 | 7                    | 45.268   | 2:04.740 | 63                   | 58.811   | 2:05.775 |
| 7                    | 14.875 | 2:15.348 | 63                   | 29.119 | 2:07.334 | 63                   | 39.478   | 2:06.003 | 63                   | 49.516   | 2:05.894 | 7                    | 58.890   | 2:10.102 |
| 63                   | 16.568 | 2:17.041 | 23                   | 29.384 | 2:07.219 | 23                   | 39.868   | 2:06.128 | 23                   | 49.836   | 2:05.824 | 23                   | 59.525   | 2:06.169 |
| 23                   | 16.948 | 2:17.421 | 66                   | 32.510 | 2:09.054 | 66                   | 44.622   | 2:07.756 | 66                   | 57.362   | 2:08.596 | 66                   | 1:09.023 | 2:08.141 |
| 66                   | 18.239 | 2:18.712 | 175                  | 35.004 | 2:09.803 | 175                  | 47.121   | 2:07.761 | 175                  | 59.489   | 2:08.224 | 175                  | 1:12.054 | 2:09.045 |
| 57                   | 19.360 | 2:19.833 | 57                   | 37.117 | 2:12.540 | 77                   | 53.609   | 2:11.300 | 77                   | 1:08.213 | 2:10.460 | 77                   | 1:21.903 | 2:10.170 |
| 175                  | 19.984 | 2:20.457 | 77                   | 37.953 | 2:11.779 | 274                  | 1:02.979 | 2:14.382 | 274                  | 1:22.189 | 2:15.066 | 274                  | 1:40.368 | 2:14.659 |
| 77                   | 20.957 | 2:21.430 | 274                  | 44.241 | 2:14.963 |                      |          |          |                      |          |          |                      |          |          |
| 274                  | 24.061 | 2:24.534 |                      |        |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

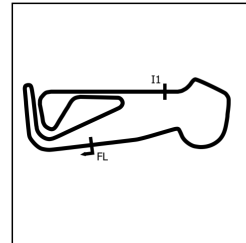
RACE 3 - POSITION CHART

| No  | Name        | Lap |     |     |     |     |     |
|-----|-------------|-----|-----|-----|-----|-----|-----|
|     |             | Pos | 1   | 2   | 3   | 4   | 5   |
| 929 | DAYKIN      | 1   | 71  | 71  | 71  | 71  | 71  |
| 88  | HALLIDAY    | 2   | 929 | 929 | 49  | 49  | 49  |
| 71  | HARDY       | 3   | 49  | 49  | 88  | 88  | 88  |
| 49  | WALLINGTON  | 4   | 88  | 88  | 929 | 929 | 929 |
| 5   | SMITH       | 5   | 100 | 5   | 5   | 5   | 5   |
| 45  | MARSH       | 6   | 70  | 100 | 100 | 100 | 45  |
| 100 | CRANSTONE   | 7   | 5   | 70  | 45  | 45  | 100 |
| 188 | KRAWIECKI   | 8   | 19  | 45  | 70  | 70  | 188 |
| 78  | THOMAS      | 9   | 188 | 19  | 188 | 188 | 70  |
| 19  | DONOVAN     | 10  | 45  | 188 | 19  | 19  | 19  |
| 70  | PEARCE      | 11  | 33  | 85  | 85  | 85  | 85  |
| 14  | YIANNI      | 12  | 85  | 78  | 78  | 78  | 78  |
| 48  | COLLINS     | 13  | 78  | 33  | 14  | 14  | 14  |
| 33  | BLACKFORD   | 14  | 48  | 48  | 187 | 187 | 48  |
| 46  | GATES       | 15  | 14  | 14  | 33  | 48  | 187 |
| 85  | WOOD        | 16  | 187 | 187 | 48  | 33  | 33  |
| 7   | JENKINS     | 17  | 87  | 87  | 87  | 87  | 87  |
| 23  | PAES        | 18  | 81  | 46  | 46  | 46  | 46  |
| 81  | HARTLE      | 19  | 46  | 7   | 7   | 7   | 63  |
| 87  | THOMPSON    | 20  | 7   | 63  | 63  | 63  | 7   |
| 63  | WREN        | 21  | 63  | 23  | 23  | 23  | 23  |
| 57  | HARRIS      | 22  | 23  | 66  | 66  | 66  | 66  |
| 77  | EVISON      | 23  | 66  | 175 | 175 | 175 | 175 |
| 274 | LATIMER     | 24  | 57  | 57  | 77  | 77  | 77  |
| 187 | CHAMBERLAIN | 25  | 175 | 77  | 274 | 274 | 274 |
| 66  | HARVEY      | 26  | 77  | 274 |     |     |     |
| 175 | PESTANA     | 27  | 274 |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

| P1                        | 71              | Maximus HARDY            | Honda CBR1000RR - Dad |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.711 |                 | BEST LAP TIME : 1:54.783 | DIFFERENCE : 0.072    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>38.358</b>            | 2:00.473              | 88.71        | 5.690 | 11:23:32.089        |
| 2 -                       | <b>1:16.353</b> | 38.430                   | <b>1:54.783 (1)</b>   | <b>93.11</b> |       | <b>11:25:26.872</b> |
| 3 -                       | 1:16.769        | 38.875                   | 1:55.644 (2)          | 92.42        | 0.861 | 11:27:22.516        |
| 4 -                       | 1:17.040        | 38.816                   | 1:55.856 (3)          | 92.25        | 1.073 | 11:29:18.372        |
| 5 -                       | 1:17.231        | 39.249                   | 1:56.480              | 91.75        | 1.697 | 11:31:14.852        |

| P2                        | 49              | Luke WALLINGTON          | Honda FIREBLADE - Roxo Rodina Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.136 |                 | BEST LAP TIME : 1:55.136 | DIFFERENCE : 0.000                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.142                   | 2:03.385                             | 86.62        | 8.249 | 11:23:35.001        |
| 2 -                       | 1:17.736        | 38.726                   | 1:56.462                             | 91.77        | 1.326 | 11:25:31.463        |
| 3 -                       | 1:16.732        | 38.904                   | 1:55.636 (3)                         | 92.42        | 0.500 | 11:27:27.099        |
| 4 -                       | 1:16.617        | 38.918                   | 1:55.535 (2)                         | 92.50        | 0.399 | 11:29:22.634        |
| 5 -                       | <b>1:16.536</b> | <b>38.600</b>            | <b>1:55.136 (1)</b>                  | <b>92.83</b> |       | <b>11:31:17.770</b> |

| P3                        | 88              | Scott HALLIDAY           | Honda CBRR 1000 - Performance fitness gym |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.796 |                 | BEST LAP TIME : 1:55.796 | DIFFERENCE : 0.000                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.313                   | 2:03.578                                  | 86.48        | 7.782 | 11:23:35.194        |
| 2 -                       | 1:17.982        | 38.743                   | 1:56.725                                  | 91.56        | 0.929 | 11:25:31.919        |
| 3 -                       | 1:17.322        | 38.740                   | 1:56.062 (2)                              | 92.08        | 0.266 | 11:27:27.981        |
| 4 -                       | <b>1:17.083</b> | <b>38.713</b>            | <b>1:55.796 (1)</b>                       | <b>92.30</b> |       | <b>11:29:23.777</b> |
| 5 -                       | 1:17.192        | 39.131                   | 1:56.323 (3)                              | 91.88        | 0.527 | 11:31:20.100        |

| P4                        | 929 C           | Aaron DAYKIN             | Yamaha R1 - DN Assessments Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.686 |                 | BEST LAP TIME : 1:55.904 | DIFFERENCE : 0.218             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 38.782                   | 2:02.799                       | 87.03        | 6.895 | 11:23:34.415        |
| 2 -                       | 1:18.102        | <b>38.477</b>            | 1:56.579 (3)                   | 91.68        | 0.675 | 11:25:30.994        |
| 3 -                       | 1:18.553        | 38.709                   | 1:57.262                       | 91.14        | 1.358 | 11:27:28.256        |
| 4 -                       | 1:17.502        | 38.588                   | 1:56.090 (2)                   | 92.06        | 0.186 | 11:29:24.346        |
| 5 -                       | <b>1:17.209</b> | 38.695                   | <b>1:55.904 (1)</b>            | <b>92.21</b> |       | <b>11:31:20.250</b> |

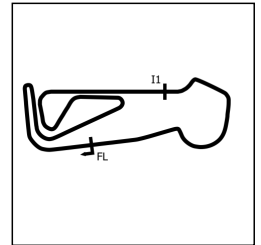
| P5                        | 5 RET           | Kieran SMITH             | Suzuki GSXR 1000 K1 - |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.113 |                 | BEST LAP TIME : 1:55.113 | DIFFERENCE : 0.000    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.031                   | 2:06.072              | 84.77        | 10.959 | 11:23:37.688        |
| 2 -                       | 1:18.221        | 38.669                   | 1:56.890 (3)          | 91.43        | 1.777  | 11:25:34.578        |
| 3 -                       | <b>1:16.679</b> | <b>38.434</b>            | <b>1:55.113 (1)</b>   | <b>92.84</b> |        | <b>11:27:29.691</b> |
| 4 -                       | 1:16.816        | 38.445                   | 1:55.261 (2)          | 92.72        | 0.148  | 11:29:24.952        |
| 5 -                       | 1:17.361        | 41.107                   | 1:58.468              | 90.21        | 3.355  | 11:31:23.420        |

| P6                        | 45              | Jake MARSH               | Honda CBR1000RR FIREBLADE - RD Racing |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.987 |                 | BEST LAP TIME : 1:57.270 | DIFFERENCE : 0.283                    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.626                   | 2:08.383                              | 83.25        | 11.113 | 11:23:39.999        |
| 2 -                       | 1:19.616        | 38.942                   | 1:58.558                              | 90.15        | 1.288  | 11:25:38.557        |
| 3 -                       | 1:18.908        | <b>38.852</b>            | 1:57.760 (2)                          | 90.76        | 0.490  | 11:27:36.317        |
| 4 -                       | 1:18.542        | 39.499                   | 1:58.041 (3)                          | 90.54        | 0.771  | 11:29:34.358        |
| 5 -                       | <b>1:18.135</b> | 39.135                   | <b>1:57.270 (1)</b>                   | <b>91.14</b> |        | <b>11:31:31.628</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>100 C</b>    | <b>Sam CRANSTONE</b>     | Honda FIREBLADE - Fortis racing |              |       |                     |
| IDEAL LAP TIME : 1:58.467 |                 | BEST LAP TIME : 1:58.467 | DIFFERENCE : 0.000              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.418                   | 2:05.745                        | 84.99        | 7.278 | 11:23:37.361        |
| 2 -                       | 1:19.008        | 39.790                   | 1:58.798 (2)                    | 89.96        | 0.331 | 11:25:36.159        |
| 3 -                       | 1:19.245        | 39.701                   | 1:58.946 (3)                    | 89.85        | 0.479 | 11:27:35.105        |
| 4 -                       | 1:19.352        | 39.652                   | 1:59.004                        | 89.81        | 0.537 | 11:29:34.109        |
| 5 -                       | <b>1:18.905</b> | <b>39.562</b>            | <b>1:58.467 (1)</b>             | <b>90.21</b> |       | <b>11:31:32.576</b> |

|                           |                 |                          |                                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|--------|---------------------|
| <b>P8</b>                 | <b>188</b>      | <b>Dawid KRAWIECKI</b>   | Yamaha R1 - Code Blue LTD & D A East Electrical |              |        |                     |
| IDEAL LAP TIME : 1:58.036 |                 | BEST LAP TIME : 1:58.036 | DIFFERENCE : 0.000                              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.715                   | 2:08.254                                        | 83.33        | 10.218 | 11:23:39.870        |
| 2 -                       | 1:19.989        | 40.778                   | 2:00.767                                        | 88.50        | 2.731  | 11:25:40.637        |
| 3 -                       | 1:18.946        | 39.389                   | 1:58.335 (2)                                    | 90.32        | 0.299  | 11:27:38.972        |
| 4 -                       | 1:18.962        | 40.173                   | 1:59.135 (3)                                    | 89.71        | 1.099  | 11:29:38.107        |
| 5 -                       | <b>1:18.691</b> | <b>39.345</b>            | <b>1:58.036 (1)</b>                             | <b>90.54</b> |        | <b>11:31:36.143</b> |

|                           |                 |                          |                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>70 C</b>     | <b>Robert PEARCE</b>     | Aprilia RSV4 1000 - Paintworx Body Repair |              |       |                     |
| IDEAL LAP TIME : 1:59.566 |                 | BEST LAP TIME : 1:59.729 | DIFFERENCE : 0.163                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.019                   | 2:06.025                                  | 84.80        | 6.296 | 11:23:37.641        |
| 2 -                       | <b>1:19.947</b> | 39.919                   | 1:59.866 (3)                              | 89.16        | 0.137 | 11:25:37.507        |
| 3 -                       | 1:20.120        | <b>39.619</b>            | 1:59.739 (2)                              | 89.26        | 0.010 | 11:27:37.246        |
| 4 -                       | 1:20.217        | 40.437                   | 2:00.654                                  | 88.58        | 0.925 | 11:29:37.900        |
| 5 -                       | 1:20.017        | 39.712                   | <b>1:59.729 (1)</b>                       | <b>89.26</b> |       | <b>11:31:37.629</b> |

|                           |                 |                          |                              |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>19 RET</b>   | <b>Tyler DONOVAN</b>     | Kawasaki ZX10R - Tinder Corp |              |       |                     |
| IDEAL LAP TIME : 1:59.375 |                 | BEST LAP TIME : 1:59.385 | DIFFERENCE : 0.010           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.436                   | 2:07.541                     | 83.80        | 8.156 | 11:23:39.157        |
| 2 -                       | 1:20.435        | 40.412                   | 2:00.847                     | 88.44        | 1.462 | 11:25:40.004        |
| 3 -                       | <b>1:19.530</b> | 39.943                   | 1:59.473 (2)                 | 89.46        | 0.088 | 11:27:39.477        |
| 4 -                       | 1:19.540        | <b>39.845</b>            | <b>1:59.385 (1)</b>          | <b>89.52</b> |       | <b>11:29:38.862</b> |
| 5 -                       | 1:19.804        | 40.824                   | 2:00.628 (3)                 | 88.60        | 1.243 | 11:31:39.490        |

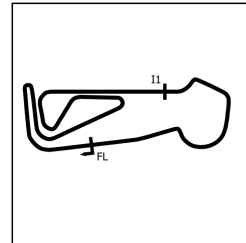
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>85 C</b>     | <b>Ben WOOD</b>          | Yamaha R1 -         |              |        |                     |
| IDEAL LAP TIME : 1:59.310 |                 | BEST LAP TIME : 1:59.843 | DIFFERENCE : 0.533  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.112                   | 2:10.119            | 82.14        | 10.276 | 11:23:41.735        |
| 2 -                       | 1:20.262        | <b>39.774</b>            | 2:00.036 (2)        | 89.04        | 0.193  | 11:25:41.771        |
| 3 -                       | <b>1:19.536</b> | 40.307                   | <b>1:59.843 (1)</b> | <b>89.18</b> |        | <b>11:27:41.614</b> |
| 4 -                       | 1:20.364        | 40.540                   | 2:00.904 (3)        | 88.40        | 1.061  | 11:29:42.518        |
| 5 -                       | 1:21.325        | 40.578                   | 2:01.903            | 87.67        | 2.060  | 11:31:44.421        |

|                           |                 |                          |                                    |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>78 RET</b>   | <b>Jamie THOMAS</b>      | Suzuki GSXR 1000 - Team RubyRacing |              |        |                     |
| IDEAL LAP TIME : 1:59.822 |                 | BEST LAP TIME : 1:59.822 | DIFFERENCE : 0.000                 |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.673                   | 2:10.161                           | 82.11        | 10.339 | 11:23:41.777        |
| 2 -                       | 1:21.219        | 40.551                   | 2:01.770                           | 87.77        | 1.948  | 11:25:43.547        |
| 3 -                       | 1:20.535        | 40.028                   | 2:00.563 (2)                       | 88.65        | 0.741  | 11:27:44.110        |
| 4 -                       | <b>1:19.974</b> | <b>39.848</b>            | <b>1:59.822 (1)</b>                | <b>89.19</b> |        | <b>11:29:43.932</b> |
| 5 -                       | 1:20.275        | 40.525                   | 2:00.800 (3)                       | 88.47        | 0.978  | 11:31:44.732        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

| P13 14 C                  |          | Alex YIANNI              |              | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 1:59.878 |          | BEST LAP TIME : 2:00.026 |              | DIFFERENCE : 0.148                                   |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                  | DIFF   | TIME OF DAY  |
| 1 -                       |          | 41.070                   | 2:11.139     | 81.50                                                | 11.113 | 11:23:42.755 |
| 2 -                       | 1:21.093 | 40.579                   | 2:01.672     | 87.84                                                | 1.646  | 11:25:44.427 |
| 3 -                       | 1:20.378 | 40.093                   | 2:00.471 (2) | 88.71                                                | 0.445  | 11:27:44.898 |
| 4 -                       | 1:19.897 | 40.129                   | 2:00.026 (1) | 89.04                                                |        | 11:29:44.924 |
| 5 -                       | 1:20.509 | 39.981                   | 2:00.490 (3) | 88.70                                                | 0.464  | 11:31:45.414 |

| P14 48 C                  |          | Aaron COLLINS            |              | Bmw S1000RR - Precision installations |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------|--------|--------------|
| IDEAL LAP TIME : 1:59.446 |          | BEST LAP TIME : 1:59.530 |              | DIFFERENCE : 0.084                    |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 40.931                   | 2:10.730     | 81.75                                 | 11.200 | 11:23:42.346 |
| 2 -                       | 1:21.335 | 40.266                   | 2:01.601 (3) | 87.89                                 | 2.071  | 11:25:43.947 |
| 3 -                       | 1:21.510 | 40.611                   | 2:02.121     | 87.52                                 | 2.591  | 11:27:46.068 |
| 4 -                       | 1:20.094 | 39.436                   | 1:59.530 (1) | 89.41                                 |        | 11:29:45.598 |
| 5 -                       | 1:20.010 | 39.932                   | 1:59.942 (2) | 89.11                                 | 0.412  | 11:31:45.540 |

| P15 187 C                 |          | Dan CHAMBERLAIN          |              | Suzuki GSXR - May Construction/Peter Baker M/C's |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 1:59.783 |          | BEST LAP TIME : 1:59.899 |              | DIFFERENCE : 0.116                               |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                              | DIFF   | TIME OF DAY  |
| 1 -                       |          | 40.980                   | 2:11.273     | 81.41                                            | 11.374 | 11:23:42.889 |
| 2 -                       | 1:21.201 | 40.528                   | 2:01.729     | 87.80                                            | 1.830  | 11:25:44.618 |
| 3 -                       | 1:20.672 | 40.087                   | 2:00.759 (3) | 88.50                                            | 0.860  | 11:27:45.377 |
| 4 -                       | 1:19.823 | 40.076                   | 1:59.899 (1) | 89.14                                            |        | 11:29:45.276 |
| 5 -                       | 1:20.776 | 39.960                   | 2:00.736 (2) | 88.52                                            | 0.837  | 11:31:46.012 |

| P16 33 C                  |          | Luke BLACKFORD           |              | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork |       |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:01.429 |          | BEST LAP TIME : 2:01.631 |              | DIFFERENCE : 0.202                                      |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                     | DIFF  | TIME OF DAY  |
| 1 -                       |          | 40.889                   | 2:09.762     | 82.36                                                   | 8.131 | 11:23:41.378 |
| 2 -                       | 1:21.315 | 40.900                   | 2:02.215 (3) | 87.45                                                   | 0.584 | 11:25:43.593 |
| 3 -                       | 1:21.326 | 40.918                   | 2:02.244     | 87.43                                                   | 0.613 | 11:27:45.837 |
| 4 -                       | 1:20.840 | 40.815                   | 2:01.655 (2) | 87.85                                                   | 0.024 | 11:29:47.492 |
| 5 -                       | 1:20.614 | 41.017                   | 2:01.631 (1) | 87.87                                                   |       | 11:31:49.123 |

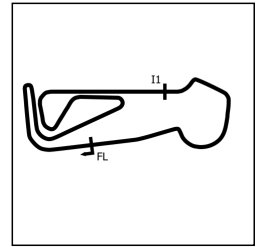
| P17 87 C                  |          | Karl THOMPSON            |              | Yamaha R1 - #Teamrace |       |              |
|---------------------------|----------|--------------------------|--------------|-----------------------|-------|--------------|
| IDEAL LAP TIME : 2:02.883 |          | BEST LAP TIME : 2:02.883 |              | DIFFERENCE : 0.000    |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.724                   | 2:12.636     | 80.58                 | 9.753 | 11:23:44.252 |
| 2 -                       | 1:22.383 | 41.976                   | 2:04.359     | 85.94                 | 1.476 | 11:25:48.611 |
| 3 -                       | 1:22.930 | 41.326                   | 2:04.256 (3) | 86.01                 | 1.373 | 11:27:52.867 |
| 4 -                       | 1:21.800 | 41.083                   | 2:02.883 (1) | 86.97                 |       | 11:29:55.750 |
| 5 -                       | 1:21.815 | 41.247                   | 2:03.062 (2) | 86.85                 | 0.179 | 11:31:58.812 |

| P18 46 C                  |          | Simon GATES              |              | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.989 |          | BEST LAP TIME : 2:03.167 |              | DIFFERENCE : 0.178                                |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                               | DIFF   | TIME OF DAY  |
| 1 -                       |          | 41.802                   | 2:13.483     | 80.07                                             | 10.316 | 11:23:45.099 |
| 2 -                       | 1:22.615 | 41.141                   | 2:03.756 (3) | 86.36                                             | 0.589  | 11:25:48.855 |
| 3 -                       | 1:22.734 | 41.985                   | 2:04.719     | 85.69                                             | 1.552  | 11:27:53.574 |
| 4 -                       | 1:21.848 | 41.319                   | 2:03.167 (1) | 86.77                                             |        | 11:29:56.741 |
| 5 -                       | 1:21.956 | 41.422                   | 2:03.378 (2) | 86.62                                             | 0.211  | 11:32:00.119 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

| P19 63 RET Matthew WREN   |                 | Suzuki GSXR1000 - TBR performance |                     |                    |        |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.770 |                 | BEST LAP TIME : 2:05.775          |                     | DIFFERENCE : 0.005 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.922                            | 2:17.041            | 77.99              | 11.266 | 11:23:48.657        |
| 2 -                       | 1:24.922        | 42.412                            | 2:07.334            | 83.93              | 1.559  | 11:25:55.991        |
| 3 -                       | 1:23.907        | <b>42.096</b>                     | 2:06.003 (3)        | 84.82              | 0.228  | 11:28:01.994        |
| 4 -                       | 1:23.786        | 42.108                            | 2:05.894 (2)        | 84.89              | 0.119  | 11:30:07.888        |
| 5 -                       | <b>1:23.674</b> | 42.101                            | <b>2:05.775 (1)</b> | <b>84.97</b>       |        | <b>11:32:13.663</b> |

| P20 7 C Seb JENKINS       |                 | Yamaha YZF-R1 - TBR Performance |                     |                    |        |                     |
|---------------------------|-----------------|---------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.309 |                 | BEST LAP TIME : 2:04.740        |                     | DIFFERENCE : 0.431 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.516                          | 2:15.348            | 78.96              | 10.608 | 11:23:46.964        |
| 2 -                       | 1:24.926        | 42.073                          | 2:06.999 (3)        | 84.15              | 2.259  | 11:25:53.963        |
| 3 -                       | 1:23.157        | 41.780                          | 2:04.937 (2)        | 85.54              | 0.197  | 11:27:58.900        |
| 4 -                       | 1:23.310        | <b>41.430</b>                   | <b>2:04.740 (1)</b> | <b>85.68</b>       |        | <b>11:30:03.640</b> |
| 5 -                       | <b>1:22.879</b> | 47.223                          | 2:10.102            | 82.15              | 5.362  | 11:32:13.742        |

| P21 23 C Jason PAES       |                 | Aprilia RSV4 - J&R Electrical Ltd |                     |                    |        |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.740 |                 | BEST LAP TIME : 2:05.824          |                     | DIFFERENCE : 0.084 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.736                            | 2:17.421            | 77.77              | 11.597 | 11:23:49.037        |
| 2 -                       | 1:25.140        | 42.079                            | 2:07.219            | 84.01              | 1.395  | 11:25:56.256        |
| 3 -                       | 1:24.044        | 42.084                            | 2:06.128 (2)        | 84.73              | 0.304  | 11:28:02.384        |
| 4 -                       | 1:23.955        | <b>41.869</b>                     | <b>2:05.824 (1)</b> | <b>84.94</b>       |        | <b>11:30:08.208</b> |
| 5 -                       | <b>1:23.871</b> | 42.298                            | 2:06.169 (3)        | 84.71              | 0.345  | 11:32:14.377        |

| P22 66 C Stephen HARVEY   |                 | Kawasaki ZX10 -          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.756 |                 | BEST LAP TIME : 2:07.756 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.237                   | 2:18.712            | 77.05              | 10.956 | 11:23:50.328        |
| 2 -                       | 1:25.848        | 43.206                   | 2:09.054            | 82.81              | 1.298  | 11:25:59.382        |
| 3 -                       | <b>1:24.873</b> | <b>42.883</b>            | <b>2:07.756 (1)</b> | <b>83.66</b>       |        | <b>11:28:07.138</b> |
| 4 -                       | 1:25.159        | 43.437                   | 2:08.596 (3)        | 83.11              | 0.840  | 11:30:15.734        |
| 5 -                       | 1:24.985        | 43.156                   | 2:08.141 (2)        | 83.40              | 0.385  | 11:32:23.875        |

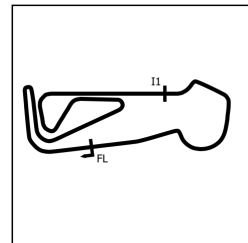
| P23 175 C Arlindo PESTANA |                 | BMW S1000RR - Pep's Racing |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.761 |                 | BEST LAP TIME : 2:07.761   |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.506                     | 2:20.457            | 76.09              | 12.696 | 11:23:52.073        |
| 2 -                       | 1:26.563        | 43.240                     | 2:09.803            | 82.34              | 2.042  | 11:26:01.876        |
| 3 -                       | <b>1:24.700</b> | <b>43.061</b>              | <b>2:07.761 (1)</b> | <b>83.65</b>       |        | <b>11:28:09.637</b> |
| 4 -                       | 1:24.773        | 43.451                     | 2:08.224 (2)        | 83.35              | 0.463  | 11:30:17.861        |
| 5 -                       | 1:25.822        | 43.223                     | 2:09.045 (3)        | 82.82              | 1.284  | 11:32:26.906        |

| P24 77 C Craig EVISON     |                 | Aprilia RSV4 - Addiction Motorsports |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.428 |                 | BEST LAP TIME : 2:10.170             |                     | DIFFERENCE : 0.742 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                             | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.017                               | 2:21.430            | 75.57              | 11.260 | 11:23:53.046        |
| 2 -                       | 1:27.512        | 44.267                               | 2:11.779            | 81.10              | 1.609  | 11:26:04.825        |
| 3 -                       | 1:28.282        | <b>43.018</b>                        | 2:11.300 (3)        | 81.40              | 1.130  | 11:28:16.125        |
| 4 -                       | 1:26.811        | 43.649                               | 2:10.460 (2)        | 81.92              | 0.290  | 11:30:26.585        |
| 5 -                       | <b>1:26.410</b> | 43.760                               | <b>2:10.170 (1)</b> | <b>82.10</b>       |        | <b>11:32:36.755</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 3 - SECTOR ANALYSIS



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

| <b>P25</b>                | <b>274</b>      | <b>RET</b>               | <b>Stewart LATIMER</b> | SUZUKI GSXR1000 RR - Fat Bloke Racing RR |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.206 |                 | BEST LAP TIME : 2:14.382 |                        | DIFFERENCE : 0.176                       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH                                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.693                   | 2:24.534               | 73.94                                    | 10.152 | 11:23:56.150        |
| 2 -                       | 1:29.739        | 45.224                   | 2:14.963 <b>(3)</b>    | 79.19                                    | 0.581  | 11:26:11.113        |
| <b>3 -</b>                | <b>1:29.711</b> | 44.671                   | <b>2:14.382 (1)</b>    | <b>79.53</b>                             |        | <b>11:28:25.495</b> |
| 4 -                       | 1:29.857        | 45.209                   | 2:15.066               | 79.13                                    | 0.684  | 11:30:40.561        |
| 5 -                       | 1:30.164        | <b>44.495</b>            | 2:14.659 <b>(2)</b>    | 79.37                                    | 0.277  | 11:32:55.220        |

| <b>P26</b>                | <b>57</b>       | <b>C</b>                 | <b>Paul HARRIS</b>  | Honda CBR1000RR-R - Nhr Neil Harris Racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.318 |                 | BEST LAP TIME : 2:12.540 |                     | DIFFERENCE : 0.222                         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>43.643</b>            | 2:19.833            | 76.43                                      | 7.293 | 11:23:51.449        |
| <b>2 -</b>                | <b>1:28.675</b> | 43.865                   | <b>2:12.540 (1)</b> | <b>80.64</b>                               |       | <b>11:26:03.989</b> |

| <b>P27</b>       | <b>81</b> | <b>C</b>        | <b>Dan HARTLE</b> | Yamaha R1 2CR - #Teamrace |      |              |
|------------------|-----------|-----------------|-------------------|---------------------------|------|--------------|
| IDEAL LAP TIME : |           | BEST LAP TIME : |                   | DIFFERENCE :              |      |              |
| LAP              | SECTOR 1  | SECTOR 2        | LAP TIME          | MPH                       | DIFF | TIME OF DAY  |
| 1 -              |           | <b>41.450</b>   | 2:12.975          | 80.37                     |      | 11:23:44.591 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |             |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME        | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |             | PERFECT LAP | 1:54.711 |       |
| 1        | 71  | 1:16.353 | 71       | 38.358 | 1                       | 71  | HARDY       | 1:54.711    | 1:54.783 | 0.072 |
| 2        | 49  | 1:16.536 | 5        | 38.434 | 2                       | 5   | SMITH       | 1:55.113    | 1:55.113 | 0.000 |
| 3        | 5   | 1:16.679 | 929      | 38.477 | 3                       | 49  | WALLINGTON  | 1:55.136    | 1:55.136 | 0.000 |
| 4        | 88  | 1:17.083 | 49       | 38.600 | 4                       | 929 | DAYKIN      | 1:55.686    | 1:55.904 | 0.218 |
| 5        | 929 | 1:17.209 | 88       | 38.713 | 5                       | 88  | HALLIDAY    | 1:55.796    | 1:55.796 | 0.000 |
| 6        | 45  | 1:18.135 | 45       | 38.852 | 6                       | 45  | MARSH       | 1:56.987    | 1:57.270 | 0.283 |
| 7        | 188 | 1:18.691 | 188      | 39.345 | 7                       | 188 | KRAWIECKI   | 1:58.036    | 1:58.036 | 0.000 |
| 8        | 100 | 1:18.905 | 48       | 39.436 | 8                       | 100 | CRANSTONE   | 1:58.467    | 1:58.467 | 0.000 |
| 9        | 19  | 1:19.530 | 100      | 39.562 | 9                       | 85  | WOOD        | 1:59.310    | 1:59.843 | 0.533 |
| 10       | 85  | 1:19.536 | 70       | 39.619 | 10                      | 19  | DONOVAN     | 1:59.375    | 1:59.385 | 0.010 |
| 11       | 187 | 1:19.823 | 85       | 39.774 | 11                      | 48  | COLLINS     | 1:59.446    | 1:59.530 | 0.084 |
| 12       | 14  | 1:19.897 | 19       | 39.845 | 12                      | 70  | PEARCE      | 1:59.566    | 1:59.729 | 0.163 |
| 13       | 70  | 1:19.947 | 78       | 39.848 | 13                      | 187 | CHAMBERLAIN | 1:59.783    | 1:59.899 | 0.116 |
| 14       | 78  | 1:19.974 | 187      | 39.960 | 14                      | 78  | THOMAS      | 1:59.822    | 1:59.822 | 0.000 |
| 15       | 48  | 1:20.010 | 14       | 39.981 | 15                      | 14  | YIANNI      | 1:59.878    | 2:00.026 | 0.148 |
| 16       | 33  | 1:20.614 | 33       | 40.815 | 16                      | 33  | BLACKFORD   | 2:01.429    | 2:01.631 | 0.202 |
| 17       | 87  | 1:21.800 | 87       | 41.083 | 17                      | 87  | THOMPSON    | 2:02.883    | 2:02.883 | 0.000 |
| 18       | 46  | 1:21.848 | 46       | 41.141 | 18                      | 46  | GATES       | 2:02.989    | 2:03.167 | 0.178 |
| 19       | 7   | 1:22.879 | 7        | 41.430 | 19                      | 7   | JENKINS     | 2:04.309    | 2:04.740 | 0.431 |
| 20       | 63  | 1:23.674 | 81       | 41.450 | 20                      | 23  | PAES        | 2:05.740    | 2:05.824 | 0.084 |
| 21       | 23  | 1:23.871 | 23       | 41.869 | 21                      | 63  | WREN        | 2:05.770    | 2:05.775 | 0.005 |
| 22       | 175 | 1:24.700 | 63       | 42.096 | 22                      | 66  | HARVEY      | 2:07.756    | 2:07.756 | 0.000 |
| 23       | 66  | 1:24.873 | 66       | 42.883 | 23                      | 175 | PESTANA     | 2:07.761    | 2:07.761 | 0.000 |
| 24       | 77  | 1:26.410 | 77       | 43.018 | 24                      | 77  | EVISON      | 2:09.428    | 2:10.170 | 0.742 |
| 25       | 57  | 1:28.675 | 175      | 43.061 | 25                      | 57  | HARRIS      | 2:12.318    | 2:12.540 | 0.222 |
| 26       | 274 | 1:29.711 | 57       | 43.643 | 26                      | 274 | LATIMER     | 2:14.206    | 2:14.382 | 0.176 |
| 27       |     |          | 274      | 44.495 | 27                      | 81  | HARTLE      |             |          |       |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 3 - STATISTICS

Competitors Started 27

Planned Start 2025-05-04 @ 10:00:00.000

Actual Start 2025-05-04 @ 11:21:31.615

Finish Time 2025-05-04 @ 11:31:14.851

Track Length 2.9689mi.

Total Laps 128

Total Distance Covered 380.0206mi.

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|---------------|----------|--------------|-----|-----------------|
| 71 |    | Maximus HARDY | 1:54.783 | 11:25:26.872 | 2   | Honda CBR1000RR |

Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|---------------|----------|----------|-------------|-----------------|
| 71 |    | Maximus HARDY | 1        | 5        | 14.84 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:21:31.615 |
| FINISH | 11:31:14.851 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 11:29.424  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 3 - STATISTICS**

**CLASS :** 5 Starters

**Fastest Lap History**

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|---------------|----------|--------------|-----|-----------------|
| 71 | Maximus HARDY | 1:54.783 | 11:25:26.872 | 2   | Honda CBR1000RR |

**Leader History**

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|---------------|----------|----------|-------------|-----------------|
| 71 | Maximus HARDY | 1        | 5        | 14.84 miles | Honda CBR1000RR |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 3 - STATISTICS**

**CLASS : C**

17 Starters

**Fastest Lap History**

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|-----|--------------|----------|--------------|-----|-----------|
| 929 | Aaron DAYKIN | 1:56.579 | 11:25:30.994 | 2   | Yamaha R1 |
| 929 | Aaron DAYKIN | 1:56.090 | 11:29:24.346 | 4   | Yamaha R1 |
| 929 | Aaron DAYKIN | 1:55.904 | 11:31:20.250 | 5   | Yamaha R1 |

**Leader History**

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|-----|--------------|----------|----------|-------------|-----------|
| 929 | Aaron DAYKIN | 1        | 5        | 14.84 miles | Yamaha R1 |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 3 - STATISTICS**

**CLASS : RET**

**5 Starters**

**Fastest Lap History**

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|----|--------------|----------|--------------|-----|---------------------|
| 5  | Kieran SMITH | 1:56.890 | 11:25:34.578 | 2   | Suzuki GSXR 1000 K1 |
| 5  | Kieran SMITH | 1:55.113 | 11:27:29.691 | 3   | Suzuki GSXR 1000 K1 |

**Leader History**

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE             |
|----|--------------|----------|----------|-------------|---------------------|
| 5  | Kieran SMITH | 1        | 5        | 14.84 miles | Suzuki GSXR 1000 K1 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 14 - GRID (5 Laps)

|        |    |    |              |          |     |                 |                 |          |               |                 |                |             |                 |          |
|--------|----|----|--------------|----------|-----|-----------------|-----------------|----------|---------------|-----------------|----------------|-------------|-----------------|----------|
| ROW 10 | 30 | 40 | Malcolm BATE | 29       | 115 | Tony KEILTY     | 28              | 13       | Daniel MERCER |                 |                |             |                 |          |
| ROW 9  |    |    | 2:14.382     | 27       | 274 | Stewart LATIMER | 26              | 81       | Dan HARTLE    | 25              | 57             | Paul HARRIS | 2:12.540        |          |
| ROW 8  | 24 | 77 | Craig EVISON | 2:10.170 | 23  | 175             | Arlindo PESTANA | 2:07.761 | 22            | 66              | Stephen HARVEY | 2:07.756    |                 |          |
| ROW 7  |    |    | 2:05.824     | 21       | 23  | Jason PAES      | 2:05.775        | 20       | 63            | Matthew WREN    | 19             | 7           | Seb JENKINS     | 2:04.740 |
| ROW 6  | 18 | 46 | Simon GATES  | 2:03.167 | 17  | 87              | Karl THOMPSON   | 2:02.883 | 16            | 33              | Luke BLACKFORD | 2:01.631    |                 |          |
| ROW 5  |    |    | 2:00.026     | 15       | 14  | Alex YIANNI     | 1:59.899        | 14       | 187           | Dan CHAMBERLAIN | 13             | 85          | Ben WOOD        | 1:59.843 |
| ROW 4  | 12 | 78 | Jamie THOMAS | 1:59.822 | 11  | 70              | Robert PEARCE   | 1:59.729 | 10            | 48              | Aaron COLLINS  | 1:59.530    |                 |          |
| ROW 3  |    |    | 1:59.385     | 9        | 19  | Tyler DONOVAN   | 1:58.467        | 8        | 100           | Sam CRANSTONE   | 7              | 188         | Dawid KRAWIECKI | 1:58.036 |
| ROW 2  | 6  | 45 | Jake MARSH   | 1:57.270 | 5   | 929             | Aaron DAYKIN    | 1:55.904 | 4             | 88              | Scott HALLIDAY | 1:55.796    |                 |          |
| ROW 1  |    |    | 1:55.136     | 3        | 49  | Luke WALLINGTON | 1:55.113        | 2        | 5             | Kieran SMITH    | 1              | 71          | Maximus HARDY   | 1:54.783 |
|        |    |    |              |          |     |                 |                 |          |               |                 |                |             |                 | Pole     |

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

Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 11:35 Sunday, 04 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300  
Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 14 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS            | NO  | CL  | PIC | NAME            | ENTRY                                                   | LAPS | TIME      | GAP      | DIFF   | MPH       | BEST     | ON | GRD        | ↑↓ |
|----------------|-----|-----|-----|-----------------|---------------------------------------------------------|------|-----------|----------|--------|-----------|----------|----|------------|----|
| 1              | 71  |     | 1   | Maximus HARDY   | Honda CBR1000RR - Dad                                   | 5    | 9:40.193  |          |        | 92.10     | 1:54.162 | 5  | 1          | 0  |
| 2              | 49  |     | 2   | Luke WALLINGTON | Honda FIREBLADE - Roxo Rodina Racing                    | 5    | 9:40.684  | 0.491    | 0.491  | 92.03     | 1:54.576 | 3  | 3          | 1  |
| 3              | 929 | C   | 1   | Aaron DAYKIN    | Yamaha R1 - DN Assessments Ltd                          | 5    | 9:51.199  | 11.006   | 10.515 | 90.39     | 1:56.716 | 2  | 5          | 2  |
| 4              | 88  |     | 3   | Scott HALLIDAY  | Honda CBRR 1000 - Performance fitness gym               | 5    | 9:58.264  | 18.071   | 7.065  | 89.32     | 1:58.399 | 2  | 4          | 0  |
| 5              | 45  |     | 4   | Jake MARSH      | Honda CBR1000RR FIRBELADE - RD Racing                   | 5    | 9:58.446  | 18.253   | 0.182  | 89.29     | 1:57.418 | 2  | 6          | 1  |
| 6              | 100 | C   | 2   | Sam CRANSTONE   | Honda FIREBLADE - Fortis racing                         | 5    | 9:59.104  | 18.911   | 0.658  | 89.20     | 1:57.992 | 2  | 8          | 2  |
| 7              | 188 |     | 5   | Dawid KRAWIECKI | Yamaha R1 - Code Blue LTD & D A East Electrical         | 5    | 10:09.001 | 28.808   | 9.897  | 87.75     | 1:58.084 | 2  | 7          | 0  |
| 8              | 70  | C   | 3   | Robert PEARCE   | Aprilia RSV4 1000 - Paintworx Body Repair               | 5    | 10:09.168 | 28.975   | 0.167  | 87.72     | 1:59.094 | 2  | 11         | 3  |
| 9              | 48  | C   | 4   | Aaron COLLINS   | Bmw S1000RR - Precision installations                   | 5    | 10:09.380 | 29.187   | 0.212  | 87.69     | 1:59.805 | 4  | 10         | 1  |
| 10             | 85  | C   | 5   | Ben WOOD        | Yamaha R1 -                                             | 5    | 10:11.023 | 30.830   | 1.643  | 87.46     | 2:00.339 | 5  | 13         | 3  |
| 11             | 14  | C   | 6   | Alex YIANNI     | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors    | 5    | 10:22.284 | 42.091   | 11.261 | 85.87     | 2:01.764 | 5  | 15         | 4  |
| 12             | 87  | C   | 7   | Karl THOMPSON   | Yamaha R1 - #Teamrace                                   | 5    | 10:23.062 | 42.869   | 0.778  | 85.77     | 2:02.168 | 5  | 17         | 5  |
| 13             | 33  | C   | 8   | Luke BLACKFORD  | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork | 5    | 10:23.273 | 43.080   | 0.211  | 85.74     | 2:01.750 | 5  | 16         | 3  |
| 14             | 19  | RET | 1   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                            | 5    | 10:23.927 | 43.734   | 0.654  | 85.65     | 2:02.704 | 4  | 9          | -5 |
| 15             | 7   | C   | 9   | Seb JENKINS     | Yamaha YZF-R1 - TBR Performance                         | 5    | 10:25.642 | 45.449   | 1.715  | 85.41     | 2:02.849 | 3  | 19         | 4  |
| 16             | 46  | C   | 10  | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro       | 5    | 10:26.402 | 46.209   | 0.760  | 85.31     | 2:02.999 | 4  | 18         | 2  |
| 17             | 23  | C   | 11  | Jason PAES      | Aprilia RSV4 - J&R Electrical Ltd                       | 5    | 10:28.082 | 47.889   | 1.680  | 85.08     | 2:03.332 | 4  | 21         | 4  |
| 18             | 63  | RET | 2   | Matthew WREN    | Suzuki GSXR1000 - TBR performance                       | 5    | 10:38.551 | 58.358   | 10.469 | 83.69     | 2:04.743 | 5  | 20         | 2  |
| 19             | 187 | C   | 12  | Dan CHAMBERLAIN | Suzuki GSXR - May Construction/Peter Baker M/C's        | 5    | 10:48.620 | 1:08.427 | 10.069 | 82.39     | 2:07.510 | 4  | 14         | -5 |
| 20             | 77  | C   | 13  | Craig EVISON    | Aprilia RSV4 - Addiction Motorsports                    | 5    | 10:53.902 | 1:13.709 | 5.282  | 81.72     | 2:08.011 | 5  | 24         | 4  |
| 21             | 66  | C   | 14  | Stephen HARVEY  | Kawasaki ZX10 -                                         | 5    | 10:54.382 | 1:14.189 | 0.480  | 81.66     | 2:08.150 | 4  | 22         | 1  |
| NOT CLASSIFIED |     |     |     |                 |                                                         |      |           |          |        |           |          |    |            |    |
| DNF            | 115 | RET |     | Tony KEILTY     | Suzuki GSXR 1000 - Eat Your Heart Out                   | 3    | 6:28.390  | 2 Laps   | 2 Laps | 82.55     | 2:05.609 | 2  | 29         |    |
| DNF            | 274 | RET |     | Stewart LATIMER | SUZUKI GSXR1000 RR - Fat Bloke Racing RR                | 0    |           |          |        |           |          |    | 27         |    |
| FASTEST LAP    |     |     |     |                 |                                                         |      |           |          |        |           |          |    |            |    |
|                | 71  |     |     | Maximus HARDY   | Honda CBR1000RR - Dad                                   | 5    | 1:54.162  |          |        | 93.62 mph |          |    | 150.67 kph |    |
|                | 929 | C   |     | Aaron DAYKIN    | Yamaha R1 - DN Assessments Ltd                          | 2    | 1:56.716  |          |        | 91.57 mph |          |    | 147.37 kph |    |
|                | 19  | RET |     | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                            | 4    | 2:02.704  |          |        | 87.10 mph |          |    | 140.18 kph |    |

Class - 92.5% of Race Speed = 85.19 mph  
Class C - 92.5% of Race Speed = 83.61 mph  
Class RET - 92.5% of Race Speed = 79.22 mph

Weather / Track : Cloudy / Dry

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

Clerk Of Course:

Timekeeper: Craig Smith

Date: 04/05/2025 Start: 16:36 Finish: 16:46

Snetterton 300: 2.9689 miles

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 14 - LAP CHART

| LAP 1 @ 16:38:25.134 |        |          | LAP 2 @ 16:40:20.400 |        |          | LAP 3 @ 16:42:15.049 |        |          | LAP 4 @ 16:44:09.905 |          |          | LAP 5 @ 16:46:04.272 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 71                   |        | 2:01.055 | 71                   |        | 1:55.266 | 71                   |        | 1:54.649 | 49                   |          | 1:54.687 | 71                   |          | 1:54.162 |
| 49                   | 0.183  | 2:01.238 | 49                   | 0.242  | 1:55.325 | 49                   | 0.169  | 1:54.576 | 71                   | 0.205    | 1:55.061 | 49                   | 0.491    | 1:54.858 |
| 929                  | 1.366  | 2:02.421 | 929                  | 2.816  | 1:56.716 | 929                  | 5.763  | 1:57.596 | 929                  | 8.271    | 1:57.364 | 929                  | 11.006   | 1:57.102 |
| 88                   | 3.092  | 2:04.147 | 88                   | 6.225  | 1:58.399 | 88                   | 10.032 | 1:58.456 | 88                   | 13.741   | 1:58.565 | 88                   | 18.071   | 1:58.697 |
| 188                  | 3.693  | 2:04.748 | 188                  | 6.511  | 1:58.084 | 45                   | 10.714 | 1:58.478 | 45                   | 13.940   | 1:58.082 | 45                   | 18.253   | 1:58.680 |
| 100                  | 4.002  | 2:05.057 | 100                  | 6.728  | 1:57.992 | 100                  | 10.779 | 1:58.700 | 100                  | 14.753   | 1:58.830 | 100                  | 18.911   | 1:58.525 |
| 70                   | 4.266  | 2:05.321 | 45                   | 6.885  | 1:57.418 | 70                   | 14.876 | 2:01.431 | 70                   | 21.996   | 2:01.976 | 188                  | 28.808   | 2:00.705 |
| 45                   | 4.733  | 2:05.788 | 70                   | 8.094  | 1:59.094 | 188                  | 15.842 | 2:03.980 | 188                  | 22.470   | 2:01.484 | 70                   | 28.975   | 2:01.346 |
| 85                   | 6.630  | 2:07.685 | 85                   | 12.330 | 2:00.966 | 85                   | 18.415 | 2:00.734 | 48                   | 23.667   | 1:59.805 | 48                   | 29.187   | 1:59.887 |
| 48                   | 8.543  | 2:09.598 | 48                   | 13.164 | 1:59.887 | 48                   | 18.718 | 2:00.203 | 85                   | 24.858   | 2:01.299 | 85                   | 30.830   | 2:00.339 |
| 187                  | 8.582  | 2:09.637 | 19                   | 17.936 | 2:03.069 | 19                   | 26.634 | 2:03.347 | 19                   | 34.482   | 2:02.704 | 14                   | 42.091   | 2:01.764 |
| 19                   | 10.133 | 2:11.188 | 33                   | 18.850 | 2:03.280 | 33                   | 26.919 | 2:02.718 | 14                   | 34.694   | 2:02.596 | 87                   | 42.869   | 2:02.168 |
| 33                   | 10.836 | 2:11.891 | 14                   | 19.228 | 2:03.100 | 14                   | 26.954 | 2:02.375 | 87                   | 35.068   | 2:02.375 | 33                   | 43.080   | 2:01.750 |
| 87                   | 11.112 | 2:12.167 | 87                   | 19.454 | 2:03.608 | 87                   | 27.549 | 2:02.744 | 33                   | 35.697   | 2:03.634 | 19                   | 43.734   | 2:03.619 |
| 14                   | 11.394 | 2:12.449 | 7                    | 20.129 | 2:03.535 | 7                    | 28.329 | 2:02.849 | 7                    | 36.429   | 2:02.956 | 7                    | 45.449   | 2:03.387 |
| 46                   | 11.742 | 2:12.797 | 46                   | 20.221 | 2:03.745 | 46                   | 29.017 | 2:03.445 | 46                   | 37.160   | 2:02.999 | 46                   | 46.209   | 2:03.416 |
| 7                    | 11.860 | 2:12.915 | 23                   | 21.106 | 2:03.825 | 23                   | 30.348 | 2:03.891 | 23                   | 38.824   | 2:03.332 | 23                   | 47.889   | 2:03.432 |
| 23                   | 12.547 | 2:13.602 | 187                  | 23.654 | 2:10.338 | 187                  | 36.951 | 2:07.946 | 63                   | 47.982   | 2:05.388 | 63                   | 58.358   | 2:04.743 |
| 115                  | 14.416 | 2:15.471 | 115                  | 24.759 | 2:05.609 | 115                  | 37.420 | 2:07.310 | 187                  | 49.605   | 2:07.510 | 187                  | 1:08.427 | 2:13.189 |
| 63                   | 14.742 | 2:15.797 | 63                   | 25.426 | 2:05.950 | 63                   | 37.450 | 2:06.673 | 77                   | 1:00.065 | 2:09.129 | 77                   | 1:13.709 | 2:08.011 |
| 77                   | 17.278 | 2:18.333 | 77                   | 31.439 | 2:09.427 | 77                   | 45.792 | 2:09.002 | 66                   | 1:00.066 | 2:08.150 | 66                   | 1:14.189 | 2:08.490 |
| 66                   | 17.554 | 2:18.609 | 66                   | 32.514 | 2:10.226 | 66                   | 46.772 | 2:08.907 |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 14 - POSITION CHART

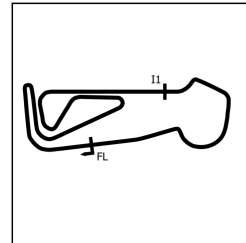
|     |             | Lap |     |     |     |     |     |
|-----|-------------|-----|-----|-----|-----|-----|-----|
| No  | Name        | Pos | 1   | 2   | 3   | 4   | 5   |
| 71  | HARDY       | 1   | 71  | 71  | 71  | 49  | 71  |
| 49  | WALLINGTON  | 2   | 49  | 49  | 49  | 71  | 49  |
| 88  | HALLIDAY    | 3   | 929 | 929 | 929 | 929 | 929 |
| 929 | DAYKIN      | 4   | 88  | 88  | 88  | 88  | 88  |
| 45  | MARSH       | 5   | 188 | 188 | 45  | 45  | 45  |
| 188 | KRAWIECKI   | 6   | 100 | 100 | 100 | 100 | 100 |
| 100 | CRANSTONE   | 7   | 70  | 45  | 70  | 70  | 188 |
| 19  | DONOVAN     | 8   | 45  | 70  | 188 | 188 | 70  |
| 48  | COLLINS     | 9   | 85  | 85  | 85  | 48  | 48  |
| 70  | PEARCE      | 10  | 48  | 48  | 48  | 85  | 85  |
| 85  | WOOD        | 11  | 187 | 19  | 19  | 19  | 14  |
| 187 | CHAMBERLAIN | 12  | 19  | 33  | 33  | 14  | 87  |
| 14  | YIANNI      | 13  | 33  | 14  | 14  | 87  | 33  |
| 33  | BLACKFORD   | 14  | 87  | 87  | 87  | 33  | 19  |
| 87  | THOMPSON    | 15  | 14  | 7   | 7   | 7   | 7   |
| 46  | GATES       | 16  | 46  | 46  | 46  | 46  | 46  |
| 7   | JENKINS     | 17  | 7   | 23  | 23  | 23  | 23  |
| 63  | WREN        | 18  | 23  | 187 | 187 | 63  | 63  |
| 23  | PAES        | 19  | 115 | 115 | 115 | 187 | 187 |
| 66  | HARVEY      | 20  | 63  | 63  | 63  | 77  | 77  |
| 77  | EVISON      | 21  | 77  | 77  | 77  | 66  | 66  |
| 274 | LATIMER     | 22  | 66  | 66  | 66  |     |     |
| 115 | KEILTY      | 23  |     |     |     |     |     |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 14 - SECTOR ANALYSIS



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

| P1                        | 71              | Maximus HARDY            | Honda CBR1000RR - Dad |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.087 |                 | BEST LAP TIME : 1:54.162 | DIFFERENCE : 0.075    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 38.584                   | 2:01.055              | 88.29        | 6.893 | 16:38:25.134        |
| 2 -                       | 1:16.720        | 38.546                   | 1:55.266              | 92.72        | 1.104 | 16:40:20.400        |
| 3 -                       | <b>1:16.180</b> | 38.469                   | 1:54.649 (2)          | 93.22        | 0.487 | 16:42:15.049        |
| 4 -                       | 1:16.294        | 38.767                   | 1:55.061 (3)          | 92.89        | 0.899 | 16:44:10.110        |
| 5 -                       | 1:16.255        | <b>37.907</b>            | <b>1:54.162 (1)</b>   | <b>93.62</b> |       | <b>16:46:04.272</b> |

| P2                        | 49              | Luke WALLINGTON          | Honda FIREBLADE - Roxo Rodina Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.486 |                 | BEST LAP TIME : 1:54.576 | DIFFERENCE : 0.090                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 38.462                   | 2:01.238                             | 88.15        | 6.662 | 16:38:25.317        |
| 2 -                       | 1:16.669        | 38.656                   | 1:55.325                             | 92.67        | 0.749 | 16:40:20.642        |
| 3 -                       | <b>1:16.264</b> | 38.312                   | <b>1:54.576 (1)</b>                  | <b>93.28</b> |       | <b>16:42:15.218</b> |
| 4 -                       | 1:16.269        | 38.418                   | 1:54.687 (2)                         | 93.19        | 0.111 | 16:44:09.905        |
| 5 -                       | 1:16.636        | <b>38.222</b>            | 1:54.858 (3)                         | 93.05        | 0.282 | 16:46:04.763        |

| P3                        | 929 C           | Aaron DAYKIN             | Yamaha R1 - DN Assessments Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.716 |                 | BEST LAP TIME : 1:56.716 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 38.657                   | 2:02.421                       | 87.30        | 5.705 | 16:38:26.500        |
| 2 -                       | <b>1:18.131</b> | <b>38.585</b>            | <b>1:56.716 (1)</b>            | <b>91.57</b> |       | <b>16:40:23.216</b> |
| 3 -                       | 1:18.376        | 39.220                   | 1:57.596                       | 90.88        | 0.880 | 16:42:20.812        |
| 4 -                       | 1:18.406        | 38.958                   | 1:57.364 (3)                   | 91.06        | 0.648 | 16:44:18.176        |
| 5 -                       | 1:18.259        | 38.843                   | 1:57.102 (2)                   | 91.27        | 0.386 | 16:46:15.278        |

| P4                        | 88              | Scott HALLIDAY           | Honda CBRR 1000 - Performance fitness gym |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.867 |                 | BEST LAP TIME : 1:58.399 | DIFFERENCE : 0.532                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>39.439</b>            | 2:04.147                                  | 86.09        | 5.748 | 16:38:28.226        |
| 2 -                       | <b>1:18.428</b> | 39.971                   | <b>1:58.399 (1)</b>                       | <b>90.27</b> |       | <b>16:40:26.625</b> |
| 3 -                       | 1:18.875        | 39.581                   | 1:58.456 (2)                              | 90.22        | 0.057 | 16:42:25.081        |
| 4 -                       | 1:18.705        | 39.860                   | 1:58.565 (3)                              | 90.14        | 0.166 | 16:44:23.646        |
| 5 -                       | 1:18.715        | 39.982                   | 1:58.697                                  | 90.04        | 0.298 | 16:46:22.343        |

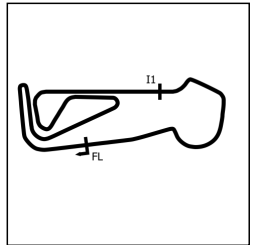
| P5                        | 45              | Jake MARSH               | Honda CBR1000RR FIREBLADE - RD Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.146 |                 | BEST LAP TIME : 1:57.418 | DIFFERENCE : 0.272                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.955                   | 2:05.788                              | 84.96        | 8.370 | 16:38:29.867        |
| 2 -                       | 1:18.496        | <b>38.922</b>            | <b>1:57.418 (1)</b>                   | <b>91.02</b> |       | <b>16:40:27.285</b> |
| 3 -                       | 1:19.015        | 39.463                   | 1:58.478 (3)                          | 90.21        | 1.060 | 16:42:25.763        |
| 4 -                       | <b>1:18.224</b> | 39.858                   | 1:58.082 (2)                          | 90.51        | 0.664 | 16:44:23.845        |
| 5 -                       | 1:18.716        | 39.964                   | 1:58.680                              | 90.05        | 1.262 | 16:46:22.525        |

| P6                        | 100 C           | Sam CRANSTONE            | Honda FIREBLADE - Fortis racing |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.831 |                 | BEST LAP TIME : 1:57.992 | DIFFERENCE : 0.161              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.840                   | 2:05.057                        | 85.46        | 7.065 | 16:38:29.136        |
| 2 -                       | <b>1:18.147</b> | 39.845                   | <b>1:57.992 (1)</b>             | <b>90.58</b> |       | <b>16:40:27.128</b> |
| 3 -                       | 1:18.825        | 39.875                   | 1:58.700 (3)                    | 90.04        | 0.708 | 16:42:25.828        |
| 4 -                       | 1:19.146        | <b>39.684</b>            | 1:58.830                        | 89.94        | 0.838 | 16:44:24.658        |
| 5 -                       | 1:18.704        | 39.821                   | 1:58.525 (2)                    | 90.17        | 0.533 | 16:46:23.183        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 14 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>188</b>      | <b>Dawid KRAWIECKI</b>   | Yamaha R1 - Code Blue LTD & D A East Electrical |              |       |                     |
| IDEAL LAP TIME : 1:57.865 |                 | BEST LAP TIME : 1:58.084 | DIFFERENCE : 0.219                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>39.801</b>            | 2:04.748                                        | 85.67        | 6.664 | 16:38:28.827        |
| 2 -                       | <b>1:18.064</b> | 40.020                   | <b>1:58.084 (1)</b>                             | <b>90.51</b> |       | <b>16:40:26.911</b> |
| 3 -                       | 1:18.820        | 45.160                   | 2:03.980                                        | 86.20        | 5.896 | 16:42:30.891        |
| 4 -                       | 1:20.682        | 40.802                   | 2:01.484 (3)                                    | 87.97        | 3.400 | 16:44:32.375        |
| 5 -                       | 1:20.449        | 40.256                   | 2:00.705 (2)                                    | 88.54        | 2.621 | 16:46:33.080        |

|                           |                 |                          |                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>70 C</b>     | <b>Robert PEARCE</b>     | Aprilia RSV4 1000 - Paintworx Body Repair |              |       |                     |
| IDEAL LAP TIME : 1:58.629 |                 | BEST LAP TIME : 1:59.094 | DIFFERENCE : 0.465                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>39.553</b>            | 2:05.321                                  | 85.28        | 6.227 | 16:38:29.400        |
| 2 -                       | <b>1:19.076</b> | 40.018                   | <b>1:59.094 (1)</b>                       | <b>89.74</b> |       | <b>16:40:28.494</b> |
| 3 -                       | 1:20.403        | 41.028                   | 2:01.431 (3)                              | 88.01        | 2.337 | 16:42:29.925        |
| 4 -                       | 1:21.389        | 40.587                   | 2:01.976                                  | 87.62        | 2.882 | 16:44:31.901        |
| 5 -                       | 1:20.963        | 40.383                   | 2:01.346 (2)                              | 88.07        | 2.252 | 16:46:33.247        |

|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>48 C</b>     | <b>Aaron COLLINS</b>     | Bmw S1000RR - Precision installations |              |       |                     |
| IDEAL LAP TIME : 1:58.868 |                 | BEST LAP TIME : 1:59.805 | DIFFERENCE : 0.937                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.049                   | 2:09.598                              | 82.47        | 9.793 | 16:38:33.677        |
| 2 -                       | 1:19.700        | 40.187                   | 1:59.887 (2)                          | 89.15        | 0.082 | 16:40:33.564        |
| 3 -                       | 1:19.924        | 40.279                   | 2:00.203                              | 88.91        | 0.398 | 16:42:33.767        |
| 4 -                       | 1:20.382        | <b>39.423</b>            | <b>1:59.805 (1)</b>                   | <b>89.21</b> |       | <b>16:44:33.572</b> |
| 5 -                       | <b>1:19.445</b> | 40.442                   | 1:59.887 (2)                          | 89.15        | 0.082 | 16:46:33.459        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>85 C</b>     | <b>Ben WOOD</b>          | Yamaha R1 -         |              |       |                     |
| IDEAL LAP TIME : 2:00.020 |                 | BEST LAP TIME : 2:00.339 | DIFFERENCE : 0.319  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.508                   | 2:07.685            | 83.70        | 7.346 | 16:38:31.764        |
| 2 -                       | 1:20.075        | 40.891                   | 2:00.966 (3)        | 88.35        | 0.627 | 16:40:32.730        |
| 3 -                       | 1:20.450        | <b>40.284</b>            | 2:00.734 (2)        | 88.52        | 0.395 | 16:42:33.464        |
| 4 -                       | 1:20.982        | 40.317                   | 2:01.299            | 88.11        | 0.960 | 16:44:34.763        |
| 5 -                       | <b>1:19.736</b> | 40.603                   | <b>2:00.339 (1)</b> | <b>88.81</b> |       | <b>16:46:35.102</b> |

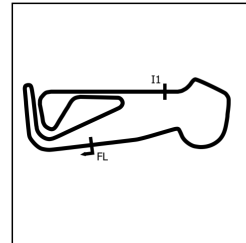
|                           |                 |                          |                                                      |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>14 C</b>     | <b>Alex YIANNI</b>       | BMW S1000 RR - Airpack 2000 Racing/Almig Compressors |              |        |                     |
| IDEAL LAP TIME : 2:01.764 |                 | BEST LAP TIME : 2:01.764 | DIFFERENCE : 0.000                                   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.318                   | 2:12.449                                             | 80.69        | 10.685 | 16:38:36.528        |
| 2 -                       | 1:21.643        | 41.457                   | 2:03.100                                             | 86.82        | 1.336  | 16:40:39.628        |
| 3 -                       | 1:21.601        | 40.774                   | 2:02.375 (2)                                         | 87.33        | 0.611  | 16:42:42.003        |
| 4 -                       | 1:21.631        | 40.965                   | 2:02.596 (3)                                         | 87.18        | 0.832  | 16:44:44.599        |
| 5 -                       | <b>1:21.306</b> | <b>40.458</b>            | <b>2:01.764 (1)</b>                                  | <b>87.77</b> |        | <b>16:46:46.363</b> |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>87 C</b>     | <b>Karl THOMPSON</b>     | Yamaha R1 - #Teamrace |              |       |                     |
| IDEAL LAP TIME : 2:01.950 |                 | BEST LAP TIME : 2:02.168 | DIFFERENCE : 0.218    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.601                   | 2:12.167              | 80.86        | 9.999 | 16:38:36.246        |
| 2 -                       | 1:22.253        | 41.355                   | 2:03.608              | 86.46        | 1.440 | 16:40:39.854        |
| 3 -                       | 1:21.737        | 41.007                   | 2:02.744 (3)          | 87.07        | 0.576 | 16:42:42.598        |
| 4 -                       | <b>1:21.342</b> | 41.033                   | 2:02.375 (2)          | 87.33        | 0.207 | 16:44:44.973        |
| 5 -                       | 1:21.560        | <b>40.608</b>            | <b>2:02.168 (1)</b>   | <b>87.48</b> |       | <b>16:46:47.141</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 14 - SECTOR ANALYSIS



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

| <b>P13</b>                | <b>33 C</b>     | <b>Luke BLACKFORD</b>    | Kawasaki ZX10RR - Trelisk motorcycles/Ameera groundwork |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.750 |                 | BEST LAP TIME : 2:01.750 | DIFFERENCE : 0.000                                      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.141                   | 2:11.891                                                | 81.03        | 10.141 | 16:38:35.970        |
| 2 -                       | 1:21.490        | 41.790                   | 2:03.280 <b>(3)</b>                                     | 86.69        | 1.530  | 16:40:39.250        |
| 3 -                       | 1:21.319        | 41.399                   | 2:02.718 <b>(2)</b>                                     | 87.09        | 0.968  | 16:42:41.968        |
| 4 -                       | 1:22.775        | 40.859                   | 2:03.634                                                | 86.44        | 1.884  | 16:44:45.602        |
| 5 -                       | <b>1:21.069</b> | <b>40.681</b>            | <b>2:01.750 (1)</b>                                     | <b>87.78</b> |        | <b>16:46:47.352</b> |

| <b>P14</b>                | <b>19 RET</b>   | <b>Tyler DONOVAN</b>     | Kawasaki ZX10R - Tinder Corp |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.704 |                 | BEST LAP TIME : 2:02.704 | DIFFERENCE : 0.000           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.673                   | 2:11.188                     | 81.47        | 8.484 | 16:38:35.267        |
| 2 -                       | 1:21.605        | 41.464                   | 2:03.069 <b>(2)</b>          | 86.84        | 0.365 | 16:40:38.336        |
| 3 -                       | 1:21.946        | 41.401                   | 2:03.347 <b>(3)</b>          | 86.65        | 0.643 | 16:42:41.683        |
| 4 -                       | <b>1:21.469</b> | <b>41.235</b>            | <b>2:02.704 (1)</b>          | <b>87.10</b> |       | <b>16:44:44.387</b> |
| 5 -                       | 1:22.188        | 41.431                   | 2:03.619                     | 86.45        | 0.915 | 16:46:48.006        |

| <b>P15</b>                | <b>7 C</b>      | <b>Seb JENKINS</b>       | Yamaha YZF-R1 - TBR Performance |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.849 |                 | BEST LAP TIME : 2:02.849 | DIFFERENCE : 0.000              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.511                   | 2:12.915                        | 80.41        | 10.066 | 16:38:36.994        |
| 2 -                       | 1:22.575        | 40.960                   | 2:03.535                        | 86.51        | 0.686  | 16:40:40.529        |
| 3 -                       | <b>1:21.902</b> | <b>40.947</b>            | <b>2:02.849 (1)</b>             | <b>87.00</b> |        | <b>16:42:43.378</b> |
| 4 -                       | 1:22.001        | 40.955                   | 2:02.956 <b>(2)</b>             | 86.92        | 0.107  | 16:44:46.334        |
| 5 -                       | 1:22.259        | 41.128                   | 2:03.387 <b>(3)</b>             | 86.62        | 0.538  | 16:46:49.721        |

| <b>P16</b>                | <b>46 C</b>     | <b>Simon GATES</b>       | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.915 |                 | BEST LAP TIME : 2:02.999 | DIFFERENCE : 0.084                                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.892                   | 2:12.797                                          | 80.48        | 9.798 | 16:38:36.876        |
| 2 -                       | 1:22.266        | 41.479                   | 2:03.745                                          | 86.37        | 0.746 | 16:40:40.621        |
| 3 -                       | 1:22.596        | <b>40.849</b>            | 2:03.445 <b>(3)</b>                               | 86.58        | 0.446 | 16:42:44.066        |
| 4 -                       | <b>1:22.066</b> | 40.933                   | <b>2:02.999 (1)</b>                               | <b>86.89</b> |       | <b>16:44:47.065</b> |
| 5 -                       | 1:22.134        | 41.282                   | 2:03.416 <b>(2)</b>                               | 86.60        | 0.417 | 16:46:50.481        |

| <b>P17</b>                | <b>23 C</b>     | <b>Jason PAES</b>        | Aprilia RSV4 - J&R Electrical Ltd |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.079 |                 | BEST LAP TIME : 2:03.332 | DIFFERENCE : 0.253                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>40.782</b>            | 2:13.602                          | 79.99        | 10.270 | 16:38:37.681        |
| 2 -                       | 1:22.578        | 41.247                   | 2:03.825 <b>(3)</b>               | 86.31        | 0.493  | 16:40:41.506        |
| 3 -                       | 1:23.064        | 40.827                   | 2:03.891                          | 86.27        | 0.559  | 16:42:45.397        |
| 4 -                       | 1:22.314        | 41.018                   | <b>2:03.332 (1)</b>               | <b>86.66</b> |        | <b>16:44:48.729</b> |
| 5 -                       | <b>1:22.297</b> | 41.135                   | 2:03.432 <b>(2)</b>               | 86.59        | 0.100  | 16:46:52.161        |

| <b>P18</b>                | <b>63 RET</b>   | <b>Matthew WREN</b>      | Suzuki GSXR1000 - TBR performance |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.743 |                 | BEST LAP TIME : 2:04.743 | DIFFERENCE : 0.000                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.122                   | 2:15.797                          | 78.70        | 11.054 | 16:38:39.876        |
| 2 -                       | 1:23.555        | 42.395                   | 2:05.950 <b>(3)</b>               | 84.85        | 1.207  | 16:40:45.826        |
| 3 -                       | 1:24.615        | 42.058                   | 2:06.673                          | 84.37        | 1.930  | 16:42:52.499        |
| 4 -                       | 1:23.543        | 41.845                   | 2:05.388 <b>(2)</b>               | 85.24        | 0.645  | 16:44:57.887        |
| 5 -                       | <b>1:23.084</b> | <b>41.659</b>            | <b>2:04.743 (1)</b>               | <b>85.68</b> |        | <b>16:47:02.630</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

### RACE 14 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                                  |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------------|-------|---------------------|
| <b>P19 187 C</b>          |                 | <b>Dan CHAMBERLAIN</b>   |                     | Suzuki GSXR - May Construction/Peter Baker M/C's |       |                     |
| IDEAL LAP TIME : 2:01.387 |                 | BEST LAP TIME : 2:07.510 |                     | DIFFERENCE : 6.123                               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>40.441</b>            | 2:09.637            | 82.44                                            | 2.127 | 16:38:33.716        |
| 2 -                       | <b>1:20.946</b> | 49.392                   | 2:10.338 (3)        | 82.00                                            | 2.828 | 16:40:44.054        |
| 3 -                       | 1:25.703        | 42.243                   | 2:07.946 (2)        | 83.53                                            | 0.436 | 16:42:52.000        |
| 4 -                       | 1:24.622        | 42.888                   | <b>2:07.510 (1)</b> | <b>83.82</b>                                     |       | <b>16:44:59.510</b> |
| 5 -                       | 1:27.701        | 45.488                   | 2:13.189            | 80.24                                            | 5.679 | 16:47:12.699        |

|                           |                 |                          |                     |                                      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| <b>P20 77 C</b>           |                 | <b>Craig EVISON</b>      |                     | Aprilia RSV4 - Addiction Motorsports |        |                     |
| IDEAL LAP TIME : 2:07.855 |                 | BEST LAP TIME : 2:08.011 |                     | DIFFERENCE : 0.156                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.560                   | 2:18.333            | 77.26                                | 10.322 | 16:38:42.412        |
| 2 -                       | <b>1:25.535</b> | 43.892                   | 2:09.427            | 82.57                                | 1.416  | 16:40:51.839        |
| 3 -                       | 1:25.877        | 43.125                   | 2:09.002 (2)        | 82.85                                | 0.991  | 16:43:00.841        |
| 4 -                       | 1:26.002        | 43.127                   | 2:09.129 (3)        | 82.77                                | 1.118  | 16:45:09.970        |
| 5 -                       | 1:25.691        | <b>42.320</b>            | <b>2:08.011 (1)</b> | <b>83.49</b>                         |        | <b>16:47:17.981</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P21 66 C</b>           |                 | <b>Stephen HARVEY</b>    |                     | Kawasaki ZX10 -    |        |                     |
| IDEAL LAP TIME : 2:07.790 |                 | BEST LAP TIME : 2:08.150 |                     | DIFFERENCE : 0.360 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.799                   | 2:18.609            | 77.10              | 10.459 | 16:38:42.688        |
| 2 -                       | 1:26.214        | 44.012                   | 2:10.226            | 82.07              | 2.076  | 16:40:52.914        |
| 3 -                       | 1:25.599        | 43.308                   | 2:08.907 (3)        | 82.91              | 0.757  | 16:43:01.821        |
| 4 -                       | 1:25.681        | <b>42.469</b>            | <b>2:08.150 (1)</b> | <b>83.40</b>       |        | <b>16:45:09.971</b> |
| 5 -                       | <b>1:25.321</b> | 43.169                   | 2:08.490 (2)        | 83.18              | 0.340  | 16:47:18.461        |

|                           |                 |                          |                     |                                       |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------|-------|---------------------|
| <b>P22 115 RET</b>        |                 | <b>Tony KEILTY</b>       |                     | Suzuki GSXR 1000 - Eat Your Heart Out |       |                     |
| IDEAL LAP TIME : 2:05.230 |                 | BEST LAP TIME : 2:05.609 |                     | DIFFERENCE : 0.379                    |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                   | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.878                   | 2:15.471            | 78.89                                 | 9.862 | 16:38:39.550        |
| 2 -                       | <b>1:23.439</b> | 42.170                   | <b>2:05.609 (1)</b> | <b>85.09</b>                          |       | <b>16:40:45.159</b> |
| 3 -                       | 1:25.519        | <b>41.791</b>            | 2:07.310 (2)        | 83.95                                 | 1.701 | 16:42:52.469        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 14 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |             |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME        | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |             | PERFECT LAP | 1:54.087 |       |
| 1        | 71  | 1:16.180 | 71       | 37.907 | 1                       | 71  | HARDY       | 1:54.087    | 1:54.162 | 0.075 |
| 2        | 49  | 1:16.264 | 49       | 38.222 | 2                       | 49  | WALLINGTON  | 1:54.486    | 1:54.576 | 0.090 |
| 3        | 188 | 1:18.064 | 929      | 38.585 | 3                       | 929 | DAYKIN      | 1:56.716    | 1:56.716 | 0.000 |
| 4        | 929 | 1:18.131 | 45       | 38.922 | 4                       | 45  | MARSH       | 1:57.146    | 1:57.418 | 0.272 |
| 5        | 100 | 1:18.147 | 48       | 39.423 | 5                       | 100 | CRANSTONE   | 1:57.831    | 1:57.992 | 0.161 |
| 6        | 45  | 1:18.224 | 88       | 39.439 | 6                       | 188 | KRAWIECKI   | 1:57.865    | 1:58.084 | 0.219 |
| 7        | 88  | 1:18.428 | 70       | 39.553 | 7                       | 88  | HALLIDAY    | 1:57.867    | 1:58.399 | 0.532 |
| 8        | 70  | 1:19.076 | 100      | 39.684 | 8                       | 70  | PEARCE      | 1:58.629    | 1:59.094 | 0.465 |
| 9        | 48  | 1:19.445 | 188      | 39.801 | 9                       | 48  | COLLINS     | 1:58.868    | 1:59.805 | 0.937 |
| 10       | 85  | 1:19.736 | 85       | 40.284 | 10                      | 85  | WOOD        | 2:00.020    | 2:00.339 | 0.319 |
| 11       | 187 | 1:20.946 | 187      | 40.441 | 11                      | 187 | CHAMBERLAIN | 2:01.387    | 2:07.510 | 6.123 |
| 12       | 33  | 1:21.069 | 14       | 40.458 | 12                      | 33  | BLACKFORD   | 2:01.750    | 2:01.750 | 0.000 |
| 13       | 14  | 1:21.306 | 87       | 40.608 | 13                      | 14  | YIANNI      | 2:01.764    | 2:01.764 | 0.000 |
| 14       | 87  | 1:21.342 | 33       | 40.681 | 14                      | 87  | THOMPSON    | 2:01.950    | 2:02.168 | 0.218 |
| 15       | 19  | 1:21.469 | 23       | 40.782 | 15                      | 19  | DONOVAN     | 2:02.704    | 2:02.704 | 0.000 |
| 16       | 7   | 1:21.902 | 46       | 40.849 | 16                      | 7   | JENKINS     | 2:02.849    | 2:02.849 | 0.000 |
| 17       | 46  | 1:22.066 | 7        | 40.947 | 17                      | 46  | GATES       | 2:02.915    | 2:02.999 | 0.084 |
| 18       | 23  | 1:22.297 | 19       | 41.235 | 18                      | 23  | PAES        | 2:03.079    | 2:03.332 | 0.253 |
| 19       | 63  | 1:23.084 | 63       | 41.659 | 19                      | 63  | WREN        | 2:04.743    | 2:04.743 | 0.000 |
| 20       | 115 | 1:23.439 | 115      | 41.791 | 20                      | 115 | KEILTY      | 2:05.230    | 2:05.609 | 0.379 |
| 21       | 66  | 1:25.321 | 77       | 42.320 | 21                      | 66  | HARVEY      | 2:07.790    | 2:08.150 | 0.360 |
| 22       | 77  | 1:25.535 | 66       | 42.469 | 22                      | 77  | EVISON      | 2:07.855    | 2:08.011 | 0.156 |
| 23       |     |          |          |        |                         |     |             |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000

RACE 14 - STATISTICS

Competitors Started 23

Planned Start 2025-05-04 @ 16:00:00.000

Actual Start 2025-05-04 @ 16:36:24.078

Finish Time 2025-05-04 @ 16:46:04.271

Track Length 2.9689mi.

Total Laps 108

Total Distance Covered 320.6424mi.

Session Fastest Lap History

| NO | CL | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|-----------------|----------|--------------|-----|-----------------|
| 71 |    | Maximus HARDY   | 1:55.266 | 16:40:20.400 | 2   | Honda CBR1000RR |
| 71 |    | Maximus HARDY   | 1:54.649 | 16:42:15.049 | 3   | Honda CBR1000RR |
| 49 |    | Luke WALLINGTON | 1:54.576 | 16:42:15.218 | 3   | Honda FIREBLADE |
| 71 |    | Maximus HARDY   | 1:54.162 | 16:46:04.272 | 5   | Honda CBR1000RR |

Session Leader History

| NO | CL | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|----|-----------------|----------|----------|------------|-----------------|
| 71 |    | Maximus HARDY   | 1        | 3        | 8.90 miles | Honda CBR1000RR |
| 49 |    | Luke WALLINGTON | 4        | 1        | 2.96 miles | Honda FIREBLADE |
| 71 |    | Maximus HARDY   | 5        | 1        | 2.96 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 16:36:24.078 |
| FINISH | 16:46:04.271 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 10:59.863  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 14 - STATISTICS**

**CLASS :**

**5 Starters**

**Fastest Lap History**

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------------|----------|--------------|-----|-----------------|
| 71 | Maximus HARDY   | 1:55.266 | 16:40:20.400 | 2   | Honda CBR1000RR |
| 71 | Maximus HARDY   | 1:54.649 | 16:42:15.049 | 3   | Honda CBR1000RR |
| 49 | Luke WALLINGTON | 1:54.576 | 16:42:15.218 | 3   | Honda FIREBLADE |
| 71 | Maximus HARDY   | 1:54.162 | 16:46:04.272 | 5   | Honda CBR1000RR |

**Leader History**

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|-----------------|----------|----------|------------|-----------------|
| 71 | Maximus HARDY   | 1        | 3        | 8.90 miles | Honda CBR1000RR |
| 49 | Luke WALLINGTON | 4        | 1        | 2.96 miles | Honda FIREBLADE |
| 71 | Maximus HARDY   | 5        | 1        | 2.96 miles | Honda CBR1000RR |

**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 14 - STATISTICS**

**CLASS : C** 14 Starters

**Fastest Lap History**

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|-----|--------------|----------|--------------|-----|-----------|
| 929 | Aaron DAYKIN | 1:56.716 | 16:40:23.216 | 2   | Yamaha R1 |

**Leader History**

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|-----|--------------|----------|----------|-------------|-----------|
| 929 | Aaron DAYKIN | 1        | 5        | 14.84 miles | Yamaha R1 |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**Reactive Parts MRO Powerbikes inc Clubman 1000 & Retro 1000**  
**RACE 14 - STATISTICS**

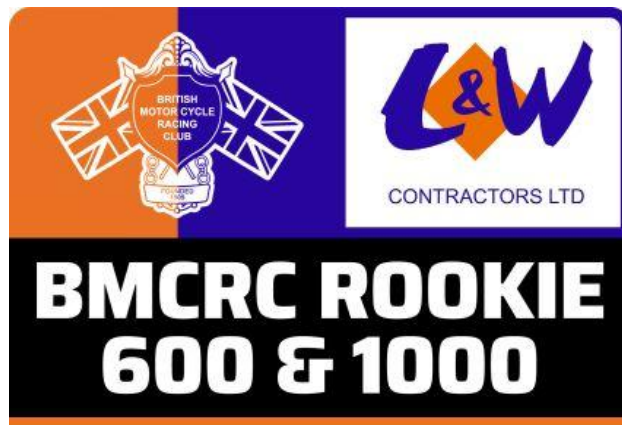
**CLASS : RET** 4 Starters

**Fastest Lap History**

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|---------------|----------|--------------|-----|----------------|
| 19 | Tyler DONOVAN | 2:03.069 | 16:40:38.336 | 2   | Kawasaki ZX10R |
| 19 | Tyler DONOVAN | 2:02.704 | 16:44:44.387 | 4   | Kawasaki ZX10R |

**Leader History**

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|---------------|----------|----------|-------------|----------------|
| 19 | Tyler DONOVAN | 1        | 5        | 14.84 miles | Kawasaki ZX10R |



# L&W CONTRACTORS BMCRC ROOKIE 600 & 1000



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

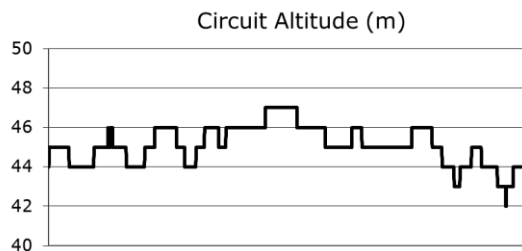
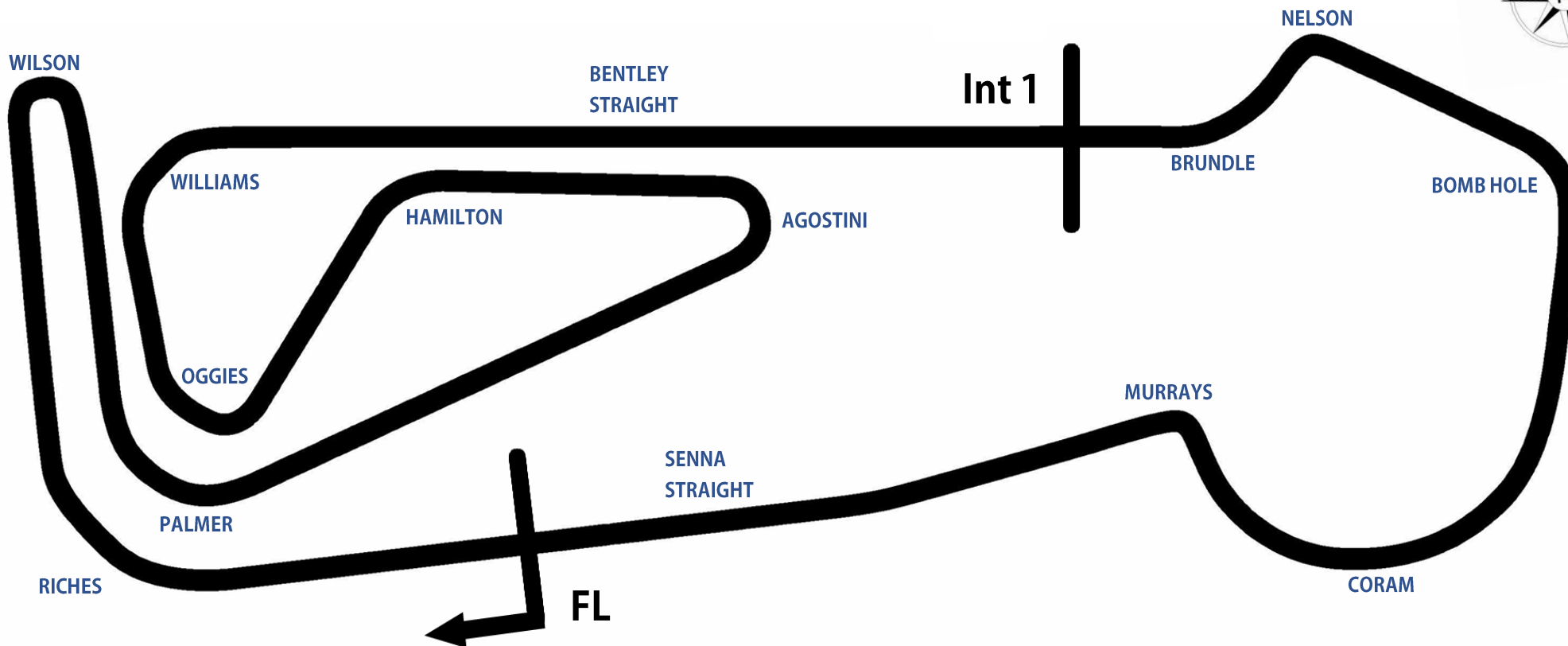
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - CLASSIFICATION



| POS | NO   | CL   | PIC | NAME                  | ENTRY                                               | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|------|-----|-----------------------|-----------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 55   | 1000 | 1   | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres                         | 2:01.421 | 4  | 5    |        |       | 88.02 |
| 2   | 110  | 600  | 1   | Sean GOSLING          | Yamaha R6 - DMG Construction                        | 2:04.517 | 3  | 4    | 3.096  | 3.096 | 85.83 |
| 3   | 15   | 1000 | 2   | Tommy JONES           | Kawasaki ZX10R -                                    | 2:05.268 | 4  | 4    | 3.847  | 0.751 | 85.32 |
| 4   | 94   | 600  | 2   | Peter CANNONS         | Kawazaki ZX6R -                                     | 2:05.969 | 4  | 5    | 4.548  | 0.701 | 84.84 |
| 5   | 25   | 1000 | 3   | Jamie GREEN           | Suzuki GSXR1000 -                                   | 2:06.649 | 5  | 5    | 5.228  | 0.680 | 84.39 |
| 6   | 60   | 600  | 3   | Dean NEAL             | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd     | 2:08.512 | 3  | 5    | 7.091  | 1.863 | 83.16 |
| 7   | 95   | 1000 | 4   | Jack DRISCOLL         | Kawasaki ZX10R -                                    | 2:08.516 | 4  | 5    | 7.095  | 0.004 | 83.16 |
| 8   | 163  | 1000 | 5   | Riccardo BIGUZZI      | BMW S1000RR - Riccardo's Travel                     | 2:08.977 | 4  | 5    | 7.556  | 0.461 | 82.86 |
| 9   | 397  | 1000 | 6   | Kevin CLINKSCALES     | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire   | 2:09.192 | 3  | 4    | 7.771  | 0.215 | 82.73 |
| 10  | 830  | 1000 | 7   | Daniel HOLT           | Aprilia RSV4 1100 FACTORY - Set builds southern ltd | 2:09.715 | 2  | 3    | 8.294  | 0.523 | 82.39 |
| 11  | 13   | 600  | 4   | Matthew BENTON        | Honda CBR600RR - Air Engineering Group              | 2:09.793 | 5  | 5    | 8.372  | 0.078 | 82.34 |
| 12  | 227  | 600  | 5   | Jake RENWICK          | Yamaha R6 -                                         | 2:09.963 | 5  | 5    | 8.542  | 0.170 | 82.23 |
| 13  | 999  | 600  | 6   | Jack ALLEN            | Honda CBR600 RR - The queens head                   | 2:10.628 | 3  | 3    | 9.207  | 0.665 | 81.82 |
| 14  | 86   | 600  | 7   | Martyn JOHNS          | Triumph DAYTONA - Stack Dynamics                    | 2:11.050 | 2  | 2    | 9.629  | 0.422 | 81.55 |
| 15  | 26   | 600  | 8   | Daniel PRESTON        | Triumph 675R -                                      | 2:11.125 | 4  | 4    | 9.704  | 0.075 | 81.51 |
| 16  | 379  | 600  | 9   | Jack Crowley MASON    | Triumph DAYTONA 675 R -                             | 2:11.326 | 5  | 5    | 9.905  | 0.201 | 81.38 |
| 17  | 573  | 600  | 10  | Cian KETTERINGHAM     | Suzuki GSXR 6 -                                     | 2:12.392 | 4  | 4    | 10.971 | 1.066 | 80.73 |
| 18  | 214  | 600  | 11  | Richard KINGSCOTE     | Yamaha R6 -                                         | 2:12.623 | 4  | 5    | 11.202 | 0.231 | 80.58 |
| 19  | 175* | 1000 | 8   | Arlindo PESTANA       | BMW S1000RR - Pep's Racing                          | 2:12.925 | 2  | 3    | 11.504 | 0.302 | 80.40 |
| 20  | 131  | 600  | 12  | Nicholas KINGSTONE    | Suzuki GSXR600 -                                    | 2:14.107 | 5  | 5    | 12.686 | 1.182 | 79.69 |
| 21  | 180  | 600  | 13  | Oliver BROWN          | Yamaha R6 -                                         | 2:15.295 | 2  | 2    | 13.874 | 1.188 | 78.99 |
| 22  | 36   | 1000 | 9   | Alan MORGAN           | Suzuki GSXR 1000 - Little Duck Racing               | 2:17.619 | 2  | 4    | 16.198 | 2.324 | 77.66 |
| 23  | 723  | 600  | 14  | Tom BIRD              | Kawasaki ZX6R -                                     | 2:17.931 | 3  | 4    | 16.510 | 0.312 | 77.48 |
| 24  | 196  | 600  | 15  | Joshua POPPLEWELL     | Yamaha R6 - Frame-Tech SE Ltd                       | 2:19.092 | 3  | 4    | 17.671 | 1.161 | 76.84 |
| 25  | 28   | 1000 | 10  | Mark RUSSELL          | Suzuki GSXR1000 - P&O Scaffolding                   | 2:26.198 | 3  | 3    | 24.777 | 7.106 | 73.10 |
| 26  | 37   | 600  | 16  | Alex NUNN             | Kawasaki ZX6R - AJN Steelstocks                     | 2:27.461 | 4  | 4    | 26.040 | 1.263 | 72.48 |
| 27  | 59   | 600  | 17  | Michael WELLINGTON    | Triumph STREET TRIPLE 765RS - CockRocket Racing     | 2:36.860 | 4  | 4    | 35.439 | 9.399 | 68.13 |
| 28  | 29   | 600  | 18  | Sarah MACDONALD       | Suzuki GSXR 600 -                                   | 2:39.748 | 3  | 4    | 38.327 | 2.888 | 66.90 |

\* No. 175 - Please fit a working transponder

Weather / Track : Cloudy / Dry

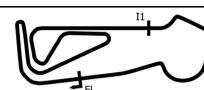
These results are provisional until the conclusion of any judicial and technical matters.

Date: 03/05/2025 Start: 09:00 Finish: 09:10

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

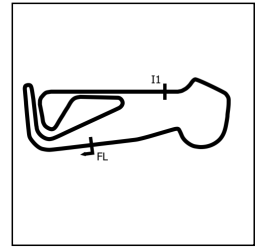
Printed - 09:12 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |               |                              |                             |       |                     |
|---------------------------|-----------------|---------------|------------------------------|-----------------------------|-------|---------------------|
| <b>P1</b>                 | <b>55</b>       | <b>1000</b>   | <b>Mindaugas STORPIRSTIS</b> | Honda CBR1000RR - ANR Tyres |       |                     |
| IDEAL LAP TIME : 2:01.148 |                 |               | BEST LAP TIME : 2:01.421     | DIFFERENCE : 0.273          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2      | LAP TIME                     | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.343        | 42.599        | 2:09.942                     | 82.25                       | 8.521 | 09:02:55.901        |
| 2 -                       | 1:21.160        | 42.434        | 2:03.594 (3)                 | 86.47                       | 2.173 | 09:04:59.495        |
| 3 -                       | <b>1:20.485</b> | 41.131        | 2:01.616 (2)                 | 87.88                       | 0.195 | 09:07:01.111        |
| 4 -                       | 1:20.758        | <b>40.663</b> | <b>2:01.421 (1)</b>          | <b>88.02</b>                |       | <b>09:09:02.532</b> |
| 5 -                       | 1:22.298        | 41.623        | 2:03.921                     | 86.24                       | 2.500 | 09:11:06.453        |

|                           |                 |               |                          |                              |        |                     |
|---------------------------|-----------------|---------------|--------------------------|------------------------------|--------|---------------------|
| <b>P2</b>                 | <b>110</b>      | <b>600</b>    | <b>Sean GOSLING</b>      | Yamaha R6 - DMG Construction |        |                     |
| IDEAL LAP TIME : 2:04.517 |                 |               | BEST LAP TIME : 2:04.517 | DIFFERENCE : 0.000           |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2      | LAP TIME                 | MPH                          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.621        | 45.245        | 2:18.866                 | 76.96                        | 14.349 | 09:02:58.831        |
| 2 -                       | 1:25.267        | 42.597        | 2:07.864 (2)             | 83.58                        | 3.347  | 09:05:06.695        |
| 3 -                       | <b>1:22.938</b> | <b>41.579</b> | <b>2:04.517 (1)</b>      | <b>85.83</b>                 |        | <b>09:07:11.212</b> |
| 4 -                       | 1:24.827        | 43.835        | 2:08.662 (3)             | 83.07                        | 4.145  | 09:09:19.874        |

|                           |                 |               |                          |                    |        |                     |
|---------------------------|-----------------|---------------|--------------------------|--------------------|--------|---------------------|
| <b>P3</b>                 | <b>15</b>       | <b>1000</b>   | <b>Tommy JONES</b>       | Kawasaki ZX10R -   |        |                     |
| IDEAL LAP TIME : 2:05.268 |                 |               | BEST LAP TIME : 2:05.268 | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2      | LAP TIME                 | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.155        | 45.516        | 2:25.671                 | 73.37              | 20.403 | 09:03:12.683        |
| 2 -                       | 1:28.022        | 43.139        | 2:11.161 (3)             | 81.48              | 5.893  | 09:05:23.844        |
| 3 -                       | 1:24.398        | 43.126        | 2:07.524 (2)             | 83.81              | 2.256  | 09:07:31.368        |
| 4 -                       | <b>1:23.079</b> | <b>42.189</b> | <b>2:05.268 (1)</b>      | <b>85.32</b>       |        | <b>09:09:36.636</b> |

|                           |                 |               |                          |                    |        |                     |
|---------------------------|-----------------|---------------|--------------------------|--------------------|--------|---------------------|
| <b>P4</b>                 | <b>94</b>       | <b>600</b>    | <b>Peter CANNONS</b>     | Kawasaki ZX6R -    |        |                     |
| IDEAL LAP TIME : 2:05.765 |                 |               | BEST LAP TIME : 2:05.969 | DIFFERENCE : 0.204 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2      | LAP TIME                 | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:37.138        | 46.688        | 2:23.826                 | 74.31              | 17.857 | 09:03:04.364        |
| 2 -                       | 1:27.048        | 43.437        | 2:10.485 (3)             | 81.91              | 4.516  | 09:05:14.849        |
| 3 -                       | <b>1:23.604</b> | 47.287        | 2:10.891                 | 81.65              | 4.922  | 09:07:25.740        |
| 4 -                       | 1:23.808        | <b>42.161</b> | <b>2:05.969 (1)</b>      | <b>84.84</b>       |        | <b>09:09:31.709</b> |
| 5 -                       | 1:24.644        | 43.281        | 2:07.925 (2)             | 83.54              | 1.956  | 09:11:39.634        |

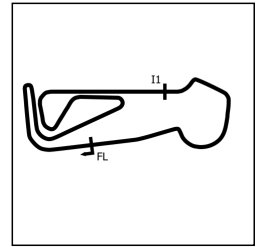
|                           |                 |               |                          |                    |        |                     |
|---------------------------|-----------------|---------------|--------------------------|--------------------|--------|---------------------|
| <b>P5</b>                 | <b>25</b>       | <b>1000</b>   | <b>Jamie GREEN</b>       | Suzuki GSXR1000 -  |        |                     |
| IDEAL LAP TIME : 2:06.649 |                 |               | BEST LAP TIME : 2:06.649 | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2      | LAP TIME                 | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:37.168        | 44.962        | 2:22.130                 | 75.19              | 15.481 | 09:02:53.604        |
| 2 -                       | 1:26.082        | 42.923        | 2:09.005                 | 82.85              | 2.356  | 09:05:02.609        |
| 3 -                       | 1:24.208        | 43.307        | 2:07.515 (2)             | 83.81              | 0.866  | 09:07:10.124        |
| 4 -                       | 1:24.858        | 43.053        | 2:07.911 (3)             | 83.55              | 1.262  | 09:09:18.035        |
| 5 -                       | <b>1:23.772</b> | <b>42.877</b> | <b>2:06.649 (1)</b>      | <b>84.39</b>       |        | <b>09:11:24.684</b> |

|                           |                 |               |                          |                                                 |        |                     |
|---------------------------|-----------------|---------------|--------------------------|-------------------------------------------------|--------|---------------------|
| <b>P6</b>                 | <b>60</b>       | <b>600</b>    | <b>Dean NEAL</b>         | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd |        |                     |
| IDEAL LAP TIME : 2:07.653 |                 |               | BEST LAP TIME : 2:08.512 | DIFFERENCE : 0.859                              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2      | LAP TIME                 | MPH                                             | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.968        | 46.999        | 2:23.967                 | 74.23                                           | 15.455 | 09:03:03.282        |
| 2 -                       | 1:27.373        | <b>43.198</b> | 2:10.571                 | 81.85                                           | 2.059  | 09:05:13.853        |
| 3 -                       | <b>1:24.455</b> | 44.057        | <b>2:08.512 (1)</b>      | <b>83.16</b>                                    |        | <b>09:07:22.365</b> |
| 4 -                       | 1:25.519        | 43.639        | 2:09.158 (2)             | 82.75                                           | 0.646  | 09:09:31.523        |
| 5 -                       | 1:25.372        | 43.845        | 2:09.217 (3)             | 82.71                                           | 0.705  | 09:11:40.740        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P7</b>                 | <b>95 1000</b>  | <b>Jack DRISCOLL</b>     | Kawasaki ZX10R -    |                    |        |                     |
| IDEAL LAP TIME : 2:08.516 |                 | BEST LAP TIME : 2:08.516 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.430        | 44.462                   | 2:19.892            | 76.40              | 11.376 | 09:02:58.118        |
| 2 -                       | 1:26.587        | 44.547                   | 2:11.134            | 81.50              | 2.618  | 09:05:09.252        |
| 3 -                       | 1:26.748        | 44.384                   | 2:11.132 (3)        | 81.50              | 2.616  | 09:07:20.384        |
| 4 -                       | <b>1:25.168</b> | <b>43.348</b>            | <b>2:08.516 (1)</b> | <b>83.16</b>       |        | <b>09:09:28.900</b> |
| 5 -                       | 1:26.729        | 43.649                   | 2:10.378 (2)        | 81.97              | 1.862  | 09:11:39.278        |

|                           |                 |                          |                                 |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------------|--------|---------------------|
| <b>P8</b>                 | <b>163 1000</b> | <b>Riccardo BIGUZZI</b>  | BMW S1000RR - Riccardo's Travel |                    |        |                     |
| IDEAL LAP TIME : 2:08.977 |                 | BEST LAP TIME : 2:08.977 |                                 | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:37.718        | 45.672                   | 2:23.390                        | 74.53              | 14.413 | 09:02:56.068        |
| 2 -                       | 1:27.529        | 44.609                   | 2:12.138                        | 80.88              | 3.161  | 09:05:08.206        |
| 3 -                       | 1:27.179        | 43.938                   | 2:11.117 (3)                    | 81.51              | 2.140  | 09:07:19.323        |
| 4 -                       | <b>1:25.557</b> | <b>43.420</b>            | <b>2:08.977 (1)</b>             | <b>82.86</b>       |        | <b>09:09:28.300</b> |
| 5 -                       | 1:25.952        | 43.886                   | 2:09.838 (2)                    | 82.31              | 0.861  | 09:11:38.138        |

|                           |                 |                          |                                                              |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------------|-------|---------------------|
| <b>P9</b>                 | <b>397 1000</b> | <b>Kevin CLINKSCALES</b> | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas traini |                    |       |                     |
| IDEAL LAP TIME : 2:09.192 |                 | BEST LAP TIME : 2:09.192 |                                                              | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.392        | 46.366                   | 2:18.758                                                     | 77.02              | 9.566 | 09:02:49.271        |
| 2 -                       | 1:26.908        | 44.405                   | 2:11.313 (3)                                                 | 81.39              | 2.121 | 09:05:00.584        |
| 3 -                       | <b>1:25.152</b> | <b>44.040</b>            | <b>2:09.192 (1)</b>                                          | <b>82.73</b>       |       | <b>09:07:09.776</b> |
| 4 -                       | 1:26.834        | 44.075                   | 2:10.909 (2)                                                 | 81.64              | 1.717 | 09:09:20.685        |

|                           |                 |                          |                                                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------|--------------------|-------|---------------------|
| <b>P10</b>                | <b>830 1000</b> | <b>Daniel HOLT</b>       | Aprilia RSV4 1100 FACTORY - Set builds southern ltd |                    |       |                     |
| IDEAL LAP TIME : 2:09.665 |                 | BEST LAP TIME : 2:09.715 |                                                     | DIFFERENCE : 0.050 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP          | 45.408                   | 2:16.697                                            | 78.18              | 6.982 | 09:05:56.238        |
| 2 -                       | <b>1:26.257</b> | 43.458                   | <b>2:09.715 (1)</b>                                 | <b>82.39</b>       |       | <b>09:08:05.953</b> |
| 3 -                       | 1:26.571        | <b>43.408</b>            | 2:09.979 (2)                                        | 82.22              | 0.264 | 09:10:15.932        |

|                           |                 |                          |                                        |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------------|--------|---------------------|
| <b>P11</b>                | <b>13 600</b>   | <b>Matthew BENTON</b>    | Honda CBR600RR - Air Engineering Group |                    |        |                     |
| IDEAL LAP TIME : 2:09.685 |                 | BEST LAP TIME : 2:09.793 |                                        | DIFFERENCE : 0.108 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.607        | 48.520                   | 2:25.127                               | 73.64              | 15.334 | 09:03:02.860        |
| 2 -                       | 1:29.905        | 45.141                   | 2:15.046                               | 79.14              | 5.253  | 09:05:17.906        |
| 3 -                       | 1:27.846        | 46.472                   | 2:14.318 (3)                           | 79.57              | 4.525  | 09:07:32.224        |
| 4 -                       | 1:26.097        | <b>44.086</b>            | 2:10.183 (2)                           | 82.10              | 0.390  | 09:09:42.407        |
| 5 -                       | <b>1:25.599</b> | 44.194                   | <b>2:09.793 (1)</b>                    | <b>82.34</b>       |        | <b>09:11:52.200</b> |

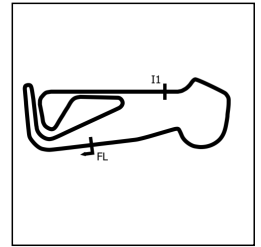
|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P12</b>                | <b>227 600</b>  | <b>Jake RENWICK</b>      | Yamaha R6 -         |                    |        |                     |
| IDEAL LAP TIME : 2:09.656 |                 | BEST LAP TIME : 2:09.963 |                     | DIFFERENCE : 0.307 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.444        | 46.450                   | 2:20.894            | 75.85              | 10.931 | 09:02:57.700        |
| 2 -                       | 1:28.548        | 45.058                   | 2:13.606            | 79.99              | 3.643  | 09:05:11.306        |
| 3 -                       | 1:26.943        | 45.366                   | 2:12.309 (3)        | 80.78              | 2.346  | 09:07:23.615        |
| 4 -                       | <b>1:25.738</b> | 44.324                   | 2:10.062 (2)        | 82.17              | 0.099  | 09:09:33.677        |
| 5 -                       | 1:26.045        | <b>43.918</b>            | <b>2:09.963 (1)</b> | <b>82.23</b>       |        | <b>09:11:43.640</b> |

|                           |                 |                          |                                   |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|--------|---------------------|
| <b>P13</b>                | <b>999 600</b>  | <b>Jack ALLEN</b>        | Honda CBR600 RR - The queens head |                    |        |                     |
| IDEAL LAP TIME : 2:10.578 |                 | BEST LAP TIME : 2:10.628 |                                   | DIFFERENCE : 0.050 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:44.877        | 45.491                   | 2:30.368 (3)                      | 71.07              | 19.740 | 09:03:14.212        |
| 2 -                       | 1:28.086        | <b>44.077</b>            | 2:12.163 (2)                      | 80.87              | 1.535  | 09:05:26.375        |
| 3 -                       | <b>1:26.501</b> | 44.127                   | <b>2:10.628 (1)</b>               | <b>81.82</b>       |        | <b>09:07:37.003</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                                |                 |                                  |                     |                    |        |                     |
|--------------------------------|-----------------|----------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P14 86 600 Martyn JOHNS</b> |                 | Triumph DAYTONA - Stack Dynamics |                     |                    |        |                     |
| IDEAL LAP TIME : 2:11.050      |                 | BEST LAP TIME : 2:11.050         |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                         | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            | 1:35.940        | 45.528                           | 2:21.468 (2)        | 75.55              | 10.418 | 09:02:54.886        |
| 2 -                            | <b>1:26.914</b> | <b>44.136</b>                    | <b>2:11.050 (1)</b> | <b>81.55</b>       |        | <b>09:05:05.936</b> |

|                                  |                 |                          |                     |                    |       |                     |
|----------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P15 26 600 Daniel PRESTON</b> |                 | Triumph 675R -           |                     |                    |       |                     |
| IDEAL LAP TIME : 2:11.125        |                 | BEST LAP TIME : 2:11.125 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                              | 1:33.369        | 47.346                   | 2:20.715            | 75.95              | 9.590 | 09:04:25.706        |
| 2 -                              | 1:28.009        | 44.999                   | 2:13.008 (3)        | 80.35              | 1.883 | 09:06:38.714        |
| 3 -                              | 1:27.507        | 45.417                   | 2:12.924 (2)        | 80.40              | 1.799 | 09:08:51.638        |
| 4 -                              | <b>1:27.045</b> | <b>44.080</b>            | <b>2:11.125 (1)</b> | <b>81.51</b>       |       | <b>09:11:02.763</b> |

|                                       |                 |                          |                     |                    |        |                     |
|---------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P16 379 600 Jack Crowley MASON</b> |                 | Triumph DAYTONA 675 R -  |                     |                    |        |                     |
| IDEAL LAP TIME : 2:11.326             |                 | BEST LAP TIME : 2:11.326 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                   | 1:38.947        | 46.670                   | 2:25.617            | 73.39              | 14.291 | 09:03:00.470        |
| 2 -                                   | 1:30.632        | 44.720                   | 2:15.352            | 78.96              | 4.026  | 09:05:15.822        |
| 3 -                                   | 1:28.645        | 44.204                   | 2:12.849 (3)        | 80.45              | 1.523  | 09:07:28.671        |
| 4 -                                   | 1:27.603        | 44.048                   | 2:11.651 (2)        | 81.18              | 0.325  | 09:09:40.322        |
| 5 -                                   | <b>1:27.514</b> | <b>43.812</b>            | <b>2:11.326 (1)</b> | <b>81.38</b>       |        | <b>09:11:51.648</b> |

|                                      |                 |                          |                     |                    |       |                     |
|--------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P17 573 600 Cian KETTERINGHAM</b> |                 | Suzuki GSXR 6 -          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:11.955            |                 | BEST LAP TIME : 2:12.392 |                     | DIFFERENCE : 0.437 |       |                     |
| LAP                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                  | 1:35.382        | 46.753                   | 2:22.135            | 75.19              | 9.743 | 09:03:18.420        |
| 2 -                                  | <b>1:27.186</b> | 46.495                   | 2:13.681 (2)        | 79.95              | 1.289 | 09:05:32.101        |
| 3 -                                  | 1:28.873        | 45.298                   | 2:14.171 (3)        | 79.66              | 1.779 | 09:07:46.272        |
| 4 -                                  | 1:27.623        | <b>44.769</b>            | <b>2:12.392 (1)</b> | <b>80.73</b>       |       | <b>09:09:58.664</b> |

|                                      |                 |                          |                     |                    |        |                     |
|--------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P18 214 600 Richard KINGSCOTE</b> |                 | Yamaha R6 -              |                     |                    |        |                     |
| IDEAL LAP TIME : 2:12.557            |                 | BEST LAP TIME : 2:12.623 |                     | DIFFERENCE : 0.066 |        |                     |
| LAP                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                  | 1:44.622        | 47.189                   | 2:31.811            | 70.40              | 19.188 | 09:03:16.171        |
| 2 -                                  | 1:29.078        | 46.575                   | 2:15.653            | 78.78              | 3.030  | 09:05:31.824        |
| 3 -                                  | 1:28.347        | 45.228                   | 2:13.575 (3)        | 80.01              | 0.952  | 09:07:45.399        |
| 4 -                                  | 1:27.805        | <b>44.818</b>            | <b>2:12.623 (1)</b> | <b>80.58</b>       |        | <b>09:09:58.022</b> |
| 5 -                                  | <b>1:27.739</b> | 45.332                   | 2:13.071 (2)        | 80.31              | 0.448  | 09:12:11.093        |

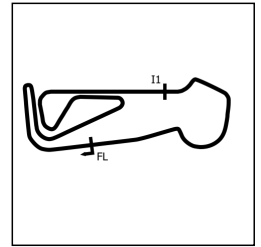
|                                     |          |                            |                     |              |       |                     |
|-------------------------------------|----------|----------------------------|---------------------|--------------|-------|---------------------|
| <b>P19 175 1000 Arlindo PESTANA</b> |          | BMW S1000RR - Pep's Racing |                     |              |       |                     |
| IDEAL LAP TIME :                    |          | BEST LAP TIME : 2:12.925   |                     | DIFFERENCE : |       |                     |
| LAP                                 | SECTOR 1 | SECTOR 2                   | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                 |          |                            | 2:22.796 (3)        | 74.84        | 9.871 | 09:02:56.719        |
| 2 -                                 |          |                            | <b>2:12.925 (1)</b> | <b>80.40</b> |       | <b>09:05:09.644</b> |
| 3 -                                 |          |                            | 2:14.680 (2)        | 79.35        | 1.755 | 09:07:24.324        |

|                                       |                 |                          |                     |                    |        |                     |
|---------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P20 131 600 Nicholas KINGSTONE</b> |                 | Suzuki GSXR600 -         |                     |                    |        |                     |
| IDEAL LAP TIME : 2:14.107             |                 | BEST LAP TIME : 2:14.107 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                   | 1:41.866        | 47.246                   | 2:29.112            | 71.67              | 15.005 | 09:03:11.030        |
| 2 -                                   | 1:33.130        | 45.615                   | 2:18.745            | 77.03              | 4.638  | 09:05:29.775        |
| 3 -                                   | 1:32.754        | 45.659                   | 2:18.413 (3)        | 77.21              | 4.306  | 09:07:48.188        |
| 4 -                                   | 1:30.672        | 45.707                   | 2:16.379 (2)        | 78.37              | 2.272  | 09:10:04.567        |
| 5 -                                   | <b>1:29.468</b> | <b>44.639</b>            | <b>2:14.107 (1)</b> | <b>79.69</b>       |        | <b>09:12:18.674</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - SECTOR ANALYSIS



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

|                                                                                                                      |          |               |                     |              |        |                     |
|----------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------|--------------|--------|---------------------|
| <b>P21 180 600 Oliver BROWN</b> Yamaha R6 -<br>IDEAL LAP TIME : 2:12.803 BEST LAP TIME : 2:15.295 DIFFERENCE : 2.492 |          |               |                     |              |        |                     |
| LAP                                                                                                                  | SECTOR 1 | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                  | 1:38.334 | 48.062        | 2:26.396 (2)        | 73.00        | 11.101 | 09:03:02.100        |
| 2 -                                                                                                                  | 1:30.177 | <b>45.118</b> | <b>2:15.295 (1)</b> | <b>78.99</b> |        | <b>09:05:17.395</b> |

|                                                                                                                                               |                 |               |                     |              |          |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|----------|---------------------|
| <b>P22 36 1000 Alan MORGAN</b> Suzuki GSXR 1000 - Little Duck Racing<br>IDEAL LAP TIME : 2:17.619 BEST LAP TIME : 2:17.619 DIFFERENCE : 0.000 |                 |               |                     |              |          |                     |
| LAP                                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                                                                                                                                           | 2:30.836        | 47.295        | 3:18.131            | 53.94        | 1:00.512 | 09:04:43.322        |
| 2 -                                                                                                                                           | <b>1:31.744</b> | <b>45.875</b> | <b>2:17.619 (1)</b> | <b>77.66</b> |          | <b>09:07:00.941</b> |
| 3 -                                                                                                                                           | 1:32.931        | 46.290        | 2:19.221 (3)        | 76.77        | 1.602    | 09:09:20.162        |
| 4 -                                                                                                                                           | 1:32.484        | 46.022        | 2:18.506 (2)        | 77.16        | 0.887    | 09:11:38.668        |

|                                                                                                                      |                 |               |                     |              |       |                     |
|----------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P23 723 600 Tom BIRD</b> Kawasaki ZX6R -<br>IDEAL LAP TIME : 2:17.931 BEST LAP TIME : 2:17.931 DIFFERENCE : 0.000 |                 |               |                     |              |       |                     |
| LAP                                                                                                                  | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                  | 1:37.647        | 49.126        | 2:26.773            | 72.82        | 8.842 | 09:03:27.403        |
| 2 -                                                                                                                  | 1:34.202        | 46.806        | 2:21.008 (3)        | 75.79        | 3.077 | 09:05:48.411        |
| 3 -                                                                                                                  | <b>1:31.541</b> | <b>46.390</b> | <b>2:17.931 (1)</b> | <b>77.48</b> |       | <b>09:08:06.342</b> |
| 4 -                                                                                                                  | 1:32.852        | 46.488        | 2:19.340 (2)        | 76.70        | 1.409 | 09:10:25.682        |

|                                                                                                                                             |                 |               |                     |              |        |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| <b>P24 196 600 Joshua POPPLEWELL</b> Yamaha R6 - Frame-Tech SE Ltd<br>IDEAL LAP TIME : 2:19.092 BEST LAP TIME : 2:19.092 DIFFERENCE : 0.000 |                 |               |                     |              |        |                     |
| LAP                                                                                                                                         | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                         | 1:48.446        | 52.582        | 2:41.028            | 66.37        | 21.936 | 09:03:22.368        |
| 2 -                                                                                                                                         | 1:34.821        | 48.826        | 2:23.647 (3)        | 74.40        | 4.555  | 09:05:46.015        |
| 3 -                                                                                                                                         | <b>1:31.979</b> | <b>47.113</b> | <b>2:19.092 (1)</b> | <b>76.84</b> |        | <b>09:08:05.107</b> |
| 4 -                                                                                                                                         | 1:32.490        | 47.675        | 2:20.165 (2)        | 76.25        | 1.073  | 09:10:25.272        |

|                                                                                                                                            |                 |               |                     |              |       |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P25 28 1000 Mark RUSSELL</b> Suzuki GSXR1000 - P&O Scaffolding<br>IDEAL LAP TIME : 2:25.917 BEST LAP TIME : 2:26.198 DIFFERENCE : 0.281 |                 |               |                     |              |       |                     |
| LAP                                                                                                                                        | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                        | OUTLAP          | 52.650        | 2:36.076            | 68.47        | 9.878 | 09:06:05.162        |
| 2 -                                                                                                                                        | <b>1:36.371</b> | 50.333        | 2:26.704 (2)        | 72.85        | 0.506 | 09:08:31.866        |
| 3 -                                                                                                                                        | 1:36.652        | <b>49.546</b> | <b>2:26.198 (1)</b> | <b>73.10</b> |       | <b>09:10:58.064</b> |

|                                                                                                                                      |                 |               |                     |              |       |                     |
|--------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P26 37 600 Alex NUNN</b> Kawasaki ZX6R - AJN Steelstocks<br>IDEAL LAP TIME : 2:26.356 BEST LAP TIME : 2:27.461 DIFFERENCE : 1.105 |                 |               |                     |              |       |                     |
| LAP                                                                                                                                  | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                  | 1:43.058        | 51.606        | 2:34.664            | 69.10        | 7.203 | 09:03:23.099        |
| 2 -                                                                                                                                  | 1:38.247        | 49.995        | 2:28.242 (3)        | 72.09        | 0.781 | 09:05:51.341        |
| 3 -                                                                                                                                  | 1:38.408        | <b>49.626</b> | 2:28.034 (2)        | 72.20        | 0.573 | 09:08:19.375        |
| 4 -                                                                                                                                  | <b>1:36.730</b> | 50.731        | <b>2:27.461 (1)</b> | <b>72.48</b> |       | <b>09:10:46.836</b> |

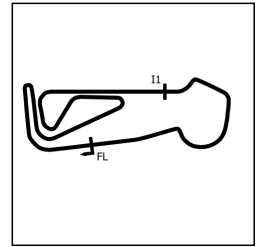
|                                                                                                                                                               |                 |               |                     |              |        |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| <b>P27 59 600 Michael WELLINGTON</b> Triumph STREET TRIPLE 765RS - CockRocket Racing<br>IDEAL LAP TIME : 2:36.440 BEST LAP TIME : 2:36.860 DIFFERENCE : 0.420 |                 |               |                     |              |        |                     |
| LAP                                                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                                           | 1:51.355        | 56.115        | 2:47.470            | 63.82        | 10.610 | 09:03:25.791        |
| 2 -                                                                                                                                                           | 1:44.785        | 54.918        | 2:39.703 (3)        | 66.92        | 2.843  | 09:06:05.494        |
| 3 -                                                                                                                                                           | 1:44.139        | <b>53.429</b> | 2:37.568 (2)        | 67.83        | 0.708  | 09:08:43.062        |
| 4 -                                                                                                                                                           | <b>1:43.011</b> | 53.849        | <b>2:36.860 (1)</b> | <b>68.13</b> |        | <b>09:11:19.922</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P28</b>                | <b>29</b>       | <b>600</b>               | <b>Sarah MACDONALD</b> | Suzuki GSXR 600 -  |       |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:39.610 |                 | BEST LAP TIME : 2:39.748 |                        | DIFFERENCE : 0.138 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:51.095        | 55.231                   | 2:46.326               | 64.25              | 6.578 | 09:03:27.300        |
| 2 -                       | 1:47.246        | <b>54.230</b>            | 2:41.476 <b>(3)</b>    | 66.18              | 1.728 | 09:06:08.776        |
| <b>3 -</b>                | <b>1:45.380</b> | 54.368                   | <b>2:39.748 (1)</b>    | <b>66.90</b>       |       | <b>09:08:48.524</b> |
| 4 -                       | 1:46.003        | 55.088                   | 2:41.091 <b>(2)</b>    | 66.34              | 1.343 | 09:11:29.615        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | PERFECT LAP 2:01.148    |     |              |          |          |       |
| 1        | 55  | 1:20.485 | 55       | 40.663 | 1                       | 55  | STORPIRSTIS  | 2:01.148 | 2:01.421 | 0.273 |
| 2        | 110 | 1:22.938 | 110      | 41.579 | 2                       | 110 | GOSLING      | 2:04.517 | 2:04.517 | 0.000 |
| 3        | 15  | 1:23.079 | 94       | 42.161 | 3                       | 15  | JONES        | 2:05.268 | 2:05.268 | 0.000 |
| 4        | 94  | 1:23.604 | 15       | 42.189 | 4                       | 94  | CANNONS      | 2:05.765 | 2:05.969 | 0.204 |
| 5        | 25  | 1:23.772 | 25       | 42.877 | 5                       | 25  | GREEN        | 2:06.649 | 2:06.649 | 0.000 |
| 6        | 60  | 1:24.455 | 60       | 43.198 | 6                       | 60  | NEAL         | 2:07.653 | 2:08.512 | 0.859 |
| 7        | 397 | 1:25.152 | 95       | 43.348 | 7                       | 95  | DRISCOLL     | 2:08.516 | 2:08.516 | 0.000 |
| 8        | 95  | 1:25.168 | 830      | 43.408 | 8                       | 163 | BIGUZZI      | 2:08.977 | 2:08.977 | 0.000 |
| 9        | 163 | 1:25.557 | 163      | 43.420 | 9                       | 397 | CLINKSCALES  | 2:09.192 | 2:09.192 | 0.000 |
| 10       | 13  | 1:25.599 | 379      | 43.812 | 10                      | 227 | RENWICK      | 2:09.656 | 2:09.963 | 0.307 |
| 11       | 227 | 1:25.738 | 227      | 43.918 | 11                      | 830 | HOLT         | 2:09.665 | 2:09.715 | 0.050 |
| 12       | 830 | 1:26.257 | 397      | 44.040 | 12                      | 13  | BENTON       | 2:09.685 | 2:09.793 | 0.108 |
| 13       | 999 | 1:26.501 | 999      | 44.077 | 13                      | 999 | ALLEN        | 2:10.578 | 2:10.628 | 0.050 |
| 14       | 86  | 1:26.914 | 26       | 44.080 | 14                      | 86  | JOHNS        | 2:11.050 | 2:11.050 | 0.000 |
| 15       | 26  | 1:27.045 | 13       | 44.086 | 15                      | 26  | PRESTON      | 2:11.125 | 2:11.125 | 0.000 |
| 16       | 573 | 1:27.186 | 86       | 44.136 | 16                      | 379 | MASON        | 2:11.326 | 2:11.326 | 0.000 |
| 17       | 379 | 1:27.514 | 131      | 44.639 | 17                      | 573 | KETTERINGHAM | 2:11.955 | 2:12.392 | 0.437 |
| 18       | 180 | 1:27.685 | 573      | 44.769 | 18                      | 214 | KINGSCOTE    | 2:12.557 | 2:12.623 | 0.066 |
| 19       | 214 | 1:27.739 | 214      | 44.818 | 19                      | 180 | BROWN        | 2:12.803 | 2:15.295 | 2.492 |
| 20       | 131 | 1:29.468 | 180      | 45.118 | 20                      | 131 | KINGSTONE    | 2:14.107 | 2:14.107 | 0.000 |
| 21       | 723 | 1:31.541 | 36       | 45.875 | 21                      | 36  | MORGAN       | 2:17.619 | 2:17.619 | 0.000 |
| 22       | 36  | 1:31.744 | 723      | 46.390 | 22                      | 723 | BIRD         | 2:17.931 | 2:17.931 | 0.000 |
| 23       | 196 | 1:31.979 | 196      | 47.113 | 23                      | 196 | POPPELWELL   | 2:19.092 | 2:19.092 | 0.000 |
| 24       | 28  | 1:36.371 | 28       | 49.546 | 24                      | 28  | RUSSELL      | 2:25.917 | 2:26.198 | 0.281 |
| 25       | 37  | 1:36.730 | 37       | 49.626 | 25                      | 37  | NUNN         | 2:26.356 | 2:27.461 | 1.105 |
| 26       | 59  | 1:43.011 | 59       | 53.429 | 26                      | 59  | WELLINGTON   | 2:36.440 | 2:36.860 | 0.420 |
| 27       | 29  | 1:45.380 | 29       | 54.230 | 27                      | 29  | MACDONALD    | 2:39.610 | 2:39.748 | 0.138 |
| 28       |     |          |          |        | 28                      | 175 | PESTANA      |          | 2:12.925 |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

QUALIFYING - STATISTICS

Competitors Started 28

Planned Start 2025-05-03 @ 09:00:00.000

Actual Start 2025-05-03 @ 09:00:20.287

Finish Time 2025-05-03 @ 09:10:13.210

Track Length 2.9689mi.

Total Laps 115

Total Distance Covered 341.4248mi.

Session Fastest Lap History

| NO  | CL   | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|-----|------|-----------------------|----------|--------------|-----|---------------------|
| 397 | 1000 | Kevin CLINKSCALES     | 2:18.758 | 09:02:49.271 | 1   | Suzuki K3 GSXR 1000 |
| 55  | 1000 | Mindaugas STORPIRSTIS | 2:09.942 | 09:02:55.901 | 1   | Honda CBR1000RR     |
| 55  | 1000 | Mindaugas STORPIRSTIS | 2:03.594 | 09:04:59.495 | 2   | Honda CBR1000RR     |
| 55  | 1000 | Mindaugas STORPIRSTIS | 2:01.616 | 09:07:01.111 | 3   | Honda CBR1000RR     |
| 55  | 1000 | Mindaugas STORPIRSTIS | 2:01.421 | 09:09:02.532 | 4   | Honda CBR1000RR     |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:00:20.287 |
| FINISH | 09:10:13.210 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:10.990  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - STATISTICS

CLASS : 1000

10 Starters

#### Fastest Lap History

| NO  | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|-----|-----------------------|----------|--------------|-----|---------------------|
| 397 | Kevin CLINKSCALES     | 2:18.758 | 09:02:49.271 | 1   | Suzuki K3 GSXR 1000 |
| 55  | Mindaugas STORPIRSTIS | 2:09.942 | 09:02:55.901 | 1   | Honda CBR1000RR     |
| 55  | Mindaugas STORPIRSTIS | 2:03.594 | 09:04:59.495 | 2   | Honda CBR1000RR     |
| 55  | Mindaugas STORPIRSTIS | 2:01.616 | 09:07:01.111 | 3   | Honda CBR1000RR     |
| 55  | Mindaugas STORPIRSTIS | 2:01.421 | 09:09:02.532 | 4   | Honda CBR1000RR     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### QUALIFYING - STATISTICS

**CLASS : 600**

18 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|--------------|----------|--------------|-----|-----------------|
| 86  | Martyn JOHNS | 2:21.468 | 09:02:54.886 | 1   | Triumph DAYTONA |
| 227 | Jake RENWICK | 2:20.894 | 09:02:57.700 | 1   | Yamaha R6       |
| 110 | Sean GOSLING | 2:18.866 | 09:02:58.831 | 1   | Yamaha R6       |
| 86  | Martyn JOHNS | 2:11.050 | 09:05:05.936 | 2   | Triumph DAYTONA |
| 110 | Sean GOSLING | 2:07.864 | 09:05:06.695 | 2   | Yamaha R6       |
| 110 | Sean GOSLING | 2:04.517 | 09:07:11.212 | 3   | Yamaha R6       |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - GRID (5 Laps)



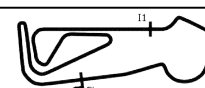
|        |    |          |     |                    |    |          |     |                    |    |          |     |                       |
|--------|----|----------|-----|--------------------|----|----------|-----|--------------------|----|----------|-----|-----------------------|
| ROW 11 | 33 | 2:39.748 | 29  | Sarah MACDONALD    | 32 | 2:36.860 | 59  | Michael WELLINGTON | 31 | 2:27.461 | 37  | Alex NUNN             |
| ROW 10 | 30 | 2:19.092 | 196 | Joshua POPPLEWELL  | 29 | 2:17.931 | 723 | Tom BIRD           | 28 | 2:15.295 | 180 | Oliver BROWN          |
| ROW 9  | 27 | 2:14.107 | 131 | Nicholas KINGSTONE | 26 | 2:12.623 | 214 | Richard KINGSCOTE  | 25 | 2:12.392 | 573 | Cian KETTERINGHAM     |
| ROW 8  | 24 | 2:11.326 | 379 | Jack Crowley MASON | 23 | 2:11.125 | 26  | Daniel PRESTON     | 22 | 2:11.050 | 86  | Martyn JOHNS          |
| ROW 7  | 21 | 2:10.628 | 999 | Jack ALLEN         | 20 | 2:09.963 | 227 | Jake RENWICK       | 19 | 2:09.793 | 13  | Matthew BENTON        |
| ROW 6  | 18 | 2:08.512 | 60  | Dean NEAL          | 17 | 2:05.969 | 94  | Peter CANNONS      | 16 | 2:04.517 | 110 | Sean GOSLING          |
| ROW 5  | 15 |          |     |                    | 14 |          |     |                    | 13 |          |     |                       |
| ROW 4  | 12 |          |     |                    | 11 |          |     |                    | 10 | 2:26.198 | 28  | Mark RUSSELL          |
| ROW 3  | 9  | 2:17.619 | 36  | Alan MORGAN        | 8  | 2:12.925 | 175 | Arlindo PESTANA    | 7  | 2:09.715 | 830 | Daniel HOLT           |
| ROW 2  | 6  | 2:09.192 | 397 | Kevin CLINKSCALES  | 5  | 2:08.977 | 163 | Riccardo BIGUZZI   | 4  | 2:08.516 | 95  | Jack DRISCOLL         |
| ROW 1  | 3  | 2:06.649 | 25  | Jamie GREEN        | 2  | 2:05.268 | 15  | Tommy JONES        | 1  | 2:01.421 | 55  | Mindaugas STORPIRSTIS |
|        |    |          |     |                    |    |          |     |                    |    |          |     | Pole                  |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:14 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL   | PIC | NAME                  | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|-----|------|-----|-----------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|-----|
| 1   | 55  | 1000 | 1   | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres                              | 5    | 10:11.354 |          |        | 87.41 | 1:58.990 | 2  | 1   | 0   |
| 2   | 25  | 1000 | 2   | Jamie GREEN           | Suzuki GSXR1000 -                                        | 5    | 10:25.423 | 14.069   | 14.069 | 85.44 | 2:02.701 | 3  | 3   | 1   |
| 3   | 830 | 1000 | 3   | Daniel HOLT           | Aprilia RSV4 1100 FACTORY - Set builds southern ltd      | 5    | 10:46.919 | 35.565   | 21.496 | 82.60 | 2:06.949 | 2  | 7   | 4   |
| 4   | 163 | 1000 | 4   | Riccardo BIGUZZI      | BMW S1000RR - Riccardo's Travel                          | 5    | 10:49.038 | 37.684   | 2.119  | 82.33 | 2:07.482 | 5  | 5   | 1   |
| 5   | 397 | 1000 | 5   | Kevin CLINKSCALES     | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas tr | 5    | 10:50.372 | 39.018   | 1.334  | 82.16 | 2:06.818 | 5  | 6   | 1   |
| 6   | 95  | 1000 | 6   | Jack DRISCOLL         | Kawasaki ZX10R -                                         | 5    | 10:50.747 | 39.393   | 0.375  | 82.12 | 2:05.852 | 5  | 4   | -2  |
| 7   | 175 | 1000 | 7   | Arlindo PESTANA       | BMW S1000RR - Pep's Racing                               | 5    | 10:54.749 | 43.395   | 4.002  | 81.61 | 2:08.587 | 3  | 8   | 1   |
| 8   | 15  | 1000 | 8   | Tommy JONES           | Kawasaki ZX10R -                                         | 5    | 10:54.919 | 43.565   | 0.170  | 81.59 | 2:05.684 | 2  | 2   | -6  |
| 9   | 110 | 600  | 1   | Sean GOSLING          | Yamaha R6 - DMG Construction                             | 5    | 11:01.123 | 49.769   | 6.204  | 80.83 | 2:03.108 | 5  | 11  | 2   |
| 10  | 94  | 600  | 2   | Peter CANNONS         | Kawasaki ZX6R -                                          | 5    | 11:02.228 | 50.874   | 1.105  | 80.69 | 2:03.791 | 3  | 12  | 2   |
| 11  | 13  | 600  | 3   | Matthew BENTON        | Honda CBR600RR - Air Engineering Group                   | 5    | 11:21.044 | 1:09.690 | 18.816 | 78.46 | 2:06.655 | 5  | 14  | 3   |
| 12  | 26  | 600  | 4   | Daniel PRESTON        | Triumph 675R -                                           | 5    | 11:21.943 | 1:10.589 | 0.899  | 78.36 | 2:06.906 | 5  | 18  | 6   |
| 13  | 60  | 600  | 5   | Dean NEAL             | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd          | 5    | 11:25.155 | 1:13.801 | 3.212  | 77.99 | 2:08.209 | 2  | 13  | 0   |
| 14  | 379 | 600  | 6   | Jack Crowley MASON    | Triumph DAYTONA 675 R -                                  | 5    | 11:30.254 | 1:18.900 | 5.099  | 77.42 | 2:09.888 | 2  | 19  | 5   |
| 15  | 999 | 600  | 7   | Jack ALLEN            | Honda CBR600 RR - The queens head                        | 5    | 11:32.423 | 1:21.069 | 2.169  | 77.17 | 2:09.722 | 5  | 16  | 1   |
| 16  | 227 | 600  | 8   | Jake RENWICK          | Yamaha R6 -                                              | 5    | 11:34.789 | 1:23.435 | 2.366  | 76.91 | 2:08.752 | 4  | 15  | -1  |
| 17  | 36  | 1000 | 9   | Alan MORGAN           | Suzuki GSXR 1000 - Little Duck Racing                    | 5    | 11:36.130 | 1:24.776 | 1.341  | 76.76 | 2:16.934 | 2  | 9   | -8  |
| 18  | 86  | 600  | 9   | Martyn JOHNS          | Triumph DAYTONA - Stack Dynamics                         | 5    | 11:36.442 | 1:25.088 | 0.312  | 76.73 | 2:09.262 | 2  | 17  | -1  |
| 19  | 573 | 600  | 10  | Cian KETTERINGHAM     | Suzuki GSXR 6 -                                          | 5    | 11:37.447 | 1:26.093 | 1.005  | 76.62 | 2:09.454 | 5  | 20  | 1   |
| 20  | 214 | 600  | 11  | Richard KINGSCOTE     | Yamaha R6 -                                              | 5    | 11:40.495 | 1:29.141 | 3.048  | 76.28 | 2:08.443 | 2  | 21  | 1   |
| 21  | 131 | 600  | 12  | Nicholas KINGSTONE    | Suzuki GSXR600 -                                         | 5    | 12:03.998 | 1:52.644 | 23.503 | 73.81 | 2:14.362 | 5  | 22  | 1   |
| 22  | 28  | 1000 | 10  | Mark RUSSELL          | Suzuki GSXR1000 - P&O Scaffolding                        | 5    | 12:05.106 | 1:53.752 | 1.108  | 73.70 | 2:23.460 | 5  | 10  | -12 |
| 23  | 196 | 600  | 13  | Joshua POPPLEWELL     | Yamaha R6 - Frame-Tech SE Ltd                            | 5    | 12:11.668 | 2:00.314 | 6.562  | 73.03 | 2:16.209 | 3  | 25  | 2   |
| 24  | 723 | 600  | 14  | Tom BIRD              | Kawasaki ZX6R -                                          | 5    | 12:21.010 | 2:09.656 | 9.342  | 72.11 | 2:16.912 | 4  | 24  | 0   |
| 25  | 37  | 600  | 15  | Alex NUNN             | Kawasaki ZX6R - AJN Steelstocks                          | 4    | 10:22.371 | 1 Lap    | 1 Lap  | 68.69 | 2:24.678 | 2  | 26  | 1   |
| 26  | 59  | 600  | 16  | Michael WELLINGTON    | Triumph STREET TRIPLE 765RS - CockRocket Racing          | 4    | 11:03.591 | 1 Lap    | 41.220 | 64.42 | 2:32.162 | 3  | 27  | 1   |
| 27  | 29  | 600  | 17  | Sarah MACDONALD       | Suzuki GSXR 600 -                                        | 4    | 11:03.790 | 1 Lap    | 0.199  | 64.40 | 2:34.625 | 2  | 28  | 1   |

#### FASTEST LAP

|     |      |                       |                              |   |          |           |            |
|-----|------|-----------------------|------------------------------|---|----------|-----------|------------|
| 55  | 1000 | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres  | 2 | 1:58.990 | 89.82 mph | 144.55 kph |
| 110 | 600  | Sean GOSLING          | Yamaha R6 - DMG Construction | 5 | 2:03.108 | 86.81 mph | 139.72 kph |

Class 1000 - 92.5% of Race Speed = 80.85 mph

Class 600 - 92.5% of Race Speed = 74.76 mph

Weather / Track : Cloudy / Dry

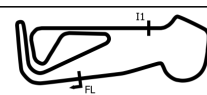
These results are provisional until the conclusion of any judicial and technical matters.

Date: 03/05/2025 Start: 11:54 Finish: 12:04

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:07 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 1 - LAP CHART

| LAP 1 @ 11:56:10.270  | LAP 2 @ 11:58:09.260  | LAP 3 @ 12:00:09.371  | LAP 4 @ 12:02:11.357  | LAP 5 @ 12:04:13.143  |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 55 2:08.481           | 55 1:58.990           | 55 2:00.111           | 55 2:01.986           | 55 2:01.786           |
| 25 1.765 2:10.246     | 25 6.918 2:04.143     | 25 9.508 2:02.701     | 25 11.829 2:04.307    | 37 1 Lap 2:25.846     |
| 15 2.221 2:10.702     | 15 8.915 2:05.684     | 15 17.254 2:08.450    | 29 1 Lap 2:35.950     | 25 14.069 2:04.026    |
| 95 3.325 2:11.806     | 95 11.983 2:07.648    | 95 21.618 2:09.746    | 59 1 Lap 2:32.162     | 830 35.565 2:08.523   |
| 830 6.966 2:15.447    | 830 14.925 2:06.949   | 830 22.853 2:08.039   | 15 28.016 2:12.748    | 163 37.684 2:07.482   |
| 163 7.569 2:16.050    | 163 17.487 2:08.908   | 163 25.922 2:08.546   | 830 28.828 2:07.961   | 397 39.018 2:06.818   |
| 175 8.351 2:16.832    | 175 18.229 2:08.868   | 175 26.705 2:08.587   | 163 31.988 2:08.052   | 95 39.393 2:05.852    |
| 397 12.319 2:20.800   | 397 20.611 2:07.282   | 397 28.193 2:07.693   | 175 33.857 2:09.138   | 175 43.395 2:11.324   |
| 36 14.037 2:22.518    | 36 31.981 2:16.934    | 110 45.647 2:04.566   | 397 33.986 2:07.779   | 15 43.565 2:17.335    |
| 28 20.460 2:28.941    | 110 41.192 2:03.808   | 94 46.137 2:03.791    | 95 35.327 2:15.695    | 110 49.769 2:03.108   |
| 94 35.977 2:44.458    | 94 42.457 2:05.470    | 36 51.839 2:19.969    | 110 48.447 2:04.786   | 94 50.874 2:04.186    |
| 110 36.374 2:44.855   | 28 45.877 2:24.407    | 13 58.533 2:09.224    | 94 48.474 2:04.323    | 59 1 Lap 2:36.397     |
| 13 39.061 2:47.542    | 13 49.420 2:09.349    | 26 58.963 2:08.979    | 13 1:04.821 2:08.274  | 29 1 Lap 2:36.907     |
| 999 40.146 2:48.627   | 26 50.095 2:08.024    | 60 59.511 2:08.482    | 26 1:05.469 2:08.492  | 13 1:09.690 2:06.655  |
| 379 40.614 2:49.095   | 60 51.140 2:08.209    | 379 1:02.682 2:11.281 | 60 1:07.100 2:09.575  | 26 1:10.589 2:06.906  |
| 26 41.061 2:49.542    | 999 51.405 2:10.249   | 999 1:04.584 2:13.290 | 36 1:07.733 2:17.880  | 60 1:13.801 2:08.487  |
| 60 41.921 2:50.402    | 379 51.512 2:09.888   | 86 1:06.259 2:11.467  | 379 1:10.723 2:10.027 | 379 1:18.900 2:09.963 |
| 86 44.631 2:53.112    | 86 54.903 2:09.262    | 214 1:07.164 2:12.001 | 999 1:13.133 2:10.535 | 999 1:21.069 2:09.722 |
| 227 45.336 2:53.817   | 214 55.274 2:08.443   | 227 1:07.839 2:11.029 | 214 1:13.789 2:08.611 | 227 1:23.435 2:10.616 |
| 214 45.821 2:54.302   | 227 56.921 2:10.575   | 28 1:09.550 2:23.784  | 227 1:14.605 2:08.752 | 36 1:24.776 2:18.829  |
| 573 45.850 2:54.331   | 573 59.202 2:12.342   | 573 1:09.724 2:10.633 | 86 1:14.852 2:10.579  | 86 1:25.088 2:12.022  |
| 196 55.968 3:04.449   | 131 1:12.499 2:15.151 | 131 1:26.924 2:14.536 | 573 1:18.425 2:10.687 | 573 1:26.093 2:09.454 |
| 131 56.338 3:04.819   | 196 1:13.463 2:16.485 | 196 1:29.561 2:16.209 | 28 1:32.078 2:24.514  | 214 1:29.141 2:17.138 |
| 37 57.214 3:05.695    | 723 1:21.718 2:19.261 | 723 1:39.135 2:17.528 | 131 1:40.068 2:15.130 | 131 1:52.644 2:14.362 |
| 723 1:01.447 3:09.928 | 37 1:22.902 2:24.678  | 37 1:48.943 2:26.152  | 196 1:44.623 2:17.048 | 28 1:53.752 2:23.460  |
| 29 1:07.827 3:16.308  | 29 1:43.462 2:34.625  |                       | 723 1:54.061 2:16.912 | 196 2:00.314 2:17.477 |
| 59 1:12.404 3:20.885  | 59 1:47.561 2:34.147  |                       |                       | 723 2:09.656 2:17.381 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

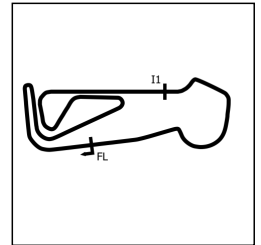
RACE 1 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 55  | STORPIRSTIS  | 1   | 55  | 55  | 55  | 55  | 55  |
| 15  | JONES        | 2   | 25  | 25  | 25  | 25  | 25  |
| 25  | GREEN        | 3   | 15  | 15  | 15  | 15  | 830 |
| 95  | DRISCOLL     | 4   | 95  | 95  | 95  | 830 | 163 |
| 163 | BIGUZZI      | 5   | 830 | 830 | 830 | 163 | 397 |
| 397 | CLINKSCALES  | 6   | 163 | 163 | 163 | 175 | 95  |
| 830 | HOLT         | 7   | 175 | 175 | 175 | 397 | 175 |
| 175 | PESTANA      | 8   | 397 | 397 | 397 | 95  | 15  |
| 36  | MORGAN       | 9   | 36  | 36  | 110 | 110 | 110 |
| 28  | RUSSELL      | 10  | 28  | 110 | 94  | 94  | 94  |
| 110 | GOSLING      | 11  | 94  | 94  | 36  | 13  | 13  |
| 94  | CANNONS      | 12  | 110 | 28  | 13  | 26  | 26  |
| 60  | NEAL         | 13  | 13  | 13  | 26  | 60  | 60  |
| 13  | BENTON       | 14  | 999 | 26  | 60  | 36  | 379 |
| 227 | RENWICK      | 15  | 379 | 60  | 379 | 379 | 999 |
| 999 | ALLEN        | 16  | 26  | 999 | 999 | 999 | 227 |
| 86  | JOHNS        | 17  | 60  | 379 | 86  | 214 | 36  |
| 26  | PRESTON      | 18  | 86  | 86  | 214 | 227 | 86  |
| 379 | MASON        | 19  | 227 | 214 | 227 | 86  | 573 |
| 573 | KETTERINGHAM | 20  | 214 | 227 | 28  | 573 | 214 |
| 214 | KINGSCOTE    | 21  | 573 | 573 | 573 | 28  | 131 |
| 131 | KINGSTONE    | 22  | 196 | 131 | 131 | 131 | 28  |
| 723 | BIRD         | 23  | 131 | 196 | 196 | 196 | 196 |
| 196 | POPPLEWELL   | 24  | 37  | 723 | 723 | 723 | 723 |
| 37  | NUNN         | 25  | 723 | 37  | 37  | 37  |     |
| 59  | WELLINGTON   | 26  | 29  | 29  | 29  | 59  |     |
| 29  | MACDONALD    | 27  | 59  | 59  | 59  | 29  |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

|                           |                 |                          |                              |                             |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|-----------------------------|-------|---------------------|
| <b>P1</b>                 | <b>55</b>       | <b>1000</b>              | <b>Mindaugas STORPIRSTIS</b> | Honda CBR1000RR - ANR Tyres |       |                     |
| IDEAL LAP TIME : 1:58.990 |                 | BEST LAP TIME : 1:58.990 |                              | DIFFERENCE : 0.000          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.075                   | 2:08.481                     | 83.18                       | 9.491 | 11:56:10.270        |
| 2 -                       | <b>1:18.977</b> | <b>40.013</b>            | <b>1:58.990 (1)</b>          | <b>89.82</b>                |       | <b>11:58:09.260</b> |
| 3 -                       | 1:19.831        | 40.280                   | 2:00.111 (2)                 | 88.98                       | 1.121 | 12:00:09.371        |
| 4 -                       | 1:21.576        | 40.410                   | 2:01.986                     | 87.61                       | 2.996 | 12:02:11.357        |
| 5 -                       | 1:20.789        | 40.997                   | 2:01.786 (3)                 | 87.76                       | 2.796 | 12:04:13.143        |

|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P2</b>                 | <b>25</b>       | <b>1000</b>              | <b>Jamie GREEN</b>  | Suzuki GSXR1000 -  |       |                     |
| IDEAL LAP TIME : 2:02.701 |                 | BEST LAP TIME : 2:02.701 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.673                   | 2:10.246            | 82.06              | 7.545 | 11:56:12.035        |
| 2 -                       | 1:22.545        | 41.598                   | 2:04.143 (3)        | 86.09              | 1.442 | 11:58:16.178        |
| 3 -                       | <b>1:21.592</b> | <b>41.109</b>            | <b>2:02.701 (1)</b> | <b>87.10</b>       |       | <b>12:00:18.879</b> |
| 4 -                       | 1:22.236        | 42.071                   | 2:04.307            | 85.98              | 1.606 | 12:02:23.186        |
| 5 -                       | 1:22.503        | 41.523                   | 2:04.026 (2)        | 86.17              | 1.325 | 12:04:27.212        |

|                           |                 |                          |                     |                                                     |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------|-------|---------------------|
| <b>P3</b>                 | <b>830</b>      | <b>1000</b>              | <b>Daniel HOLT</b>  | Aprilia RSV4 1100 FACTORY - Set builds southern ltd |       |                     |
| IDEAL LAP TIME : 2:06.949 |                 | BEST LAP TIME : 2:06.949 |                     | DIFFERENCE : 0.000                                  |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                 | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.995                   | 2:15.447            | 78.90                                               | 8.498 | 11:56:17.236        |
| 2 -                       | <b>1:24.351</b> | <b>42.598</b>            | <b>2:06.949 (1)</b> | <b>84.19</b>                                        |       | <b>11:58:24.185</b> |
| 3 -                       | 1:24.706        | 43.333                   | 2:08.039 (3)        | 83.47                                               | 1.090 | 12:00:32.224        |
| 4 -                       | 1:24.733        | 43.228                   | 2:07.961 (2)        | 83.52                                               | 1.012 | 12:02:40.185        |
| 5 -                       | 1:25.776        | 42.747                   | 2:08.523            | 83.16                                               | 1.574 | 12:04:48.708        |

|                           |                 |                          |                         |                                 |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------|---------------------------------|-------|---------------------|
| <b>P4</b>                 | <b>163</b>      | <b>1000</b>              | <b>Riccardo BIGUZZI</b> | BMW S1000RR - Riccardo's Travel |       |                     |
| IDEAL LAP TIME : 2:07.482 |                 | BEST LAP TIME : 2:07.482 |                         | DIFFERENCE : 0.000              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH                             | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.169                   | 2:16.050                | 78.55                           | 8.568 | 11:56:17.839        |
| 2 -                       | 1:25.831        | 43.077                   | 2:08.908                | 82.91                           | 1.426 | 11:58:26.747        |
| 3 -                       | 1:25.242        | 43.304                   | 2:08.546 (3)            | 83.14                           | 1.064 | 12:00:35.293        |
| 4 -                       | 1:25.252        | 42.800                   | 2:08.052 (2)            | 83.46                           | 0.570 | 12:02:43.345        |
| 5 -                       | <b>1:24.890</b> | <b>42.592</b>            | <b>2:07.482 (1)</b>     | <b>83.83</b>                    |       | <b>12:04:50.827</b> |

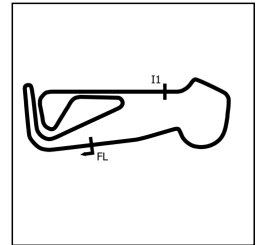
|                           |                 |                          |                          |                                                               |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------|---------------------------------------------------------------|--------|---------------------|
| <b>P5</b>                 | <b>397</b>      | <b>1000</b>              | <b>Kevin CLINKSCALES</b> | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas trainii |        |                     |
| IDEAL LAP TIME : 2:06.723 |                 | BEST LAP TIME : 2:06.818 |                          | DIFFERENCE : 0.095                                            |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH                                                           | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.369                   | 2:20.800                 | 75.90                                                         | 13.982 | 11:56:22.589        |
| 2 -                       | 1:24.384        | 42.898                   | 2:07.282 (2)             | 83.97                                                         | 0.464  | 11:58:29.871        |
| 3 -                       | 1:24.785        | 42.908                   | 2:07.693 (3)             | 83.70                                                         | 0.875  | 12:00:37.564        |
| 4 -                       | <b>1:24.373</b> | 43.406                   | 2:07.779                 | 83.64                                                         | 0.961  | 12:02:45.343        |
| 5 -                       | 1:24.468        | <b>42.350</b>            | <b>2:06.818 (1)</b>      | <b>84.27</b>                                                  |        | <b>12:04:52.161</b> |

|                           |                 |                          |                      |                    |       |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|-------|---------------------|
| <b>P6</b>                 | <b>95</b>       | <b>1000</b>              | <b>Jack DRISCOLL</b> | Kawasaki ZX10R -   |       |                     |
| IDEAL LAP TIME : 2:05.397 |                 | BEST LAP TIME : 2:05.852 |                      | DIFFERENCE : 0.455 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>41.216</b>            | 2:11.806             | 81.08              | 5.954 | 11:56:13.595        |
| 2 -                       | 1:25.552        | 42.096                   | 2:07.648 (2)         | 83.73              | 1.796 | 11:58:21.243        |
| 3 -                       | 1:24.754        | 44.992                   | 2:09.746 (3)         | 82.37              | 3.894 | 12:00:30.989        |
| 4 -                       | 1:25.487        | 50.208                   | 2:15.695             | 78.76              | 9.843 | 12:02:46.684        |
| 5 -                       | <b>1:24.181</b> | 41.671                   | <b>2:05.852 (1)</b>  | <b>84.92</b>       |       | <b>12:04:52.536</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

| P7 175 1000               |                 | Arlindo PESTANA          |                     | BMW S1000RR - Pep's Racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.074 |                 | BEST LAP TIME : 2:08.587 |                     | DIFFERENCE : 0.513         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>42.664</b>            | 2:16.832            | 78.11                      | 8.245 | 11:56:18.621        |
| 2 -                       | 1:25.506        | 43.362                   | 2:08.868 (2)        | 82.93                      | 0.281 | 11:58:27.489        |
| 3 -                       | 1:25.523        | 43.064                   | <b>2:08.587 (1)</b> | <b>83.11</b>               |       | <b>12:00:36.076</b> |
| 4 -                       | <b>1:25.410</b> | 43.728                   | 2:09.138 (3)        | 82.76                      | 0.551 | 12:02:45.214        |
| 5 -                       | 1:26.407        | 44.917                   | 2:11.324            | 81.38                      | 2.737 | 12:04:56.538        |

| P8 15 1000                |                 | Tommy JONES              |                     | Kawasaki ZX10R -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.344 |                 | BEST LAP TIME : 2:05.684 |                     | DIFFERENCE : 1.340 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>41.641</b>            | 2:10.702            | 81.77              | 5.018  | 11:56:12.491        |
| 2 -                       | <b>1:22.703</b> | 42.981                   | <b>2:05.684 (1)</b> | <b>85.03</b>       |        | <b>11:58:18.175</b> |
| 3 -                       | 1:24.947        | 43.503                   | 2:08.450 (2)        | 83.20              | 2.766  | 12:00:26.625        |
| 4 -                       | 1:28.278        | 44.470                   | 2:12.748 (3)        | 80.51              | 7.064  | 12:02:39.373        |
| 5 -                       | 1:31.541        | 45.794                   | 2:17.335            | 77.82              | 11.651 | 12:04:56.708        |

| P9 110 600                |                 | Sean GOSLING             |                     | Yamaha R6 - DMG Construction |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.397 |                 | BEST LAP TIME : 2:03.108 |                     | DIFFERENCE : 0.711           |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.635                   | 2:44.855            | 64.83                        | 41.747 | 11:56:46.644        |
| 2 -                       | 1:21.712        | 42.096                   | 2:03.808 (2)        | 86.32                        | 0.700  | 11:58:50.452        |
| 3 -                       | 1:23.390        | <b>41.176</b>            | 2:04.566 (3)        | 85.80                        | 1.458  | 12:00:55.018        |
| 4 -                       | 1:23.086        | 41.700                   | 2:04.786            | 85.65                        | 1.678  | 12:02:59.804        |
| 5 -                       | <b>1:21.221</b> | 41.887                   | <b>2:03.108 (1)</b> | <b>86.81</b>                 |        | <b>12:05:02.912</b> |

| P10 94 600                |                 | Peter CANNONS            |                     | Kawasaki ZX6R -    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.682 |                 | BEST LAP TIME : 2:03.791 |                     | DIFFERENCE : 1.109 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.444                   | 2:44.458            | 64.98              | 40.667 | 11:56:46.247        |
| 2 -                       | 1:23.191        | 42.279                   | 2:05.470            | 85.18              | 1.679  | 11:58:51.717        |
| 3 -                       | 1:22.689        | <b>41.102</b>            | <b>2:03.791 (1)</b> | <b>86.33</b>       |        | <b>12:00:55.508</b> |
| 4 -                       | 1:22.812        | 41.511                   | 2:04.323 (3)        | 85.97              | 0.532  | 12:02:59.831        |
| 5 -                       | <b>1:21.580</b> | 42.606                   | 2:04.186 (2)        | 86.06              | 0.395  | 12:05:04.017        |

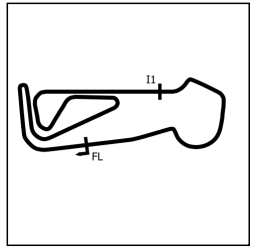
| P11 13 600                |                 | Matthew BENTON           |                     | Honda CBR600RR - Air Engineering Group |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.655 |                 | BEST LAP TIME : 2:06.655 |                     | DIFFERENCE : 0.000                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.972                   | 2:47.542            | 63.79                                  | 40.887 | 11:56:49.331        |
| 2 -                       | 1:25.526        | 43.823                   | 2:09.349            | 82.62                                  | 2.694  | 11:58:58.680        |
| 3 -                       | 1:25.582        | 43.642                   | 2:09.224 (3)        | 82.70                                  | 2.569  | 12:01:07.904        |
| 4 -                       | 1:25.291        | 42.983                   | 2:08.274 (2)        | 83.32                                  | 1.619  | 12:03:16.178        |
| 5 -                       | <b>1:24.106</b> | <b>42.549</b>            | <b>2:06.655 (1)</b> | <b>84.38</b>                           |        | <b>12:05:22.833</b> |

| P12 26 600                |                 | Daniel PRESTON           |                     | Triumph 675R -     |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.686 |                 | BEST LAP TIME : 2:06.906 |                     | DIFFERENCE : 0.220 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.276                   | 2:49.542            | 63.04              | 42.636 | 11:56:51.331        |
| 2 -                       | 1:24.807        | 43.217                   | 2:08.024 (2)        | 83.48              | 1.118  | 11:58:59.355        |
| 3 -                       | 1:25.191        | 43.788                   | 2:08.979            | 82.86              | 2.073  | 12:01:08.334        |
| 4 -                       | 1:25.774        | <b>42.718</b>            | 2:08.492 (3)        | 83.18              | 1.586  | 12:03:16.826        |
| 5 -                       | <b>1:23.968</b> | 42.938                   | <b>2:06.906 (1)</b> | <b>84.22</b>       |        | <b>12:05:23.732</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

| P13 60 600 Dean NEAL      |                 | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd |                     |                    |        |                     |
|---------------------------|-----------------|-------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.808 |                 | BEST LAP TIME : 2:08.209                        |                     | DIFFERENCE : 0.401 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.400                                          | 2:50.402            | 62.72              | 42.193 | 11:56:52.191        |
| 2 -                       | 1:25.006        | <b>43.203</b>                                   | <b>2:08.209 (1)</b> | <b>83.36</b>       |        | <b>11:59:00.400</b> |
| 3 -                       | 1:25.263        | 43.219                                          | 2:08.482 (2)        | 83.18              | 0.273  | 12:01:08.882        |
| 4 -                       | 1:26.093        | 43.482                                          | 2:09.575            | 82.48              | 1.366  | 12:03:18.457        |
| 5 -                       | <b>1:24.605</b> | 43.882                                          | 2:08.487 (3)        | 83.18              | 0.278  | 12:05:26.944        |

| P14 379 600 Jack Crowley MASON |                 | Triumph DAYTONA 675 R -  |                     |                    |        |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.699      |                 | BEST LAP TIME : 2:09.888 |                     | DIFFERENCE : 0.189 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 43.226                   | 2:49.095            | 63.20              | 39.207 | 11:56:50.884        |
| 2 -                            | 1:26.704        | <b>43.184</b>            | <b>2:09.888 (1)</b> | <b>82.28</b>       |        | <b>11:59:00.772</b> |
| 3 -                            | 1:27.450        | 43.831                   | 2:11.281            | 81.41              | 1.393  | 12:01:12.053        |
| 4 -                            | 1:26.550        | 43.477                   | 2:10.027 (3)        | 82.19              | 0.139  | 12:03:22.080        |
| 5 -                            | <b>1:26.515</b> | 43.448                   | 2:09.963 (2)        | 82.23              | 0.075  | 12:05:32.043        |

| P15 999 600 Jack ALLEN    |                 | Honda CBR600 RR - The queens head |                     |                    |        |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.702 |                 | BEST LAP TIME : 2:09.722          |                     | DIFFERENCE : 1.020 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>43.039</b>                     | 2:48.627            | 63.38              | 38.905 | 11:56:50.416        |
| 2 -                       | <b>1:25.663</b> | 44.586                            | 2:10.249 (2)        | 82.05              | 0.527  | 11:59:00.665        |
| 3 -                       | 1:28.595        | 44.695                            | 2:13.290            | 80.18              | 3.568  | 12:01:13.955        |
| 4 -                       | 1:26.635        | 43.900                            | 2:10.535 (3)        | 81.87              | 0.813  | 12:03:24.490        |
| 5 -                       | 1:25.983        | 43.739                            | <b>2:09.722 (1)</b> | <b>82.39</b>       |        | <b>12:05:34.212</b> |

| P16 227 600 Jake RENWICK  |                 | Yamaha R6 -              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.731 |                 | BEST LAP TIME : 2:08.752 |                     | DIFFERENCE : 0.021 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.546                   | 2:53.817            | 61.49              | 45.065 | 11:56:55.606        |
| 2 -                       | 1:26.683        | 43.892                   | 2:10.575 (2)        | 81.85              | 1.823  | 11:59:06.181        |
| 3 -                       | 1:26.041        | 44.988                   | 2:11.029            | 81.57              | 2.277  | 12:01:17.210        |
| 4 -                       | <b>1:25.333</b> | 43.419                   | <b>2:08.752 (1)</b> | <b>83.01</b>       |        | <b>12:03:25.962</b> |
| 5 -                       | 1:27.218        | <b>43.398</b>            | 2:10.616 (3)        | 81.82              | 1.864  | 12:05:36.578        |

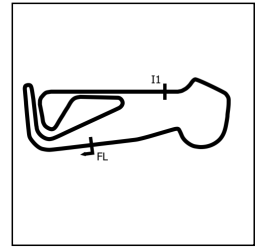
| P17 36 1000 Alan MORGAN   |                 | Suzuki GSXR 1000 - Little Duck Racing |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.058 |                 | BEST LAP TIME : 2:16.934              |                     | DIFFERENCE : 0.876 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                              | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.572                                | 2:22.518            | 74.99              | 5.584 | 11:56:24.307        |
| 2 -                       | <b>1:30.921</b> | 46.013                                | <b>2:16.934 (1)</b> | <b>78.05</b>       |       | <b>11:58:41.241</b> |
| 3 -                       | 1:33.629        | 46.340                                | 2:19.969            | 76.36              | 3.035 | 12:01:01.210        |
| 4 -                       | 1:32.743        | <b>45.137</b>                         | 2:17.880 (2)        | 77.51              | 0.946 | 12:03:19.090        |
| 5 -                       | 1:33.265        | 45.564                                | 2:18.829 (3)        | 76.98              | 1.895 | 12:05:37.919        |

| P18 86 600 Martyn JOHNS   |                 | Triumph DAYTONA - Stack Dynamics |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.097 |                 | BEST LAP TIME : 2:09.262         |                     | DIFFERENCE : 0.165 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                         | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.924                           | 2:53.112            | 61.74              | 43.850 | 11:56:54.901        |
| 2 -                       | <b>1:25.466</b> | 43.796                           | <b>2:09.262 (1)</b> | <b>82.68</b>       |        | <b>11:59:04.163</b> |
| 3 -                       | 1:26.827        | 44.640                           | 2:11.467 (3)        | 81.29              | 2.205  | 12:01:15.630        |
| 4 -                       | 1:26.948        | <b>43.631</b>                    | 2:10.579 (2)        | 81.85              | 1.317  | 12:03:26.209        |
| 5 -                       | 1:27.181        | 44.841                           | 2:12.022            | 80.95              | 2.760  | 12:05:38.231        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P19</b>                | <b>573 600</b>  | <b>Cian KETTERINGHAM</b> | Suzuki GSXR 6 -     |                    |        |                     |
| IDEAL LAP TIME : 2:08.840 |                 | BEST LAP TIME : 2:09.454 |                     | DIFFERENCE : 0.614 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.755                   | 2:54.331            | 61.30              | 44.877 | 11:56:56.120        |
| 2 -                       | 1:27.884        | 44.458                   | 2:12.342            | 80.76              | 2.888  | 11:59:08.462        |
| 3 -                       | 1:26.106        | 44.527                   | 2:10.633 (2)        | 81.81              | 1.179  | 12:01:19.095        |
| 4 -                       | 1:27.102        | <b>43.585</b>            | 2:10.687 (3)        | 81.78              | 1.233  | 12:03:29.782        |
| 5 -                       | <b>1:25.255</b> | 44.199                   | <b>2:09.454 (1)</b> | <b>82.56</b>       |        | <b>12:05:39.236</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P20</b>                | <b>214 600</b>  | <b>Richard KINGSCOTE</b> | Yamaha R6 -         |                    |        |                     |
| IDEAL LAP TIME : 2:08.424 |                 | BEST LAP TIME : 2:08.443 |                     | DIFFERENCE : 0.019 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.646                   | 2:54.302            | 61.31              | 45.859 | 11:56:56.091        |
| 2 -                       | <b>1:25.056</b> | 43.387                   | <b>2:08.443 (1)</b> | <b>83.21</b>       |        | <b>11:59:04.534</b> |
| 3 -                       | 1:26.726        | 45.275                   | 2:12.001 (3)        | 80.96              | 3.558  | 12:01:16.535        |
| 4 -                       | 1:25.243        | <b>43.368</b>            | 2:08.611 (2)        | 83.10              | 0.168  | 12:03:25.146        |
| 5 -                       | 1:27.989        | 49.149                   | 2:17.138            | 77.93              | 8.695  | 12:05:42.284        |

|                           |                 |                           |                     |                    |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| <b>P21</b>                | <b>131 600</b>  | <b>Nicholas KINGSTONE</b> | Suzuki GSXR600 -    |                    |        |                     |
| IDEAL LAP TIME : 2:14.063 |                 | BEST LAP TIME : 2:14.362  |                     | DIFFERENCE : 0.299 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.782                    | 3:04.819            | 57.82              | 50.457 | 11:57:06.608        |
| 2 -                       | 1:29.384        | 45.767                    | 2:15.151            | 79.08              | 0.789  | 11:59:21.759        |
| 3 -                       | 1:29.352        | 45.184                    | 2:14.536 (2)        | 79.44              | 0.174  | 12:01:36.295        |
| 4 -                       | 1:30.362        | <b>44.768</b>             | 2:15.130 (3)        | 79.09              | 0.768  | 12:03:51.425        |
| 5 -                       | <b>1:29.295</b> | 45.067                    | <b>2:14.362 (1)</b> | <b>79.54</b>       |        | <b>12:06:05.787</b> |

|                           |                 |                          |                                   |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|-------|---------------------|
| <b>P22</b>                | <b>28 1000</b>  | <b>Mark RUSSELL</b>      | Suzuki GSXR1000 - P&O Scaffolding |                    |       |                     |
| IDEAL LAP TIME : 2:22.788 |                 | BEST LAP TIME : 2:23.460 |                                   | DIFFERENCE : 0.672 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.745                   | 2:28.941                          | 71.76              | 5.481 | 11:56:30.730        |
| 2 -                       | <b>1:34.335</b> | 50.072                   | 2:24.407 (3)                      | 74.01              | 0.947 | 11:58:55.137        |
| 3 -                       | 1:35.072        | 48.712                   | 2:23.784 (2)                      | 74.33              | 0.324 | 12:01:18.921        |
| 4 -                       | 1:35.060        | 49.454                   | 2:24.514                          | 73.95              | 1.054 | 12:03:43.435        |
| 5 -                       | 1:35.007        | <b>48.453</b>            | <b>2:23.460 (1)</b>               | <b>74.50</b>       |       | <b>12:06:06.895</b> |

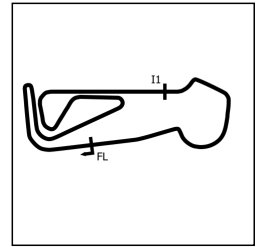
|                           |                 |                          |                               |                    |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------------|--------|---------------------|
| <b>P23</b>                | <b>196 600</b>  | <b>Joshua POPPLEWELL</b> | Yamaha R6 - Frame-Tech SE Ltd |                    |        |                     |
| IDEAL LAP TIME : 2:15.912 |                 | BEST LAP TIME : 2:16.209 |                               | DIFFERENCE : 0.297 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.610                   | 3:04.449                      | 57.94              | 48.240 | 11:57:06.238        |
| 2 -                       | 1:30.521        | 45.964                   | 2:16.485 (2)                  | 78.30              | 0.276  | 11:59:22.723        |
| 3 -                       | <b>1:30.376</b> | 45.833                   | <b>2:16.209 (1)</b>           | <b>78.46</b>       |        | <b>12:01:38.932</b> |
| 4 -                       | 1:30.396        | 46.652                   | 2:17.048 (3)                  | 77.98              | 0.839  | 12:03:55.980        |
| 5 -                       | 1:31.941        | <b>45.536</b>            | 2:17.477                      | 77.74              | 1.268  | 12:06:13.457        |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P24</b>                | <b>723 600</b>  | <b>Tom BIRD</b>          | Kawasaki ZX6R -     |                    |        |                     |
| IDEAL LAP TIME : 2:16.912 |                 | BEST LAP TIME : 2:16.912 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.896                   | 3:09.928            | 56.27              | 53.016 | 11:57:11.717        |
| 2 -                       | 1:31.913        | 47.348                   | 2:19.261            | 76.74              | 2.349  | 11:59:30.978        |
| 3 -                       | 1:31.080        | 46.448                   | 2:17.528 (3)        | 77.71              | 0.616  | 12:01:48.506        |
| 4 -                       | <b>1:30.884</b> | <b>46.028</b>            | <b>2:16.912 (1)</b> | <b>78.06</b>       |        | <b>12:04:05.418</b> |
| 5 -                       | 1:31.255        | 46.126                   | 2:17.381 (2)        | 77.79              | 0.469  | 12:06:22.799        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

|                             |                 |                                 |                     |                    |        |                     |
|-----------------------------|-----------------|---------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P25 37 600 Alex NUNN</b> |                 | Kawasaki ZX6R - AJN Steelstocks |                     |                    |        |                     |
| IDEAL LAP TIME : 2:24.676   |                 | BEST LAP TIME : 2:24.678        |                     | DIFFERENCE : 0.002 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 49.221                          | 3:05.695            | 57.55              | 41.017 | 11:57:07.484        |
| 2 -                         | <b>1:35.687</b> | 48.991                          | <b>2:24.678 (1)</b> | <b>73.87</b>       |        | <b>11:59:32.162</b> |
| 3 -                         | 1:36.713        | 49.439                          | 2:26.152 (3)        | 73.12              | 1.474  | 12:01:58.314        |
| 4 -                         | 1:36.857        | <b>48.989</b>                   | 2:25.846 (2)        | 73.28              | 1.168  | 12:04:24.160        |

|                                      |                 |                                                 |                     |                    |        |                     |
|--------------------------------------|-----------------|-------------------------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P26 59 600 Michael WELLINGTON</b> |                 | Triumph STREET TRIPLE 765RS - CockRocket Racing |                     |                    |        |                     |
| IDEAL LAP TIME : 2:32.162            |                 | BEST LAP TIME : 2:32.162                        |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                  | SECTOR 1        | SECTOR 2                                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                  |                 | 54.165                                          | 3:20.885            | 53.20              | 48.723 | 11:57:22.674        |
| 2 -                                  | 1:41.633        | 52.514                                          | 2:34.147 (2)        | 69.33              | 1.985  | 11:59:56.821        |
| 3 -                                  | <b>1:41.113</b> | <b>51.049</b>                                   | <b>2:32.162 (1)</b> | <b>70.24</b>       |        | <b>12:02:28.983</b> |
| 4 -                                  | 1:42.909        | 53.488                                          | 2:36.397 (3)        | 68.33              | 4.235  | 12:05:05.380        |

|                                   |                 |                          |                     |                    |        |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P27 29 600 Sarah MACDONALD</b> |                 | Suzuki GSXR 600 -        |                     |                    |        |                     |
| IDEAL LAP TIME : 2:34.625         |                 | BEST LAP TIME : 2:34.625 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                               |                 | 53.377                   | 3:16.308            | 54.44              | 41.683 | 11:57:18.097        |
| 2 -                               | <b>1:42.306</b> | <b>52.319</b>            | <b>2:34.625 (1)</b> | <b>69.12</b>       |        | <b>11:59:52.722</b> |
| 3 -                               | 1:43.539        | 52.411                   | 2:35.950 (2)        | 68.53              | 1.325  | 12:02:28.672        |
| 4 -                               | 1:44.289        | 52.618                   | 2:36.907 (3)        | 68.11              | 2.282  | 12:05:05.579        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 1 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 1:58.990 |       |
| 1        | 55  | 1:18.977 | 55       | 40.013 | 1                       | 55  | STORPIRSTIS  | 1:58.990    | 1:58.990 | 0.000 |
| 2        | 110 | 1:21.221 | 94       | 41.102 | 2                       | 110 | GOSLING      | 2:02.397    | 2:03.108 | 0.711 |
| 3        | 94  | 1:21.580 | 25       | 41.109 | 3                       | 94  | CANNONS      | 2:02.682    | 2:03.791 | 1.109 |
| 4        | 25  | 1:21.592 | 110      | 41.176 | 4                       | 25  | GREEN        | 2:02.701    | 2:02.701 | 0.000 |
| 5        | 15  | 1:22.703 | 95       | 41.216 | 5                       | 15  | JONES        | 2:04.344    | 2:05.684 | 1.340 |
| 6        | 26  | 1:23.968 | 15       | 41.641 | 6                       | 95  | DRISCOLL     | 2:05.397    | 2:05.852 | 0.455 |
| 7        | 13  | 1:24.106 | 397      | 42.350 | 7                       | 13  | BENTON       | 2:06.655    | 2:06.655 | 0.000 |
| 8        | 95  | 1:24.181 | 13       | 42.549 | 8                       | 26  | PRESTON      | 2:06.686    | 2:06.906 | 0.220 |
| 9        | 830 | 1:24.351 | 163      | 42.592 | 9                       | 397 | CLINKSCALES  | 2:06.723    | 2:06.818 | 0.095 |
| 10       | 397 | 1:24.373 | 830      | 42.598 | 10                      | 830 | HOLT         | 2:06.949    | 2:06.949 | 0.000 |
| 11       | 60  | 1:24.605 | 175      | 42.664 | 11                      | 163 | BIGUZZI      | 2:07.482    | 2:07.482 | 0.000 |
| 12       | 163 | 1:24.890 | 26       | 42.718 | 12                      | 60  | NEAL         | 2:07.808    | 2:08.209 | 0.401 |
| 13       | 214 | 1:25.056 | 999      | 43.039 | 13                      | 175 | PESTANA      | 2:08.074    | 2:08.587 | 0.513 |
| 14       | 573 | 1:25.255 | 379      | 43.184 | 14                      | 214 | KINGSCOTE    | 2:08.424    | 2:08.443 | 0.019 |
| 15       | 227 | 1:25.333 | 60       | 43.203 | 15                      | 999 | ALLEN        | 2:08.702    | 2:09.722 | 1.020 |
| 16       | 175 | 1:25.410 | 214      | 43.368 | 16                      | 227 | RENWICK      | 2:08.731    | 2:08.752 | 0.021 |
| 17       | 86  | 1:25.466 | 227      | 43.398 | 17                      | 573 | KETTERINGHAM | 2:08.840    | 2:09.454 | 0.614 |
| 18       | 999 | 1:25.663 | 573      | 43.585 | 18                      | 86  | JOHNS        | 2:09.097    | 2:09.262 | 0.165 |
| 19       | 379 | 1:26.515 | 86       | 43.631 | 19                      | 379 | MASON        | 2:09.699    | 2:09.888 | 0.189 |
| 20       | 131 | 1:29.295 | 131      | 44.768 | 20                      | 131 | KINGSTONE    | 2:14.063    | 2:14.362 | 0.299 |
| 21       | 196 | 1:30.376 | 36       | 45.137 | 21                      | 196 | POPPLEWELL   | 2:15.912    | 2:16.209 | 0.297 |
| 22       | 723 | 1:30.884 | 196      | 45.536 | 22                      | 36  | MORGAN       | 2:16.058    | 2:16.934 | 0.876 |
| 23       | 36  | 1:30.921 | 723      | 46.028 | 23                      | 723 | BIRD         | 2:16.912    | 2:16.912 | 0.000 |
| 24       | 28  | 1:34.335 | 28       | 48.453 | 24                      | 28  | RUSSELL      | 2:22.788    | 2:23.460 | 0.672 |
| 25       | 37  | 1:35.687 | 37       | 48.989 | 25                      | 37  | NUNN         | 2:24.676    | 2:24.678 | 0.002 |
| 26       | 59  | 1:41.113 | 59       | 51.049 | 26                      | 59  | WELLINGTON   | 2:32.162    | 2:32.162 | 0.000 |
| 27       | 29  | 1:42.306 | 29       | 52.319 | 27                      | 29  | MACDONALD    | 2:34.625    | 2:34.625 | 0.000 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 1 - STATISTICS

Competitors Started 27

Planned Start 2025-05-03 @ 11:30:00.000

Actual Start 2025-05-03 @ 11:54:01.788

Finish Time 2025-05-03 @ 12:04:13.142

Track Length 2.9689mi.

Total Laps 132

Total Distance Covered 391.8963mi.

Session Fastest Lap History

| NO | CL   | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------|-----------------------|----------|--------------|-----|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 1:58.990 | 11:58:09.260 | 2   | Honda CBR1000RR |

Session Leader History

| NO | CL   | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|------|-----------------------|----------|----------|-------------|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:54:01.788 |
| FINISH | 12:04:13.142 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:32.609  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - STATISTICS

**CLASS : 1000**

10 Starters

#### Fastest Lap History

| NO | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------------------|----------|--------------|-----|-----------------|
| 55 | Mindaugas STORPIRSTIS | 1:58.990 | 11:58:09.260 | 2   | Honda CBR1000RR |

#### Leader History

| NO | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------------------|----------|----------|-------------|-----------------|
| 55 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - STATISTICS

**CLASS : 600**

17 Starters

#### Fastest Lap History

| NO  | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|-----|---------------|----------|--------------|-----|---------------|
| 110 | Sean GOSLING  | 2:03.808 | 11:58:50.452 | 2   | Yamaha R6     |
| 94  | Peter CANNONS | 2:03.791 | 12:00:55.508 | 3   | Kawazaki ZX6R |
| 110 | Sean GOSLING  | 2:03.108 | 12:05:02.912 | 5   | Yamaha R6     |

#### Leader History

| NO  | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE       |
|-----|---------------|----------|----------|-------------|---------------|
| 94  | Peter CANNONS | 1        | 1        | 2.96 miles  | Kawazaki ZX6R |
| 110 | Sean GOSLING  | 2        | 4        | 11.87 miles | Yamaha R6     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - GRID (5 Laps)



|        |    |     |                    |          |    |     |                    |          |    |     |                       |
|--------|----|-----|--------------------|----------|----|-----|--------------------|----------|----|-----|-----------------------|
| ROW 11 | 33 | 180 | Oliver BROWN       | 2:34.625 | 32 | 29  | Sarah MACDONALD    | 2:32.162 | 31 | 59  | Michael WELLINGTON    |
| ROW 10 | 30 | 37  | Alex NUNN          | 2:24.678 | 29 | 723 | Tom BIRD           | 2:16.912 | 28 | 196 | Joshua POPPLEWELL     |
| ROW 9  | 27 | 131 | Nicholas KINGSTONE | 2:14.362 | 26 | 379 | Jack Crowley MASON | 2:09.888 | 25 | 999 | Jack ALLEN            |
| ROW 8  | 24 | 573 | Cian KETTERINGHAM  | 2:09.454 | 23 | 86  | Martyn JOHNS       | 2:09.262 | 22 | 227 | Jake RENWICK          |
| ROW 7  | 21 | 214 | Richard KINGSCOTE  | 2:08.443 | 20 | 60  | Dean NEAL          | 2:08.209 | 19 | 26  | Daniel PRESTON        |
| ROW 6  | 18 | 13  | Matthew BENTON     | 2:06.655 | 17 | 94  | Peter CANNONS      | 2:03.791 | 16 | 110 | Sean GOSLING          |
| ROW 5  | 15 |     |                    |          | 14 |     |                    |          | 13 |     |                       |
| ROW 4  | 12 |     |                    |          | 11 |     |                    |          | 10 | 28  | Mark RUSSELL          |
| ROW 3  | 9  | 36  | Alan MORGAN        | 2:16.934 | 8  | 175 | Arlindo PESTANA    | 2:08.587 | 7  | 163 | Riccardo BIGUZZI      |
| ROW 2  | 6  | 830 | Daniel HOLT        | 2:06.949 | 5  | 397 | Kevin CLINKSCALES  | 2:06.818 | 4  | 95  | Jack DRISCOLL         |
| ROW 1  | 3  | 15  | Tommy JONES        | 2:05.684 | 2  | 25  | Jamie GREEN        | 2:02.701 | 1  | 55  | Mindaugas STORPIRSTIS |

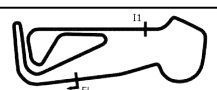
Pole

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:08 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO   | CL   | PIC | NAME                  | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|------|------|-----|-----------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 55   | 1000 | 1   | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres                              | 5    | 10:19.547 |          |        | 86.25 | 2:01.574 | 2  | 1   | 0  |
| 2   | 25   | 1000 | 2   | Jamie GREEN           | Suzuki GSXR1000 -                                        | 5    | 10:32.216 | 12.669   | 12.669 | 84.52 | 2:04.786 | 3  | 2   | 0  |
| 3   | 95   | 1000 | 3   | Jack DRISCOLL         | Kawasaki ZX10R -                                         | 5    | 10:41.661 | 22.114   | 9.445  | 83.28 | 2:04.357 | 5  | 4   | 1  |
| 4   | 15   | 1000 | 4   | Tommy JONES           | Kawasaki ZX10R -                                         | 5    | 10:44.107 | 24.560   | 2.446  | 82.96 | 2:06.494 | 3  | 3   | -1 |
| 5   | 830  | 1000 | 5   | Daniel HOLT           | Aprilia RSV4 1100 FACTORY - Set builds southern ltd      | 5    | 10:48.813 | 29.266   | 4.706  | 82.36 | 2:07.564 | 5  | 6   | 1  |
| 6   | 163  | 1000 | 6   | Riccardo BIGUZZI      | BMW S1000RR - Riccardo's Travel                          | 5    | 10:51.817 | 32.270   | 3.004  | 81.98 | 2:07.671 | 5  | 7   | 1  |
| 7   | 397  | 1000 | 7   | Kevin CLINKSCALES     | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas tr | 5    | 10:52.127 | 32.580   | 0.310  | 81.94 | 2:08.022 | 4  | 5   | -2 |
| 8   | 110  | 600  | 1   | Sean GOSLING          | Yamaha R6 - DMG Construction                             | 5    | 11:03.535 | 43.988   | 11.408 | 80.53 | 2:05.206 | 3  | 11  | 3  |
| 9   | 94   | 600  | 2   | Peter CANNONS         | Kawazaki ZX6R -                                          | 5    | 11:08.608 | 49.061   | 5.073  | 79.92 | 2:06.178 | 5  | 12  | 3  |
| 10  | 13   | 600  | 3   | Matthew BENTON        | Honda CBR600RR - Air Engineering Group                   | 5    | 11:18.304 | 58.757   | 9.696  | 78.78 | 2:07.946 | 3  | 13  | 3  |
| 11  | 573  | 600  | 4   | Cian KETTERINGHAM     | Suzuki GSXR 6 -                                          | 5    | 11:23.257 | 1:03.710 | 4.953  | 78.21 | 2:07.178 | 5  | 19  | 8  |
| 12  | 999  | 600  | 5   | Jack ALLEN            | Honda CBR600 RR - The queens head                        | 5    | 11:23.282 | 1:03.735 | 0.025  | 78.21 | 2:08.018 | 5  | 20  | 8  |
| 13  | 379  | 600  | 6   | Jack Crowley MASON    | Triumph DAYTONA 675 R -                                  | 5    | 11:23.508 | 1:03.961 | 0.226  | 78.18 | 2:07.216 | 5  | 21  | 8  |
| 14  | 227* | 600  | 7   | Jake RENWICK          | Yamaha R6 -                                              | 5    | 11:30.896 | 1:11.349 | 7.388  | 77.34 | 2:07.002 | 5  | 17  | 3  |
| 15  | 60   | 600  | 8   | Dean NEAL             | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd          | 5    | 11:39.858 | 1:20.311 | 8.962  | 76.35 | 2:10.663 | 2  | 15  | 0  |
| 16  | 86   | 600  | 9   | Martyn JOHNS          | Triumph DAYTONA - Stack Dynamics                         | 5    | 11:49.283 | 1:29.736 | 9.425  | 75.34 | 2:09.817 | 2  | 18  | 2  |
| 17  | 180  | 600  | 10  | Oliver BROWN          | Yamaha R6 -                                              | 5    | 11:50.123 | 1:30.576 | 0.840  | 75.25 | 2:09.868 | 4  | 28  | 11 |
| 18  | 131  | 600  | 11  | Nicholas KINGSTONE    | Suzuki GSXR600 -                                         | 5    | 11:56.180 | 1:36.633 | 6.057  | 74.61 | 2:13.826 | 5  | 22  | 4  |
| 19  | 196  | 600  | 12  | Joshua POPPLEWELL     | Yamaha R6 - Frame-Tech SE Ltd                            | 5    | 12:06.157 | 1:46.610 | 9.977  | 73.59 | 2:16.496 | 4  | 23  | 4  |
| 20  | 723  | 600  | 13  | Tom BIRD              | Kawasaki ZX6R -                                          | 5    | 12:16.447 | 1:56.900 | 10.290 | 72.56 | 2:18.002 | 4  | 24  | 4  |
| 21  | 37   | 600  | 14  | Alex NUNN             | Kawasaki ZX6R - AJN Steelstocks                          | 4    | 10:36.148 | 1 Lap    | 1 Lap  | 67.20 | 2:29.461 | 4  | 25  | 4  |
| 22  | 214  | 600  | 15  | Richard KINGSCOTE     | Yamaha R6 -                                              | 4    | 10:42.292 | 1 Lap    | 6.144  | 66.56 | 2:16.478 | 2  | 16  | -6 |
| 23  | 59   | 600  | 16  | Michael WELLINGTON    | Triumph STREET TRIPLE 765RS - CockRocket Racing          | 4    | 11:19.217 | 1 Lap    | 36.925 | 62.94 | 2:38.200 | 4  | 26  | 3  |

#### NOT CLASSIFIED

|     |     |      |  |                 |                                       |   |          |        |       |       |          |   |    |  |
|-----|-----|------|--|-----------------|---------------------------------------|---|----------|--------|-------|-------|----------|---|----|--|
| DNF | 175 | 1000 |  | Arlindo PESTANA | BMW S1000RR - Pep's Racing            | 3 | 6:43.424 | 2 Laps | 1 Lap | 79.48 | 2:09.549 | 2 | 8  |  |
| DNF | 26  | 600  |  | Daniel PRESTON  | Triumph 675R -                        | 2 | 4:55.334 | 3 Laps | 1 Lap | 72.37 | 2:09.798 | 2 | 14 |  |
| DNF | 36  | 1000 |  | Alan MORGAN     | Suzuki GSXR 1000 - Little Duck Racing | 0 |          |        |       |       |          |   | 9  |  |

#### NOT STARTED

|    |    |      |  |              |                                   |  |  |  |  |  |  |  |    |  |
|----|----|------|--|--------------|-----------------------------------|--|--|--|--|--|--|--|----|--|
| NS | 28 | 1000 |  | Mark RUSSELL | Suzuki GSXR1000 - P&O Scaffolding |  |  |  |  |  |  |  | 10 |  |
|----|----|------|--|--------------|-----------------------------------|--|--|--|--|--|--|--|----|--|

#### FASTEST LAP

|  |     |      |  |                       |                              |   |          |  |           |  |            |  |  |  |
|--|-----|------|--|-----------------------|------------------------------|---|----------|--|-----------|--|------------|--|--|--|
|  | 55  | 1000 |  | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres  | 2 | 2:01.574 |  | 87.91 mph |  | 141.48 kph |  |  |  |
|  | 110 | 600  |  | Sean GOSLING          | Yamaha R6 - DMG Construction | 3 | 2:05.206 |  | 85.36 mph |  | 137.37 kph |  |  |  |

\* No. 227 - 10 second penalty applied - jump start  
 Class 1000 - 92.5% of Race Speed = 79.78 mph  
 Class 600 - 92.5% of Race Speed = 74.49 mph

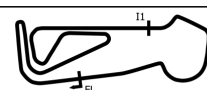
Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 16:11 Finish: 16:21  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:36 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 11 - LAP CHART

| LAP 1 @ 16:13:15.123  | LAP 2 @ 16:15:16.697  | LAP 3 @ 16:17:19.331  | LAP 4 @ 16:19:22.286  | LAP 5 @ 16:21:26.127  |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 55 2:08.543           | 55 2:01.574           | 55 2:02.634           | 55 2:02.955           | 55 2:03.841           |
| 25 1.723 2:10.266     | 25 5.863 2:05.714     | 25 8.015 2:04.786     | 214 1 Lap 2:17.804    | 25 12.669 2:05.684    |
| 95 5.275 2:13.818     | 95 10.772 2:07.071    | 15 15.510 2:06.494    | 25 10.826 2:05.766    | 37 1 Lap 2:29.461     |
| 15 6.084 2:14.627     | 15 11.650 2:07.140    | 95 17.602 2:09.464    | 15 20.246 2:07.691    | 95 22.114 2:04.357    |
| 830 6.358 2:14.901    | 830 14.044 2:09.260   | 830 20.300 2:08.890   | 95 21.598 2:06.951    | 214 1 Lap 2:20.518    |
| 397 7.373 2:15.916    | 397 16.069 2:10.270   | 163 22.562 2:09.048   | 59 1 Lap 2:39.459     | 15 24.560 2:08.155    |
| 163 8.665 2:17.208    | 163 16.148 2:09.057   | 397 22.919 2:09.484   | 830 25.543 2:08.198   | 830 29.266 2:07.564   |
| 175 14.552 2:23.095   | 175 22.527 2:09.549   | 175 30.673 2:10.780   | 397 27.986 2:08.022   | 163 32.270 2:07.671   |
| 110 32.634 2:41.177   | 110 36.311 2:05.251   | 110 38.883 2:05.206   | 163 28.440 2:08.833   | 397 32.580 2:08.435   |
| 94 34.123 2:42.666    | 94 39.030 2:06.481    | 94 43.139 2:06.743    | 110 41.910 2:05.982   | 110 43.988 2:05.919   |
| 13 36.473 2:45.016    | 13 42.983 2:08.084    | 13 48.295 2:07.946    | 94 46.724 2:06.540    | 94 49.061 2:06.178    |
| 26 36.993 2:45.536    | 26 45.217 2:09.798    | 227 53.420 2:07.934   | 13 53.520 2:08.180    | 13 58.757 2:09.078    |
| 573 39.657 2:48.200   | 227 48.120 2:09.726   | 999 54.409 2:08.276   | 227 58.188 2:07.723   | 59 1 Lap 2:38.200     |
| 227 39.968 2:48.511   | 573 48.354 2:10.271   | 573 54.893 2:09.173   | 999 59.558 2:08.104   | 227 1:01.349 2:07.002 |
| 999 40.777 2:49.320   | 999 48.767 2:09.564   | 379 55.528 2:08.846   | 573 1:00.373 2:08.435 | 573 1:03.710 2:07.178 |
| 379 41.000 2:49.543   | 379 49.316 2:09.890   | 60 1:05.142 2:17.487  | 379 1:00.586 2:08.013 | 999 1:03.735 2:08.018 |
| 60 41.200 2:49.743    | 60 50.289 2:10.663    | 86 1:10.833 2:23.140  | 60 1:13.028 2:10.841  | 379 1:03.961 2:07.216 |
| 86 42.084 2:50.627    | 86 50.327 2:09.817    | 131 1:15.088 2:15.699 | 86 1:22.422 2:14.544  | 60 1:20.311 2:11.124  |
| 131 48.650 2:57.193   | 131 1:02.023 2:14.947 | 180 1:16.934 2:12.761 | 180 1:23.847 2:09.868 | 86 1:29.736 2:11.155  |
| 196 50.725 2:59.268   | 196 1:06.162 2:17.011 | 196 1:20.400 2:16.872 | 131 1:26.648 2:14.515 | 180 1:30.576 2:10.570 |
| 723 54.746 3:03.289   | 180 1:06.807 2:12.241 | 723 1:27.231 2:18.101 | 196 1:33.941 2:16.496 | 131 1:36.633 2:13.826 |
| 180 56.140 3:04.683   | 723 1:11.764 2:18.592 | 37 1:53.936 2:30.429  | 723 1:42.278 2:18.002 | 196 1:46.610 2:16.510 |
| 37 57.642 3:06.185    | 37 1:26.141 2:30.073  |                       |                       | 723 1:56.900 2:18.463 |
| 59 1:11.527 3:20.070  | 59 1:51.441 2:41.488  |                       |                       |                       |
| 214 1:38.949 3:47.492 | 214 1:53.853 2:16.478 |                       |                       |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

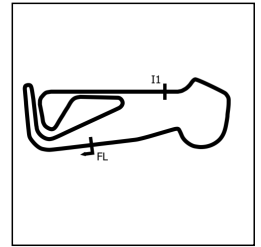
RACE 11 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 55  | STORPIRSTIS  | 1   | 55  | 55  | 55  | 55  | 55  |
| 25  | GREEN        | 2   | 25  | 25  | 25  | 25  | 25  |
| 15  | JONES        | 3   | 95  | 95  | 15  | 15  | 95  |
| 95  | DRISCOLL     | 4   | 15  | 15  | 95  | 95  | 15  |
| 397 | CLINKSCALES  | 5   | 830 | 830 | 830 | 830 | 830 |
| 830 | HOLT         | 6   | 397 | 397 | 163 | 397 | 163 |
| 163 | BIGUZZI      | 7   | 163 | 163 | 397 | 163 | 397 |
| 175 | PESTANA      | 8   | 175 | 175 | 175 | 110 | 110 |
| 36  | MORGAN       | 9   | 110 | 110 | 110 | 94  | 94  |
| 28  | RUSSELL      | 10  | 94  | 94  | 94  | 13  | 13  |
| 110 | GOSLING      | 11  | 13  | 13  | 13  | 227 | 227 |
| 94  | CANNONS      | 12  | 26  | 26  | 227 | 999 | 573 |
| 13  | BENTON       | 13  | 573 | 227 | 999 | 573 | 999 |
| 26  | PRESTON      | 14  | 227 | 573 | 573 | 379 | 379 |
| 60  | NEAL         | 15  | 999 | 999 | 379 | 60  | 60  |
| 214 | KINGSCOTE    | 16  | 379 | 379 | 60  | 86  | 86  |
| 227 | RENWICK      | 17  | 60  | 60  | 86  | 180 | 180 |
| 86  | JOHNS        | 18  | 86  | 86  | 131 | 131 | 131 |
| 573 | KETTERINGHAM | 19  | 131 | 131 | 180 | 196 | 196 |
| 999 | ALLEN        | 20  | 196 | 196 | 196 | 723 | 723 |
| 379 | MASON        | 21  | 723 | 180 | 723 | 37  |     |
| 131 | KINGSTONE    | 22  | 180 | 723 | 37  | 214 |     |
| 196 | POPPELWELL   | 23  | 37  | 37  | 214 | 59  |     |
| 723 | BIRD         | 24  | 59  | 59  | 59  |     |     |
| 37  | NUNN         | 25  | 214 | 214 |     |     |     |
| 59  | WELLINGTON   | 26  |     |     |     |     |     |
| 180 | BROWN        | 27  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - SECTOR ANALYSIS



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

| P1 55 1000 Mindaugas STORPIRSTIS |                 | Honda CBR1000RR - ANR Tyres |                     |                    |       |                     |
|----------------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.504        |                 | BEST LAP TIME : 2:01.574    |                     | DIFFERENCE : 0.070 |       |                     |
| LAP                              | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                              |                 | <b>40.590</b>               | 2:08.543            | 83.14              | 6.969 | 16:13:15.123        |
| 2 -                              | <b>1:20.914</b> | 40.660                      | <b>2:01.574 (1)</b> | <b>87.91</b>       |       | <b>16:15:16.697</b> |
| 3 -                              | 1:21.247        | 41.387                      | 2:02.634 (2)        | 87.15              | 1.060 | 16:17:19.331        |
| 4 -                              | 1:21.587        | 41.368                      | 2:02.955 (3)        | 86.92              | 1.381 | 16:19:22.286        |
| 5 -                              | 1:21.641        | 42.200                      | 2:03.841            | 86.30              | 2.267 | 16:21:26.127        |

| P2 25 1000 Jamie GREEN    |                 | Suzuki GSXR1000 -        |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.287 |                 | BEST LAP TIME : 2:04.786 |                     | DIFFERENCE : 0.499 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>41.364</b>            | 2:10.266            | 82.04              | 5.480 | 16:13:16.846        |
| 2 -                       | 1:24.115        | 41.599                   | 2:05.714 (3)        | 85.01              | 0.928 | 16:15:22.560        |
| 3 -                       | <b>1:22.923</b> | 41.863                   | <b>2:04.786 (1)</b> | <b>85.65</b>       |       | <b>16:17:27.346</b> |
| 4 -                       | 1:23.962        | 41.804                   | 2:05.766            | 84.98              | 0.980 | 16:19:33.112        |
| 5 -                       | 1:23.398        | 42.286                   | 2:05.684 (2)        | 85.03              | 0.898 | 16:21:38.796        |

| P3 95 1000 Jack DRISCOLL  |                 | Kawasaki ZX10R -         |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.229 |                 | BEST LAP TIME : 2:04.357 |                     | DIFFERENCE : 0.128 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.334                   | 2:13.818            | 79.86              | 9.461 | 16:13:20.398        |
| 2 -                       | 1:24.923        | 42.148                   | 2:07.071 (3)        | 84.11              | 2.714 | 16:15:27.469        |
| 3 -                       | 1:27.770        | <b>41.694</b>            | 2:09.464            | 82.55              | 5.107 | 16:17:36.933        |
| 4 -                       | 1:25.056        | 41.895                   | 2:06.951 (2)        | 84.19              | 2.594 | 16:19:43.884        |
| 5 -                       | <b>1:22.535</b> | 41.822                   | <b>2:04.357 (1)</b> | <b>85.94</b>       |       | <b>16:21:48.241</b> |

| P4 15 1000 Tommy JONES    |                 | Kawasaki ZX10R -         |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.494 |                 | BEST LAP TIME : 2:06.494 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.011                   | 2:14.627            | 79.38              | 8.133 | 16:13:21.207        |
| 2 -                       | 1:24.456        | 42.684                   | 2:07.140 (2)        | 84.06              | 0.646 | 16:15:28.347        |
| 3 -                       | <b>1:24.206</b> | <b>42.288</b>            | <b>2:06.494 (1)</b> | <b>84.49</b>       |       | <b>16:17:34.841</b> |
| 4 -                       | 1:25.175        | 42.516                   | 2:07.691 (3)        | 83.70              | 1.197 | 16:19:42.532        |
| 5 -                       | 1:25.505        | 42.650                   | 2:08.155            | 83.39              | 1.661 | 16:21:50.687        |

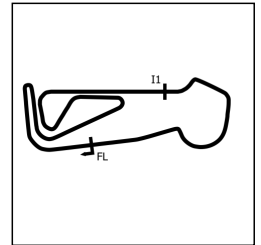
| P5 830 1000 Daniel HOLT   |                 | Aprilia RSV4 1100 FACTORY - Set builds southern ltd |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.564 |                 | BEST LAP TIME : 2:07.564                            |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.749                                              | 2:14.901            | 79.22              | 7.337 | 16:13:21.481        |
| 2 -                       | 1:25.990        | 43.270                                              | 2:09.260            | 82.68              | 1.696 | 16:15:30.741        |
| 3 -                       | 1:25.655        | 43.235                                              | 2:08.890 (3)        | 82.92              | 1.326 | 16:17:39.631        |
| 4 -                       | 1:25.118        | 43.080                                              | 2:08.198 (2)        | 83.37              | 0.634 | 16:19:47.829        |
| 5 -                       | <b>1:24.974</b> | <b>42.590</b>                                       | <b>2:07.564 (1)</b> | <b>83.78</b>       |       | <b>16:21:55.393</b> |

| P6 163 1000 Riccardo BIGUZZI |                 | BMW S1000RR - Riccardo's Travel |                     |                    |       |                     |
|------------------------------|-----------------|---------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.404    |                 | BEST LAP TIME : 2:07.671        |                     | DIFFERENCE : 0.267 |       |                     |
| LAP                          | SECTOR 1        | SECTOR 2                        | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |                 | 43.135                          | 2:17.208            | 77.89              | 9.537 | 16:13:23.788        |
| 2 -                          | <b>1:25.261</b> | 43.796                          | 2:09.057            | 82.81              | 1.386 | 16:15:32.845        |
| 3 -                          | 1:25.274        | 43.774                          | 2:09.048 (3)        | 82.82              | 1.377 | 16:17:41.893        |
| 4 -                          | 1:26.204        | 42.629                          | 2:08.833 (2)        | 82.96              | 1.162 | 16:19:50.726        |
| 5 -                          | 1:25.528        | <b>42.143</b>                   | <b>2:07.671 (1)</b> | <b>83.71</b>       |       | <b>16:21:58.397</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                              |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>397 1000</b> | <b>Kevin CLINKSCALES</b> | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas traini |              |       |                     |
| IDEAL LAP TIME : 2:08.022 |                 | BEST LAP TIME : 2:08.022 | DIFFERENCE : 0.000                                           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.002                   | 2:15.916                                                     | 78.63        | 7.894 | 16:13:22.496        |
| 2 -                       | 1:26.341        | 43.929                   | 2:10.270                                                     | 82.04        | 2.248 | 16:15:32.766        |
| 3 -                       | 1:25.618        | 43.866                   | 2:09.484 (3)                                                 | 82.54        | 1.462 | 16:17:42.250        |
| 4 -                       | <b>1:24.952</b> | <b>43.070</b>            | <b>2:08.022 (1)</b>                                          | <b>83.48</b> |       | <b>16:19:50.272</b> |
| 5 -                       | 1:25.267        | 43.168                   | 2:08.435 (2)                                                 | 83.21        | 0.413 | 16:21:58.707        |

|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P8</b>                 | <b>110 600</b>  | <b>Sean GOSLING</b>      | Yamaha R6 - DMG Construction |              |        |                     |
| IDEAL LAP TIME : 2:04.853 |                 | BEST LAP TIME : 2:05.206 | DIFFERENCE : 0.353           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.781                   | 2:41.177                     | 66.31        | 35.971 | 16:13:47.757        |
| 2 -                       | <b>1:23.116</b> | 42.135                   | 2:05.251 (2)                 | 85.33        | 0.045  | 16:15:53.008        |
| 3 -                       | 1:23.143        | 42.063                   | <b>2:05.206 (1)</b>          | <b>85.36</b> |        | <b>16:17:58.214</b> |
| 4 -                       | 1:23.667        | 42.315                   | 2:05.982                     | 84.83        | 0.776  | 16:20:04.196        |
| 5 -                       | 1:24.182        | <b>41.737</b>            | 2:05.919 (3)                 | 84.88        | 0.713  | 16:22:10.115        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P9</b>                 | <b>94 600</b>   | <b>Peter CANNONS</b>     | Kawazaki ZX6R -     |              |        |                     |
| IDEAL LAP TIME : 2:05.692 |                 | BEST LAP TIME : 2:06.178 | DIFFERENCE : 0.486  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>42.143</b>            | 2:42.666            | 65.70        | 36.488 | 16:13:49.246        |
| 2 -                       | 1:23.891        | 42.590                   | 2:06.481 (2)        | 84.50        | 0.303  | 16:15:55.727        |
| 3 -                       | 1:24.271        | 42.472                   | 2:06.743            | 84.32        | 0.565  | 16:18:02.470        |
| 4 -                       | 1:24.278        | 42.262                   | 2:06.540 (3)        | 84.46        | 0.362  | 16:20:09.010        |
| 5 -                       | <b>1:23.549</b> | 42.629                   | <b>2:06.178 (1)</b> | <b>84.70</b> |        | <b>16:22:15.188</b> |

|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P10</b>                | <b>13 600</b>   | <b>Matthew BENTON</b>    | Honda CBR600RR - Air Engineering Group |              |        |                     |
| IDEAL LAP TIME : 2:07.682 |                 | BEST LAP TIME : 2:07.946 | DIFFERENCE : 0.264                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.999                   | 2:45.016                               | 64.76        | 37.070 | 16:13:51.596        |
| 2 -                       | 1:25.107        | 42.977                   | 2:08.084 (2)                           | 83.44        | 0.138  | 16:15:59.680        |
| 3 -                       | <b>1:24.868</b> | 43.078                   | <b>2:07.946 (1)</b>                    | <b>83.53</b> |        | <b>16:18:07.626</b> |
| 4 -                       | 1:25.366        | <b>42.814</b>            | 2:08.180 (3)                           | 83.38        | 0.234  | 16:20:15.806        |
| 5 -                       | 1:25.820        | 43.258                   | 2:09.078                               | 82.80        | 1.132  | 16:22:24.884        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>573 600</b>  | <b>Cian KETTERINGHAM</b> | Suzuki GSXR 6 -     |              |        |                     |
| IDEAL LAP TIME : 2:07.178 |                 | BEST LAP TIME : 2:07.178 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.395                   | 2:48.200            | 63.54        | 41.022 | 16:13:54.780        |
| 2 -                       | 1:25.970        | 44.301                   | 2:10.271            | 82.04        | 3.093  | 16:16:05.051        |
| 3 -                       | 1:26.168        | 43.005                   | 2:09.173 (3)        | 82.74        | 1.995  | 16:18:14.224        |
| 4 -                       | 1:25.632        | 42.803                   | 2:08.435 (2)        | 83.21        | 1.257  | 16:20:22.659        |
| 5 -                       | <b>1:24.463</b> | <b>42.715</b>            | <b>2:07.178 (1)</b> | <b>84.04</b> |        | <b>16:22:29.837</b> |

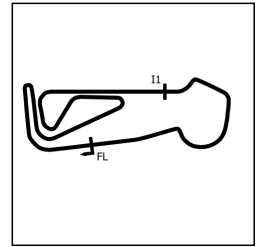
|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>999 600</b>  | <b>Jack ALLEN</b>        | Honda CBR600 RR - The queens head |              |        |                     |
| IDEAL LAP TIME : 2:07.881 |                 | BEST LAP TIME : 2:08.018 | DIFFERENCE : 0.137                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.593                   | 2:49.320                          | 63.12        | 41.302 | 16:13:55.900        |
| 2 -                       | 1:25.718        | 43.846                   | 2:09.564                          | 82.49        | 1.546  | 16:16:05.464        |
| 3 -                       | 1:25.425        | 42.851                   | 2:08.276 (3)                      | 83.32        | 0.258  | 16:18:13.740        |
| 4 -                       | 1:25.416        | <b>42.688</b>            | 2:08.104 (2)                      | 83.43        | 0.086  | 16:20:21.844        |
| 5 -                       | <b>1:25.193</b> | 42.825                   | <b>2:08.018 (1)</b>               | <b>83.48</b> |        | <b>16:22:29.862</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - SECTOR ANALYSIS



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

|                           |                 |                           |                         |              |        |                     |
|---------------------------|-----------------|---------------------------|-------------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>379 600</b>  | <b>Jack Crowley MASON</b> | Triumph DAYTONA 675 R - |              |        |                     |
| IDEAL LAP TIME : 2:07.216 |                 | BEST LAP TIME : 2:07.216  | DIFFERENCE : 0.000      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.688                    | 2:49.543                | 63.04        | 42.327 | 16:13:56.123        |
| 2 -                       | 1:26.576        | 43.314                    | 2:09.890                | 82.28        | 2.674  | 16:16:06.013        |
| 3 -                       | 1:25.630        | 43.216                    | 2:08.846 <b>(3)</b>     | 82.95        | 1.630  | 16:18:14.859        |
| 4 -                       | 1:25.104        | 42.909                    | 2:08.013 <b>(2)</b>     | 83.49        | 0.797  | 16:20:22.872        |
| 5 -                       | <b>1:24.668</b> | <b>42.548</b>             | <b>2:07.216 (1)</b>     | <b>84.01</b> |        | <b>16:22:30.088</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>227 600</b>  | <b>Jake RENWICK</b>      | Yamaha R6 -         |              |        |                     |
| IDEAL LAP TIME : 2:06.978 |                 | BEST LAP TIME : 2:07.002 | DIFFERENCE : 0.024  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.460                   | 2:48.511            | 63.42        | 41.509 | 16:13:55.091        |
| 2 -                       | 1:25.853        | 43.873                   | 2:09.726            | 82.38        | 2.724  | 16:16:04.817        |
| 3 -                       | 1:24.591        | 43.343                   | 2:07.934 <b>(3)</b> | 83.54        | 0.932  | 16:18:12.751        |
| 4 -                       | 1:24.884        | <b>42.839</b>            | 2:07.723 <b>(2)</b> | 83.68        | 0.721  | 16:20:20.474        |
| 5 -                       | <b>1:24.139</b> | 42.863                   | <b>2:07.002 (1)</b> | <b>84.15</b> |        | <b>16:22:27.476</b> |

|                           |                 |                          |                                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|--------|---------------------|
| <b>P15</b>                | <b>60 600</b>   | <b>Dean NEAL</b>         | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd |              |        |                     |
| IDEAL LAP TIME : 2:09.706 |                 | BEST LAP TIME : 2:10.663 | DIFFERENCE : 0.957                              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>43.201</b>            | 2:49.743                                        | 62.96        | 39.080 | 16:13:56.323        |
| 2 -                       | 1:26.823        | 43.840                   | <b>2:10.663 (1)</b>                             | <b>81.79</b> |        | <b>16:16:06.986</b> |
| 3 -                       | 1:27.249        | 50.238                   | 2:17.487                                        | 77.73        | 6.824  | 16:18:24.473        |
| 4 -                       | <b>1:26.505</b> | 44.336                   | 2:10.841 <b>(2)</b>                             | 81.68        | 0.178  | 16:20:35.314        |
| 5 -                       | 1:26.800        | 44.324                   | 2:11.124 <b>(3)</b>                             | 81.51        | 0.461  | 16:22:46.438        |

|                           |                 |                          |                                  |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>86 600</b>   | <b>Martyn JOHNS</b>      | Triumph DAYTONA - Stack Dynamics |              |        |                     |
| IDEAL LAP TIME : 2:09.817 |                 | BEST LAP TIME : 2:09.817 | DIFFERENCE : 0.000               |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                         | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.405                   | 2:50.627                         | 62.63        | 40.810 | 16:13:57.207        |
| 2 -                       | <b>1:26.452</b> | <b>43.365</b>            | <b>2:09.817 (1)</b>              | <b>82.33</b> |        | <b>16:16:07.024</b> |
| 3 -                       | 1:26.662        | 56.478                   | 2:23.140                         | 74.66        | 13.323 | 16:18:30.164        |
| 4 -                       | 1:29.872        | 44.672                   | 2:14.544 <b>(3)</b>              | 79.43        | 4.727  | 16:20:44.708        |
| 5 -                       | 1:27.110        | 44.045                   | 2:11.155 <b>(2)</b>              | 81.49        | 1.338  | 16:22:55.863        |

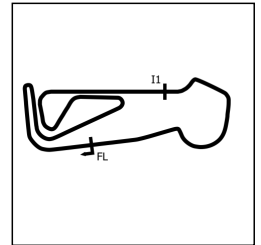
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>180 600</b>  | <b>Oliver BROWN</b>      | Yamaha R6 -         |              |        |                     |
| IDEAL LAP TIME : 2:09.868 |                 | BEST LAP TIME : 2:09.868 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.268                   | 3:04.683            | 57.87        | 54.815 | 16:14:11.263        |
| 2 -                       | 1:28.260        | 43.981                   | 2:12.241 <b>(3)</b> | 80.82        | 2.373  | 16:16:23.504        |
| 3 -                       | 1:28.274        | 44.487                   | 2:12.761            | 80.50        | 2.893  | 16:18:36.265        |
| 4 -                       | <b>1:26.474</b> | <b>43.394</b>            | <b>2:09.868 (1)</b> | <b>82.29</b> |        | <b>16:20:46.133</b> |
| 5 -                       | 1:26.937        | 43.633                   | 2:10.570 <b>(2)</b> | 81.85        | 0.702  | 16:22:56.703        |

|                           |                 |                           |                     |              |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>131 600</b>  | <b>Nicholas KINGSTONE</b> | Suzuki GSXR600 -    |              |        |                     |
| IDEAL LAP TIME : 2:12.784 |                 | BEST LAP TIME : 2:13.826  | DIFFERENCE : 1.042  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.769                    | 2:57.193            | 60.31        | 43.367 | 16:14:03.773        |
| 2 -                       | 1:29.787        | 45.160                    | 2:14.947 <b>(3)</b> | 79.20        | 1.121  | 16:16:18.720        |
| 3 -                       | 1:29.824        | 45.875                    | 2:15.699            | 78.76        | 1.873  | 16:18:34.419        |
| 4 -                       | 1:30.214        | <b>44.301</b>             | 2:14.515 <b>(2)</b> | 79.45        | 0.689  | 16:20:48.934        |
| 5 -                       | <b>1:28.483</b> | 45.343                    | <b>2:13.826 (1)</b> | <b>79.86</b> |        | <b>16:23:02.760</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - SECTOR ANALYSIS



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

|                           |                 |                          |                               |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>196 600</b>  | <b>Joshua POPPLEWELL</b> | Yamaha R6 - Frame-Tech SE Ltd |              |        |                     |
| IDEAL LAP TIME : 2:16.272 |                 | BEST LAP TIME : 2:16.496 | DIFFERENCE : 0.224            |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.016                   | 2:59.268                      | 59.62        | 42.772 | 16:14:05.848        |
| 2 -                       | 1:31.143        | 45.868                   | 2:17.011                      | 78.00        | 0.515  | 16:16:22.859        |
| 3 -                       | 1:30.764        | 46.108                   | 2:16.872 (3)                  | 78.08        | 0.376  | 16:18:39.731        |
| 4 -                       | <b>1:30.669</b> | 45.827                   | <b>2:16.496 (1)</b>           | <b>78.30</b> |        | <b>16:20:56.227</b> |
| 5 -                       | 1:30.907        | <b>45.603</b>            | 2:16.510 (2)                  | 78.29        | 0.014  | 16:23:12.737        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>723 600</b>  | <b>Tom BIRD</b>          | Kawasaki ZX6R -     |              |        |                     |
| IDEAL LAP TIME : 2:17.945 |                 | BEST LAP TIME : 2:18.002 | DIFFERENCE : 0.057  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.577                   | 3:03.289            | 58.31        | 45.287 | 16:14:09.869        |
| 2 -                       | <b>1:31.958</b> | 46.634                   | 2:18.592            | 77.11        | 0.590  | 16:16:28.461        |
| 3 -                       | 1:32.011        | 46.090                   | 2:18.101 (2)        | 77.39        | 0.099  | 16:18:46.562        |
| 4 -                       | 1:32.015        | <b>45.987</b>            | <b>2:18.002 (1)</b> | <b>77.44</b> |        | <b>16:21:04.564</b> |
| 5 -                       | 1:31.995        | 46.468                   | 2:18.463 (3)        | 77.19        | 0.461  | 16:23:23.027        |

|                           |                 |                          |                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>37 600</b>   | <b>Alex NUNN</b>         | Kawasaki ZX6R - AJN Steelstocks |              |        |                     |
| IDEAL LAP TIME : 2:28.713 |                 | BEST LAP TIME : 2:29.461 | DIFFERENCE : 0.748              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>49.618</b>            | 3:06.185                        | 57.40        | 36.724 | 16:14:12.765        |
| 2 -                       | 1:39.188        | 50.885                   | 2:30.073 (2)                    | 71.21        | 0.612  | 16:16:42.838        |
| 3 -                       | 1:39.188        | 51.241                   | 2:30.429 (3)                    | 71.05        | 0.968  | 16:19:13.267        |
| 4 -                       | <b>1:39.095</b> | 50.366                   | <b>2:29.461 (1)</b>             | <b>71.51</b> |        | <b>16:21:42.728</b> |

|                           |                 |                          |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|----------|---------------------|
| <b>P22</b>                | <b>214 600</b>  | <b>Richard KINGSCOTE</b> | Yamaha R6 -         |              |          |                     |
| IDEAL LAP TIME : 2:16.478 |                 | BEST LAP TIME : 2:16.478 | DIFFERENCE : 0.000  |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 47.759                   | 3:47.492            | 46.98        | 1:31.014 | 16:14:54.072        |
| 2 -                       | <b>1:30.263</b> | <b>46.215</b>            | <b>2:16.478 (1)</b> | <b>78.31</b> |          | <b>16:17:10.550</b> |
| 3 -                       | 1:31.084        | 46.720                   | 2:17.804 (2)        | 77.56        | 1.326    | 16:19:28.354        |
| 4 -                       | 1:32.030        | 48.488                   | 2:20.518 (3)        | 76.06        | 4.040    | 16:21:48.872        |

|                           |                 |                           |                                                 |              |        |                     |
|---------------------------|-----------------|---------------------------|-------------------------------------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>59 600</b>   | <b>Michael WELLINGTON</b> | Triumph STREET TRIPLE 765RS - CockRocket Racing |              |        |                     |
| IDEAL LAP TIME : 2:37.366 |                 | BEST LAP TIME : 2:38.200  | DIFFERENCE : 0.834                              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 54.128                    | 3:20.070                                        | 53.42        | 41.870 | 16:14:26.650        |
| 2 -                       | 1:47.350        | 54.138                    | 2:41.488 (3)                                    | 66.18        | 3.288  | 16:17:08.138        |
| 3 -                       | 1:46.532        | <b>52.927</b>             | 2:39.459 (2)                                    | 67.02        | 1.259  | 16:19:47.597        |
| 4 -                       | <b>1:44.439</b> | 53.761                    | <b>2:38.200 (1)</b>                             | <b>67.56</b> |        | <b>16:22:25.797</b> |

|                           |                 |                          |                            |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|--------|---------------------|
| <b>P24</b>                | <b>175 1000</b> | <b>Arlindo PESTANA</b>   | BMW S1000RR - Pep's Racing |              |        |                     |
| IDEAL LAP TIME : 2:09.549 |                 | BEST LAP TIME : 2:09.549 | DIFFERENCE : 0.000         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.809                   | 2:23.095                   | 74.69        | 13.546 | 16:13:29.675        |
| 2 -                       | <b>1:25.995</b> | <b>43.554</b>            | <b>2:09.549 (1)</b>        | <b>82.50</b> |        | <b>16:15:39.224</b> |
| 3 -                       | 1:26.586        | 44.194                   | 2:10.780 (2)               | 81.72        | 1.231  | 16:17:50.004        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>26 600</b>   | <b>Daniel PRESTON</b>    | Triumph 675R -      |              |        |                     |
| IDEAL LAP TIME : 2:08.926 |                 | BEST LAP TIME : 2:09.798 | DIFFERENCE : 0.872  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>42.699</b>            | 2:45.536            | 64.56        | 35.738 | 16:13:52.116        |
| 2 -                       | <b>1:26.227</b> | 43.571                   | <b>2:09.798 (1)</b> | <b>82.34</b> |        | <b>16:16:01.914</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 11 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:01.504 |       |
| 1        | 55  | 1:20.914 | 55       | 40.590 | 1                       | 55  | STORPIRSTIS  | 2:01.504    | 2:01.574 | 0.070 |
| 2        | 95  | 1:22.535 | 25       | 41.364 | 2                       | 95  | DRISCOLL     | 2:04.229    | 2:04.357 | 0.128 |
| 3        | 25  | 1:22.923 | 95       | 41.694 | 3                       | 25  | GREEN        | 2:04.287    | 2:04.786 | 0.499 |
| 4        | 110 | 1:23.116 | 110      | 41.737 | 4                       | 110 | GOSLING      | 2:04.853    | 2:05.206 | 0.353 |
| 5        | 94  | 1:23.549 | 163      | 42.143 | 5                       | 94  | CANNONS      | 2:05.692    | 2:06.178 | 0.486 |
| 6        | 227 | 1:24.139 | 94       | 42.143 | 6                       | 15  | JONES        | 2:06.494    | 2:06.494 | 0.000 |
| 7        | 15  | 1:24.206 | 15       | 42.288 | 7                       | 227 | RENWICK      | 2:06.978    | 2:07.002 | 0.024 |
| 8        | 573 | 1:24.463 | 379      | 42.548 | 8                       | 573 | KETTERINGHAM | 2:07.178    | 2:07.178 | 0.000 |
| 9        | 379 | 1:24.668 | 830      | 42.590 | 9                       | 379 | MASON        | 2:07.216    | 2:07.216 | 0.000 |
| 10       | 13  | 1:24.868 | 999      | 42.688 | 10                      | 163 | BIGUZZI      | 2:07.404    | 2:07.671 | 0.267 |
| 11       | 397 | 1:24.952 | 26       | 42.699 | 11                      | 830 | HOLT         | 2:07.564    | 2:07.564 | 0.000 |
| 12       | 830 | 1:24.974 | 573      | 42.715 | 12                      | 13  | BENTON       | 2:07.682    | 2:07.946 | 0.264 |
| 13       | 999 | 1:25.193 | 13       | 42.814 | 13                      | 999 | ALLEN        | 2:07.881    | 2:08.018 | 0.137 |
| 14       | 163 | 1:25.261 | 227      | 42.839 | 14                      | 397 | CLINKSCALES  | 2:08.022    | 2:08.022 | 0.000 |
| 15       | 175 | 1:25.995 | 397      | 43.070 | 15                      | 26  | PRESTON      | 2:08.926    | 2:09.798 | 0.872 |
| 16       | 26  | 1:26.227 | 60       | 43.201 | 16                      | 175 | PESTANA      | 2:09.549    | 2:09.549 | 0.000 |
| 17       | 86  | 1:26.452 | 86       | 43.365 | 17                      | 60  | NEAL         | 2:09.706    | 2:10.663 | 0.957 |
| 18       | 180 | 1:26.474 | 180      | 43.394 | 18                      | 86  | JOHNS        | 2:09.817    | 2:09.817 | 0.000 |
| 19       | 60  | 1:26.505 | 175      | 43.554 | 19                      | 180 | BROWN        | 2:09.868    | 2:09.868 | 0.000 |
| 20       | 131 | 1:28.483 | 131      | 44.301 | 20                      | 131 | KINGSTONE    | 2:12.784    | 2:13.826 | 1.042 |
| 21       | 214 | 1:30.263 | 196      | 45.603 | 21                      | 196 | POPPLEWELL   | 2:16.272    | 2:16.496 | 0.224 |
| 22       | 196 | 1:30.669 | 723      | 45.987 | 22                      | 214 | KINGSCOTE    | 2:16.478    | 2:16.478 | 0.000 |
| 23       | 723 | 1:31.958 | 214      | 46.215 | 23                      | 723 | BIRD         | 2:17.945    | 2:18.002 | 0.057 |
| 24       | 37  | 1:39.095 | 37       | 49.618 | 24                      | 37  | NUNN         | 2:28.713    | 2:29.461 | 0.748 |
| 25       | 59  | 1:44.439 | 59       | 52.927 | 25                      | 59  | WELLINGTON   | 2:37.366    | 2:38.200 | 0.834 |
| 26       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 11 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 26                        |
| Planned Start          | 2025-05-03 @ 15:30:00.000 |
| Actual Start           | 2025-05-03 @ 16:11:06.579 |
| Finish Time            | 2025-05-03 @ 16:21:26.126 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 117                       |
| Total Distance Covered | 347.3626mi.               |

Session Fastest Lap History

| NO | CL   | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------|-----------------------|----------|--------------|-----|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 2:01.574 | 16:15:16.697 | 2   | Honda CBR1000RR |

Session Leader History

| NO | CL   | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|------|-----------------------|----------|----------|-------------|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 16:11:06.579 |
| FINISH | 16:21:26.126 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:26.048  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - STATISTICS

**CLASS : 1000**

9 Starters

#### Fastest Lap History

| NO | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------------------|----------|--------------|-----|-----------------|
| 55 | Mindaugas STORPIRSTIS | 2:01.574 | 16:15:16.697 | 2   | Honda CBR1000RR |

#### Leader History

| NO | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------------------|----------|----------|-------------|-----------------|
| 55 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 11 - STATISTICS

**CLASS : 600**

17 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|-----|--------------|----------|--------------|-----|-----------|
| 110 | Sean GOSLING | 2:05.251 | 16:15:53.008 | 2   | Yamaha R6 |
| 110 | Sean GOSLING | 2:05.206 | 16:17:58.214 | 3   | Yamaha R6 |

#### Leader History

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|-----|--------------|----------|----------|-------------|-----------|
| 110 | Sean GOSLING | 1        | 5        | 14.84 miles | Yamaha R6 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - GRID (7 Laps)



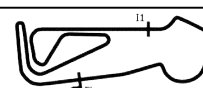
|        |    |     |                    |          |    |     |                    |          |    |     |                       |
|--------|----|-----|--------------------|----------|----|-----|--------------------|----------|----|-----|-----------------------|
| ROW 11 | 33 | 29  | Sarah MACDONALD    | 2:38.200 | 32 | 59  | Michael WELLINGTON | 2:29.461 | 31 | 37  | Alex NUNN             |
| ROW 10 | 30 | 723 | Tom BIRD           | 2:18.002 | 29 | 196 | Joshua POPPLEWELL  | 2:16.496 | 28 | 214 | Richard KINGSCOTE     |
| ROW 9  | 27 | 131 | Nicholas KINGSTONE | 2:13.826 | 26 | 60  | Dean NEAL          | 2:10.663 | 25 | 180 | Oliver BROWN          |
| ROW 8  | 24 | 86  | Martyn JOHNS       | 2:09.817 | 23 | 26  | Daniel PRESTON     | 2:09.798 | 22 | 999 | Jack ALLEN            |
| ROW 7  | 21 | 13  | Matthew BENTON     | 2:07.946 | 20 | 379 | Jack Crowley MASON | 2:07.216 | 19 | 573 | Cian KETTERINGHAM     |
| ROW 6  | 18 | 227 | Jake RENWICK       | 2:07.002 | 17 | 94  | Peter CANNONS      | 2:06.178 | 16 | 110 | Sean GOSLING          |
| ROW 5  | 15 |     |                    |          | 14 |     |                    |          | 13 |     |                       |
| ROW 4  | 12 |     |                    |          | 11 |     |                    |          | 10 | 28  | Mark RUSSELL          |
| ROW 3  | 9  | 36  | Alan MORGAN        | 2:09.549 | 8  | 175 | Arlindo PESTANA    | 2:08.022 | 7  | 397 | Kevin CLINKSCALES     |
| ROW 2  | 6  | 163 | Riccardo BIGUZZI   | 2:07.671 | 5  | 830 | Daniel HOLT        | 2:07.564 | 4  | 15  | Tommy JONES           |
| ROW 1  | 3  | 25  | Jamie GREEN        | 2:04.786 | 2  | 95  | Jack DRISCOLL      | 2:04.357 | 1  | 55  | Mindaugas STORPIRSTIS |
|        |    |     |                    |          |    |     |                    |          |    |     | Pole                  |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:38 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO   | CL   | PIC | NAME                  | ENTRY                                               | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|------|------|-----|-----------------------|-----------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 55   | 1000 | 1   | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres                         | 5    | 10:26.761 |          |        | 85.26 | 2:01.548 | 2  | 1   | 0  |
| 2   | 15   | 1000 | 2   | Tommy JONES           | Kawasaki ZX10R -                                    | 5    | 10:33.521 | 6.760    | 6.760  | 84.35 | 2:02.360 | 2  | 4   | 2  |
| 3   | 830  | 1000 | 3   | Daniel HOLT           | Aprilia RSV4 1100 FACTORY - Set builds southern ltd | 5    | 10:52.847 | 26.086   | 19.326 | 81.85 | 2:08.725 | 5  | 5   | 2  |
| 4   | 175  | 1000 | 4   | Arlindo PESTANA       | BMW S1000RR - Pep's Racing                          | 5    | 11:03.879 | 37.118   | 11.032 | 80.49 | 2:09.721 | 5  | 8   | 4  |
| 5   | 110  | 600  | 1   | Sean GOSLING          | Yamaha R6 - DMG Construction                        | 5    | 11:21.856 | 55.095   | 17.977 | 78.37 | 2:05.661 | 3  | 11  | 6  |
| 6   | 13   | 600  | 2   | Matthew BENTON        | Honda CBR600RR - Air Engineering Group              | 5    | 11:30.581 | 1:03.820 | 8.725  | 77.38 | 2:06.289 | 5  | 16  | 10 |
| 7   | 26   | 600  | 3   | Daniel PRESTON        | Triumph 675R -                                      | 5    | 11:30.966 | 1:04.205 | 0.385  | 77.34 | 2:07.066 | 5  | 18  | 11 |
| 8   | 379  | 600  | 4   | Jack Crowley MASON    | Triumph DAYTONA 675 R -                             | 5    | 11:31.360 | 1:04.599 | 0.394  | 77.29 | 2:06.724 | 5  | 15  | 7  |
| 9   | 94   | 600  | 5   | Peter CANNONS         | Kawasaki ZX6R -                                     | 5    | 11:38.804 | 1:12.043 | 7.444  | 76.47 | 2:09.652 | 2  | 12  | 3  |
| 10  | 573  | 600  | 6   | Cian KETTERINGHAM     | Suzuki GSXR 6 -                                     | 5    | 11:45.042 | 1:18.281 | 6.238  | 75.79 | 2:09.653 | 2  | 14  | 4  |
| 11  | 916  | 600  | 7   | Adam FREWIN           | Yamaha R6 - YESSS electrical                        | 5    | 12:07.701 | 1:40.940 | 22.659 | 73.43 | 2:14.458 | 4  | 29  | 18 |
| 12  | 86   | 600  | 8   | Martyn JOHNS          | Triumph DAYTONA - Stack Dynamics                    | 5    | 12:08.987 | 1:42.226 | 1.286  | 73.30 | 2:14.271 | 3  | 19  | 7  |
| 13  | 60   | 600  | 9   | Dean NEAL             | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd     | 5    | 12:15.195 | 1:48.434 | 6.208  | 72.68 | 2:15.078 | 4  | 21  | 8  |
| 14  | 28   | 1000 | 5   | Mark RUSSELL          | Suzuki GSXR1000 - P&O Scaffolding                   | 5    | 12:19.327 | 1:52.566 | 4.132  | 72.28 | 2:26.106 | 5  | 10  | -4 |
| 15  | 131* | 600  | 10  | Nicholas KINGSTONE    | Suzuki GSXR600 -                                    | 5    | 12:19.581 | 1:52.820 | 0.254  | 72.25 | 2:14.801 | 4  | 22  | 7  |
| 16  | 214  | 600  | 11  | Richard KINGSCOTE     | Yamaha R6 -                                         | 5    | 12:22.254 | 1:55.493 | 2.673  | 71.99 | 2:15.663 | 3  | 23  | 7  |
| 17  | 723  | 600  | 12  | Tom BIRD              | Kawasaki ZX6R -                                     | 5    | 12:31.168 | 2:04.407 | 8.914  | 71.14 | 2:15.128 | 5  | 25  | 8  |
| 18  | 180  | 600  | 13  | Oliver BROWN          | Yamaha R6 -                                         | 5    | 12:43.073 | 2:16.312 | 11.905 | 70.03 | 2:18.157 | 5  | 20  | 2  |
| 19  | 37   | 600  | 14  | Alex NUNN             | Kawasaki ZX6R - AJN Steelstocks                     | 4    | 10:38.068 | 1 Lap    | 1 Lap  | 67.00 | 2:26.893 | 3  | 26  | 7  |
| 20  | 59   | 600  | 15  | Michael WELLINGTON    | Triumph STREET TRIPLE 765RS - CockRocket Racing     | 4    | 11:22.378 | 1 Lap    | 44.310 | 62.65 | 2:34.285 | 2  | 27  | 7  |
| 21  | 29   | 600  | 16  | Sarah MACDONALD       | Suzuki GSXR 600 -                                   | 4    | 11:38.142 | 1 Lap    | 15.764 | 61.23 | 2:39.872 | 4  | 28  | 7  |

#### NOT CLASSIFIED

|     |     |      |  |                   |                                                          |   |          |        |        |       |          |   |    |  |
|-----|-----|------|--|-------------------|----------------------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 999 | 600  |  | Jack ALLEN        | Honda CBR600 RR - The queens head                        | 4 | 9:24.902 | 1 Lap  |        | 75.68 | 2:07.634 | 4 | 17 |  |
| DNF | 397 | 1000 |  | Kevin CLINKSCALES | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas tr | 3 | 6:44.774 | 2 Laps | 1 Lap  | 79.21 | 2:11.356 | 3 | 7  |  |
| DNF | 227 | 600  |  | Jake RENWICK      | Yamaha R6 -                                              | 3 | 7:16.250 | 2 Laps | 31.476 | 73.49 | 2:08.927 | 2 | 13 |  |
| DNF | 196 | 600  |  | Joshua POPPLEWELL | Yamaha R6 - Frame-Tech SE Ltd                            | 1 | 3:20.871 | 4 Laps | 2 Laps | 53.20 |          |   | 24 |  |
| DNF | 25  | 1000 |  | Jamie GREEN       | Suzuki GSXR1000 -                                        | 0 |          |        |        |       |          |   | 3  |  |

#### NOT STARTED

|    |    |      |  |               |                  |  |  |  |  |  |  |  |   |  |
|----|----|------|--|---------------|------------------|--|--|--|--|--|--|--|---|--|
| NS | 95 | 1000 |  | Jack DRISCOLL | Kawasaki ZX10R - |  |  |  |  |  |  |  | 2 |  |
|----|----|------|--|---------------|------------------|--|--|--|--|--|--|--|---|--|

#### FASTEST LAP

|  |     |      |  |                       |                              |   |          |  |  |           |  |  |            |  |
|--|-----|------|--|-----------------------|------------------------------|---|----------|--|--|-----------|--|--|------------|--|
|  | 55  | 1000 |  | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres  | 2 | 2:01.548 |  |  | 87.93 mph |  |  | 141.51 kph |  |
|  | 110 | 600  |  | Sean GOSLING          | Yamaha R6 - DMG Construction | 3 | 2:05.661 |  |  | 85.05 mph |  |  | 136.88 kph |  |

\* No. 131 - 10 second penalty - yellow flag infringement  
 Class 1000 - 92.5% of Race Speed = 78.86 mph  
 Class 600 - 92.5% of Race Speed = 72.49 mph

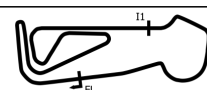
Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 10:42 Finish: 10:52  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:58 Sunday, 04 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 1 - LAP CHART

| LAP 1 @ 10:44:31.545 |          |          | LAP 2 @ 10:46:33.093 |          |          | LAP 3 @ 10:48:35.501 |          |          | LAP 4 @ 10:50:41.022 |          |          | LAP 5 @ 10:52:47.905 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 55                   |          | 2:10.401 | 55                   |          | 2:01.548 | 55                   |          | 2:02.408 | 55                   |          | 2:05.521 | 55                   |          | 2:06.883 |
| 15                   | 2.076    | 2:12.477 | 15                   | 2.888    | 2:02.360 | 29                   | 1 Lap    | 2:46.262 | 15                   | 7.990    | 2:04.902 | 15                   | 6.760    | 2:05.653 |
| 830                  | 4.907    | 2:15.308 | 830                  | 13.729   | 2:10.370 | 15                   | 8.609    | 2:08.129 | 59                   | 1 Lap    | 2:34.872 | 37                   | 1 Lap    | 2:29.062 |
| 397                  | 8.520    | 2:18.921 | 397                  | 21.469   | 2:14.497 | 830                  | 20.374   | 2:09.053 | 830                  | 24.244   | 2:09.391 | 830                  | 26.086   | 2:08.725 |
| 175                  | 10.870   | 2:21.271 | 175                  | 21.495   | 2:12.173 | 175                  | 29.090   | 2:10.003 | 175                  | 34.280   | 2:10.711 | 175                  | 37.118   | 2:09.721 |
| 28                   | 23.052   | 2:33.453 | 110                  | 47.293   | 2:06.467 | 397                  | 30.417   | 2:11.356 | 29                   | 1 Lap    | 2:42.866 | 110                  | 55.095   | 2:10.674 |
| 110                  | 42.374   | 2:52.775 | 28                   | 48.367   | 2:26.863 | 110                  | 50.546   | 2:05.661 | 110                  | 51.304   | 2:06.279 | 59                   | 1 Lap    | 2:46.889 |
| 26                   | 46.234   | 2:56.635 | 379                  | 54.279   | 2:08.735 | 26                   | 1:01.285 | 2:09.386 | 26                   | 1:04.022 | 2:08.258 | 13                   | 1:03.820 | 2:06.289 |
| 94                   | 46.680   | 2:57.081 | 26                   | 54.307   | 2:09.621 | 379                  | 1:01.331 | 2:09.460 | 13                   | 1:04.414 | 2:08.011 | 26                   | 1:04.205 | 2:07.066 |
| 379                  | 47.092   | 2:57.493 | 94                   | 54.784   | 2:09.652 | 227                  | 1:01.893 | 2:09.134 | 379                  | 1:04.758 | 2:08.948 | 379                  | 1:04.599 | 2:06.724 |
| 227                  | 47.788   | 2:58.189 | 13                   | 55.028   | 2:08.743 | 13                   | 1:01.924 | 2:09.304 | 999                  | 1:05.024 | 2:07.634 | 29                   | 1 Lap    | 2:39.872 |
| 13                   | 47.833   | 2:58.234 | 227                  | 55.167   | 2:08.927 | 999                  | 1:02.911 | 2:09.081 | 94                   | 1:08.942 | 2:10.389 | 94                   | 1:12.043 | 2:09.984 |
| 999                  | 48.685   | 2:59.086 | 999                  | 56.238   | 2:09.101 | 94                   | 1:04.074 | 2:11.698 | 573                  | 1:09.559 | 2:10.050 | 573                  | 1:18.281 | 2:15.605 |
| 573                  | 49.610   | 3:00.011 | 573                  | 57.715   | 2:09.653 | 573                  | 1:05.030 | 2:09.723 | 916                  | 1:33.338 | 2:14.458 | 916                  | 1:40.940 | 2:14.485 |
| 916                  | 56.296   | 3:06.697 | 916                  | 1:11.504 | 2:16.756 | 28                   | 1:12.705 | 2:26.746 | 28                   | 1:33.343 | 2:26.159 | 86                   | 1:42.226 | 2:15.258 |
| 131                  | 56.612   | 3:07.013 | 131                  | 1:11.852 | 2:16.788 | 916                  | 1:24.401 | 2:15.305 | 86                   | 1:33.851 | 2:14.951 | 131                  | 1:42.820 | 2:14.867 |
| 86                   | 57.273   | 3:07.674 | 86                   | 1:12.558 | 2:16.833 | 86                   | 1:24.421 | 2:14.271 | 131                  | 1:34.836 | 2:14.801 | 60                   | 1:48.434 | 2:19.155 |
| 60                   | 59.698   | 3:10.099 | 60                   | 1:13.821 | 2:15.671 | 131                  | 1:25.556 | 2:16.112 | 60                   | 1:36.162 | 2:15.078 | 28                   | 1:52.566 | 2:26.106 |
| 214                  | 1:01.857 | 3:12.258 | 214                  | 1:17.851 | 2:17.542 | 60                   | 1:26.605 | 2:15.192 | 214                  | 1:41.309 | 2:15.724 | 214                  | 1:55.493 | 2:21.067 |
| 37                   | 1:04.497 | 3:14.898 | 723                  | 1:27.199 | 2:22.341 | 214                  | 1:31.106 | 2:15.663 | 723                  | 1:56.162 | 2:18.522 | 723                  | 2:04.407 | 2:15.128 |
| 723                  | 1:06.406 | 3:16.807 | 37                   | 1:30.164 | 2:27.215 | 723                  | 1:43.161 | 2:18.370 | 180                  | 2:05.038 | 2:20.455 | 180                  | 2:16.312 | 2:18.157 |
| 180                  | 1:08.373 | 3:18.774 | 180                  | 1:30.969 | 2:24.144 | 180                  | 1:50.104 | 2:21.543 |                      |          |          |                      |          |          |
| 196                  | 1:10.470 | 3:20.871 | 59                   | 1:48.668 | 2:34.285 | 37                   | 1:54.649 | 2:26.893 |                      |          |          |                      |          |          |
| 59                   | 1:15.931 | 3:26.332 |                      |          |          |                      |          |          |                      |          |          |                      |          |          |
| 29                   | 1:18.741 | 3:29.142 |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

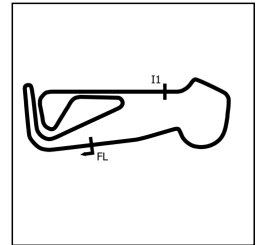
RACE 1 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 55  | STORPIRSTIS  | 1   | 55  | 55  | 55  | 55  | 55  |
| 95  | DRISCOLL     | 2   | 15  | 15  | 15  | 15  | 15  |
| 25  | GREEN        | 3   | 830 | 830 | 830 | 830 | 830 |
| 15  | JONES        | 4   | 397 | 397 | 175 | 175 | 175 |
| 830 | HOLT         | 5   | 175 | 175 | 397 | 110 | 110 |
| 397 | CLINKSCALES  | 6   | 28  | 110 | 110 | 26  | 13  |
| 175 | PESTANA      | 7   | 110 | 28  | 26  | 13  | 26  |
| 28  | RUSSELL      | 8   | 26  | 379 | 379 | 379 | 379 |
| 110 | GOSLING      | 9   | 94  | 26  | 227 | 999 | 94  |
| 94  | CANNONS      | 10  | 379 | 94  | 13  | 94  | 573 |
| 227 | RENWICK      | 11  | 227 | 13  | 999 | 573 | 916 |
| 573 | KETTERINGHAM | 12  | 13  | 227 | 94  | 916 | 86  |
| 379 | MASON        | 13  | 999 | 999 | 573 | 28  | 131 |
| 13  | BENTON       | 14  | 573 | 573 | 28  | 86  | 60  |
| 999 | ALLEN        | 15  | 916 | 916 | 916 | 131 | 28  |
| 26  | PRESTON      | 16  | 131 | 131 | 86  | 60  | 214 |
| 86  | JOHNS        | 17  | 86  | 86  | 131 | 214 | 723 |
| 180 | BROWN        | 18  | 60  | 60  | 60  | 723 | 180 |
| 60  | NEAL         | 19  | 214 | 214 | 214 | 180 |     |
| 131 | KINGSTONE    | 20  | 37  | 723 | 723 | 37  |     |
| 214 | KINGSCOTE    | 21  | 723 | 37  | 180 | 59  |     |
| 196 | POPPLEWELL   | 22  | 180 | 180 | 37  | 29  |     |
| 723 | BIRD         | 23  | 196 | 59  | 59  |     |     |
| 37  | NUNN         | 24  | 59  | 29  | 29  |     |     |
| 59  | WELLINGTON   | 25  | 29  |     |     |     |     |
| 29  | MACDONALD    | 26  |     |     |     |     |     |
| 916 | FREWIN       | 27  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

| P1 55 1000 Mindaugas STORPIRSTIS |                 | Honda CBR1000RR - ANR Tyres |                     |                    |       |                     |
|----------------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.548        |                 | BEST LAP TIME : 2:01.548    |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                              | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                              |                 | 41.081                      | 2:10.401            | 81.96              | 8.853 | 10:44:31.545        |
| 2 -                              | <b>1:20.583</b> | <b>40.965</b>               | <b>2:01.548 (1)</b> | <b>87.93</b>       |       | <b>10:46:33.093</b> |
| 3 -                              | 1:21.222        | 41.186                      | 2:02.408 (2)        | 87.31              | 0.860 | 10:48:35.501        |
| 4 -                              | 1:23.167        | 42.354                      | 2:05.521 (3)        | 85.14              | 3.973 | 10:50:41.022        |
| 5 -                              | 1:23.155        | 43.728                      | 2:06.883            | 84.23              | 5.335 | 10:52:47.905        |

| P2 15 1000 Tommy JONES    |                 | Kawasaki ZX10R -         |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.663 |                 | BEST LAP TIME : 2:02.360 |                     | DIFFERENCE : 0.697 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.384                   | 2:12.477            | 80.67              | 10.117 | 10:44:33.621        |
| 2 -                       | 1:21.701        | <b>40.659</b>            | <b>2:02.360 (1)</b> | <b>87.34</b>       |        | <b>10:46:35.981</b> |
| 3 -                       | <b>1:21.004</b> | 47.125                   | 2:08.129            | 83.41              | 5.769  | 10:48:44.110        |
| 4 -                       | 1:22.884        | 42.018                   | 2:04.902 (2)        | 85.57              | 2.542  | 10:50:49.012        |
| 5 -                       | 1:22.217        | 43.436                   | 2:05.653 (3)        | 85.06              | 3.293  | 10:52:54.665        |

| P3 830 1000 Daniel HOLT   |                 | Aprilia RSV4 1100 FACTORY - Set builds southern ltd |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.621 |                 | BEST LAP TIME : 2:08.725                            |                     | DIFFERENCE : 0.104 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>43.395</b>                                       | 2:15.308            | 78.99              | 6.583 | 10:44:36.452        |
| 2 -                       | 1:26.695        | 43.675                                              | 2:10.370            | 81.98              | 1.645 | 10:46:46.822        |
| 3 -                       | 1:25.421        | 43.632                                              | 2:09.053 (2)        | 82.81              | 0.328 | 10:48:55.875        |
| 4 -                       | 1:25.664        | 43.727                                              | 2:09.391 (3)        | 82.60              | 0.666 | 10:51:05.266        |
| 5 -                       | <b>1:25.226</b> | 43.499                                              | <b>2:08.725 (1)</b> | <b>83.03</b>       |       | <b>10:53:13.991</b> |

| P4 175 1000 Arlindo PESTANA |                 | BMW S1000RR - Pep's Racing |                     |                    |        |                     |
|-----------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.431   |                 | BEST LAP TIME : 2:09.721   |                     | DIFFERENCE : 0.290 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 44.452                     | 2:21.271            | 75.65              | 11.550 | 10:44:42.415        |
| 2 -                         | 1:27.600        | 44.573                     | 2:12.173            | 80.86              | 2.452  | 10:46:54.588        |
| 3 -                         | <b>1:26.244</b> | 43.759                     | 2:10.003 (2)        | 82.21              | 0.282  | 10:49:04.591        |
| 4 -                         | 1:26.280        | 44.431                     | 2:10.711 (3)        | 81.76              | 0.990  | 10:51:15.302        |
| 5 -                         | 1:26.534        | <b>43.187</b>              | <b>2:09.721 (1)</b> | <b>82.39</b>       |        | <b>10:53:25.023</b> |

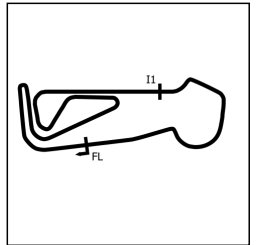
| P5 110 600 Sean GOSLING   |                 | Yamaha R6 - DMG Construction |                     |                    |        |                     |
|---------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.565 |                 | BEST LAP TIME : 2:05.661     |                     | DIFFERENCE : 0.096 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                     | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.937                       | 2:52.775            | 61.86              | 47.114 | 10:45:13.919        |
| 2 -                       | 1:23.947        | 42.520                       | 2:06.467 (3)        | 84.51              | 0.806  | 10:47:20.386        |
| 3 -                       | 1:23.986        | <b>41.675</b>                | <b>2:05.661 (1)</b> | <b>85.05</b>       |        | <b>10:49:26.047</b> |
| 4 -                       | <b>1:23.890</b> | 42.389                       | 2:06.279 (2)        | 84.63              | 0.618  | 10:51:32.326        |
| 5 -                       | 1:26.133        | 44.541                       | 2:10.674            | 81.79              | 5.013  | 10:53:43.000        |

| P6 13 600 Matthew BENTON  |                 | Honda CBR600RR - Air Engineering Group |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.289 |                 | BEST LAP TIME : 2:06.289               |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.382                                 | 2:58.234            | 59.96              | 51.945 | 10:45:19.378        |
| 2 -                       | 1:25.403        | 43.340                                 | 2:08.743 (3)        | 83.01              | 2.454  | 10:47:28.121        |
| 3 -                       | 1:26.169        | 43.135                                 | 2:09.304            | 82.65              | 3.015  | 10:49:37.425        |
| 4 -                       | 1:24.767        | 43.244                                 | 2:08.011 (2)        | 83.49              | 1.722  | 10:51:45.436        |
| 5 -                       | <b>1:23.799</b> | <b>42.490</b>                          | <b>2:06.289 (1)</b> | <b>84.63</b>       |        | <b>10:53:51.725</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P7</b>                 | <b>26 600</b>   | <b>Daniel PRESTON</b>    | Triumph 675R -      |              |        |                     |
| IDEAL LAP TIME : 2:07.066 |                 | BEST LAP TIME : 2:07.066 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.094                   | 2:56.635            | 60.50        | 49.569 | 10:45:17.779        |
| 2 -                       | 1:25.930        | 43.691                   | 2:09.621            | 82.45        | 2.555  | 10:47:27.400        |
| 3 -                       | 1:26.351        | 43.035                   | 2:09.386 (3)        | 82.60        | 2.320  | 10:49:36.786        |
| 4 -                       | 1:25.155        | 43.103                   | 2:08.258 (2)        | 83.33        | 1.192  | 10:51:45.044        |
| 5 -                       | <b>1:24.125</b> | <b>42.941</b>            | <b>2:07.066 (1)</b> | <b>84.11</b> |        | <b>10:53:52.110</b> |

|                           |                 |                           |                         |              |        |                     |
|---------------------------|-----------------|---------------------------|-------------------------|--------------|--------|---------------------|
| <b>P8</b>                 | <b>379 600</b>  | <b>Jack Crowley MASON</b> | Triumph DAYTONA 675 R - |              |        |                     |
| IDEAL LAP TIME : 2:06.647 |                 | BEST LAP TIME : 2:06.724  | DIFFERENCE : 0.077      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.357                    | 2:57.493                | 60.21        | 50.769 | 10:45:18.637        |
| 2 -                       | 1:25.472        | 43.263                    | 2:08.735 (2)            | 83.02        | 2.011  | 10:47:27.372        |
| 3 -                       | 1:26.495        | 42.965                    | 2:09.460                | 82.55        | 2.736  | 10:49:36.832        |
| 4 -                       | 1:26.390        | <b>42.558</b>             | 2:08.948 (3)            | 82.88        | 2.224  | 10:51:45.780        |
| 5 -                       | <b>1:24.089</b> | 42.635                    | <b>2:06.724 (1)</b>     | <b>84.34</b> |        | <b>10:53:52.504</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P9</b>                 | <b>94 600</b>   | <b>Peter CANNONS</b>     | Kawazaki ZX6R -     |              |        |                     |
| IDEAL LAP TIME : 2:08.814 |                 | BEST LAP TIME : 2:09.652 | DIFFERENCE : 0.838  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.558                   | 2:57.081            | 60.35        | 47.429 | 10:45:18.225        |
| 2 -                       | <b>1:25.704</b> | 43.948                   | <b>2:09.652 (1)</b> | <b>82.43</b> |        | <b>10:47:27.877</b> |
| 3 -                       | 1:28.588        | <b>43.110</b>            | 2:11.698            | 81.15        | 2.046  | 10:49:39.575        |
| 4 -                       | 1:26.513        | 43.876                   | 2:10.389 (3)        | 81.97        | 0.737  | 10:51:49.964        |
| 5 -                       | 1:26.404        | 43.580                   | 2:09.984 (2)        | 82.22        | 0.332  | 10:53:59.948        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P10</b>                | <b>573 600</b>  | <b>Cian KETTERINGHAM</b> | Suzuki GSXR 6 -     |              |        |                     |
| IDEAL LAP TIME : 2:09.320 |                 | BEST LAP TIME : 2:09.653 | DIFFERENCE : 0.333  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.572                   | 3:00.011            | 59.37        | 50.358 | 10:45:21.155        |
| 2 -                       | <b>1:26.266</b> | 43.387                   | <b>2:09.653 (1)</b> | <b>82.43</b> |        | <b>10:47:30.808</b> |
| 3 -                       | 1:26.669        | <b>43.054</b>            | 2:09.723 (2)        | 82.39        | 0.070  | 10:49:40.531        |
| 4 -                       | 1:26.273        | 43.777                   | 2:10.050 (3)        | 82.18        | 0.397  | 10:51:50.581        |
| 5 -                       | 1:28.215        | 47.390                   | 2:15.605            | 78.81        | 5.952  | 10:54:06.186        |

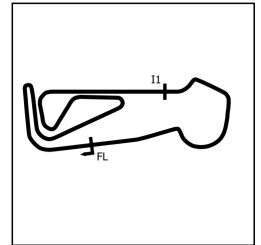
|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>916 600</b>  | <b>Adam FREWIN</b>       | Yamaha R6 - YESSS electrical |              |        |                     |
| IDEAL LAP TIME : 2:14.349 |                 | BEST LAP TIME : 2:14.458 | DIFFERENCE : 0.109           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.898                   | 3:06.697                     | 57.24        | 52.239 | 10:45:27.841        |
| 2 -                       | 1:30.699        | 46.057                   | 2:16.756                     | 78.15        | 2.298  | 10:47:44.597        |
| 3 -                       | 1:29.464        | 45.841                   | 2:15.305 (3)                 | 78.99        | 0.847  | 10:49:59.902        |
| 4 -                       | <b>1:28.694</b> | 45.764                   | <b>2:14.458 (1)</b>          | <b>79.49</b> |        | <b>10:52:14.360</b> |
| 5 -                       | 1:28.830        | <b>45.655</b>            | 2:14.485 (2)                 | 79.47        | 0.027  | 10:54:28.845        |

|                           |                 |                          |                                  |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>86 600</b>   | <b>Martyn JOHNS</b>      | Triumph DAYTONA - Stack Dynamics |              |        |                     |
| IDEAL LAP TIME : 2:14.219 |                 | BEST LAP TIME : 2:14.271 | DIFFERENCE : 0.052               |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                         | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.503                   | 3:07.674                         | 56.95        | 53.403 | 10:45:28.818        |
| 2 -                       | 1:30.872        | 45.961                   | 2:16.833                         | 78.11        | 2.562  | 10:47:45.651        |
| 3 -                       | <b>1:29.230</b> | 45.041                   | <b>2:14.271 (1)</b>              | <b>79.60</b> |        | <b>10:49:59.922</b> |
| 4 -                       | 1:29.962        | <b>44.989</b>            | 2:14.951 (2)                     | 79.19        | 0.680  | 10:52:14.873        |
| 5 -                       | 1:29.700        | 45.558                   | 2:15.258 (3)                     | 79.01        | 0.987  | 10:54:30.131        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

| <b>P13</b>                | <b>60 600</b>   | <b>Dean NEAL</b>         | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd |                    |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.860 |                 | BEST LAP TIME : 2:15.078 |                                                 | DIFFERENCE : 0.218 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.424                   | 3:10.099                                        | 56.22              | 55.021 | 10:45:31.243        |
| 2 -                       | 1:30.186        | 45.485                   | 2:15.671 <b>(3)</b>                             | 78.77              | 0.593  | 10:47:46.914        |
| 3 -                       | <b>1:29.753</b> | 45.439                   | 2:15.192 <b>(2)</b>                             | 79.05              | 0.114  | 10:50:02.106        |
| 4 -                       | 1:29.971        | <b>45.107</b>            | <b>2:15.078 (1)</b>                             | <b>79.12</b>       |        | <b>10:52:17.184</b> |
| 5 -                       | 1:33.377        | 45.778                   | 2:19.155                                        | 76.80              | 4.077  | 10:54:36.339        |

| <b>P14</b>                | <b>28 1000</b>  | <b>Mark RUSSELL</b>      | Suzuki GSXR1000 - P&O Scaffolding |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.985 |                 | BEST LAP TIME : 2:26.106 |                                   | DIFFERENCE : 1.121 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.750                   | 2:33.453                          | 69.65              | 7.347 | 10:44:54.597        |
| 2 -                       | 1:36.046        | 50.817                   | 2:26.863                          | 72.77              | 0.757 | 10:47:21.460        |
| 3 -                       | 1:37.702        | <b>49.044</b>            | 2:26.746 <b>(3)</b>               | 72.83              | 0.640 | 10:49:48.206        |
| 4 -                       | 1:36.535        | 49.624                   | 2:26.159 <b>(2)</b>               | 73.12              | 0.053 | 10:52:14.365        |
| 5 -                       | <b>1:35.941</b> | 50.165                   | <b>2:26.106 (1)</b>               | <b>73.15</b>       |       | <b>10:54:40.471</b> |

| <b>P15</b>                | <b>131 600</b>  | <b>Nicholas KINGSTONE</b> | Suzuki GSXR600 -    |                    |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.659 |                 | BEST LAP TIME : 2:14.801  |                     | DIFFERENCE : 1.142 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.390                    | 3:07.013            | 57.15              | 52.212 | 10:45:28.157        |
| 2 -                       | 1:30.782        | 46.006                    | 2:16.788            | 78.13              | 1.987  | 10:47:44.945        |
| 3 -                       | 1:31.184        | 44.928                    | 2:16.112 <b>(3)</b> | 78.52              | 1.311  | 10:50:01.057        |
| 4 -                       | <b>1:29.596</b> | 45.205                    | <b>2:14.801 (1)</b> | <b>79.28</b>       |        | <b>10:52:15.858</b> |
| 5 -                       | 1:30.804        | <b>44.063</b>             | 2:14.867 <b>(2)</b> | 79.24              | 0.066  | 10:54:30.725        |

| <b>P16</b>                | <b>214 600</b>  | <b>Richard KINGSCOTE</b> | Yamaha R6 -         |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.451 |                 | BEST LAP TIME : 2:15.663 |                     | DIFFERENCE : 1.212 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.409                   | 3:12.258            | 55.59              | 56.595 | 10:45:33.402        |
| 2 -                       | 1:31.367        | 46.175                   | 2:17.542 <b>(3)</b> | 77.70              | 1.879  | 10:47:50.944        |
| 3 -                       | <b>1:30.044</b> | 45.619                   | <b>2:15.663 (1)</b> | <b>78.78</b>       |        | <b>10:50:06.607</b> |
| 4 -                       | 1:31.317        | <b>44.407</b>            | 2:15.724 <b>(2)</b> | 78.74              | 0.061  | 10:52:22.331        |
| 5 -                       | 1:34.107        | 46.960                   | 2:21.067            | 75.76              | 5.404  | 10:54:43.398        |

| <b>P17</b>                | <b>723 600</b>  | <b>Tom BIRD</b>          | Kawasaki ZX6R -     |                    |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:15.128 |                 | BEST LAP TIME : 2:15.128 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 50.080                   | 3:16.807            | 54.30              | 1:01.679 | 10:45:37.951        |
| 2 -                       | 1:35.765        | 46.576                   | 2:22.341            | 75.08              | 7.213    | 10:48:00.292        |
| 3 -                       | 1:31.993        | 46.377                   | 2:18.370 <b>(2)</b> | 77.24              | 3.242    | 10:50:18.662        |
| 4 -                       | 1:32.763        | 45.759                   | 2:18.522 <b>(3)</b> | 77.15              | 3.394    | 10:52:37.184        |
| 5 -                       | <b>1:30.286</b> | <b>44.842</b>            | <b>2:15.128 (1)</b> | <b>79.09</b>       |          | <b>10:54:52.312</b> |

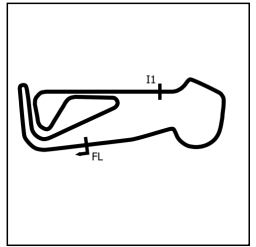
  

| <b>P18</b>                | <b>180 600</b>  | <b>Oliver BROWN</b>      | Yamaha R6 -         |                    |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:18.157 |                 | BEST LAP TIME : 2:18.157 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 51.539                   | 3:18.774            | 53.76              | 1:00.617 | 10:45:39.918        |
| 2 -                       | 1:35.382        | 48.762                   | 2:24.144            | 74.14              | 5.987    | 10:48:04.062        |
| 3 -                       | 1:34.245        | 47.298                   | 2:21.543 <b>(3)</b> | 75.51              | 3.386    | 10:50:25.605        |
| 4 -                       | 1:33.473        | 46.982                   | 2:20.455 <b>(2)</b> | 76.09              | 2.298    | 10:52:46.060        |
| 5 -                       | <b>1:31.710</b> | <b>46.447</b>            | <b>2:18.157 (1)</b> | <b>77.36</b>       |          | <b>10:55:04.217</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - SECTOR ANALYSIS



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

| <b>P19</b>                | <b>37 600</b>   | <b>Alex NUNN</b>         | Kawasaki ZX6R - AJN Steelstocks |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.651 |                 | BEST LAP TIME : 2:26.893 |                                 | DIFFERENCE : 0.242 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.850                   | 3:14.898                        | 54.83              | 48.005 | 10:45:36.042        |
| 2 -                       | 1:37.642        | 49.573                   | 2:27.215 (2)                    | 72.60              | 0.322  | 10:48:03.257        |
| 3 -                       | <b>1:37.454</b> | 49.439                   | <b>2:26.893 (1)</b>             | <b>72.76</b>       |        | <b>10:50:30.150</b> |
| 4 -                       | 1:39.865        | <b>49.197</b>            | 2:29.062 (3)                    | 71.70              | 2.169  | 10:52:59.212        |

| <b>P20</b>                | <b>59 600</b>   | <b>Michael WELLINGTON</b> | Triumph STREET TRIPLE 765RS - CockRocket Racing |                    |        |                     |
|---------------------------|-----------------|---------------------------|-------------------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.647 |                 | BEST LAP TIME : 2:34.285  |                                                 | DIFFERENCE : 0.638 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                                        | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>52.209</b>             | 3:26.332                                        | 51.80              | 52.047 | 10:45:47.476        |
| 2 -                       | <b>1:41.438</b> | 52.847                    | <b>2:34.285 (1)</b>                             | <b>69.27</b>       |        | <b>10:48:21.761</b> |
| 3 -                       | 1:41.481        | 53.391                    | 2:34.872 (2)                                    | 69.01              | 0.587  | 10:50:56.633        |
| 4 -                       | 1:53.639        | 53.250                    | 2:46.889 (3)                                    | 64.04              | 12.604 | 10:53:43.522        |

| <b>P21</b>                | <b>29 600</b>   | <b>Sarah MACDONALD</b>   | Suzuki GSXR 600 -   |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:39.872 |                 | BEST LAP TIME : 2:39.872 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 54.656                   | 3:29.142            | 51.10              | 49.270 | 10:45:50.286        |
| 2 -                       | 1:50.955        | 55.307                   | 2:46.262 (3)        | 64.28              | 6.390  | 10:48:36.548        |
| 3 -                       | 1:47.927        | 54.939                   | 2:42.866 (2)        | 65.62              | 2.994  | 10:51:19.414        |
| 4 -                       | <b>1:45.780</b> | <b>54.092</b>            | <b>2:39.872 (1)</b> | <b>66.85</b>       |        | <b>10:53:59.286</b> |

| <b>P22</b>                | <b>999 600</b>  | <b>Jack ALLEN</b>        | Honda CBR600 RR - The queens head |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.028 |                 | BEST LAP TIME : 2:07.634 |                                   | DIFFERENCE : 0.606 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.544                   | 2:59.086                          | 59.68              | 51.452 | 10:45:20.230        |
| 2 -                       | 1:25.511        | 43.590                   | 2:09.101 (3)                      | 82.78              | 1.467  | 10:47:29.331        |
| 3 -                       | 1:26.612        | <b>42.469</b>            | 2:09.081 (2)                      | 82.80              | 1.447  | 10:49:38.412        |
| 4 -                       | <b>1:24.559</b> | 43.075                   | <b>2:07.634 (1)</b>               | <b>83.74</b>       |        | <b>10:51:46.046</b> |

| <b>P23</b>                | <b>397 1000</b> | <b>Kevin CLINKSCALES</b> | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas traini |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:11.326 |                 | BEST LAP TIME : 2:11.356 |                                                              | DIFFERENCE : 0.030 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                     | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>44.321</b>            | 2:18.921                                                     | 76.93              | 7.565 | 10:44:40.065        |
| 2 -                       | 1:29.060        | 45.437                   | 2:14.497 (2)                                                 | 79.46              | 3.141 | 10:46:54.562        |
| 3 -                       | <b>1:27.005</b> | 44.351                   | <b>2:11.356 (1)</b>                                          | <b>81.36</b>       |       | <b>10:49:05.918</b> |

| <b>P24</b>                | <b>227 600</b>  | <b>Jake RENWICK</b>      | Yamaha R6 -         |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.392 |                 | BEST LAP TIME : 2:08.927 |                     | DIFFERENCE : 0.535 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>42.956</b>            | 2:58.189            | 59.98              | 49.262 | 10:45:19.333        |
| 2 -                       | <b>1:25.436</b> | 43.491                   | <b>2:08.927 (1)</b> | <b>82.90</b>       |        | <b>10:47:28.260</b> |
| 3 -                       | 1:25.688        | 43.446                   | 2:09.134 (2)        | 82.76              | 0.207  | 10:49:37.394        |

| <b>P25</b>       | <b>196 600</b> | <b>Joshua POPPLEWELL</b> | Yamaha R6 - Frame-Tech SE Ltd |              |      |              |
|------------------|----------------|--------------------------|-------------------------------|--------------|------|--------------|
| IDEAL LAP TIME : |                | BEST LAP TIME :          |                               | DIFFERENCE : |      |              |
| LAP              | SECTOR 1       | SECTOR 2                 | LAP TIME                      | MPH          | DIFF | TIME OF DAY  |
| 1 -              |                | <b>54.412</b>            | 3:20.871                      | 53.20        |      | 10:45:42.015 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 1 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:01.242 |       |
| 1        | 55  | 1:20.583 | 15       | 40.659 | 1                       | 55  | STORPIRSTIS  | 2:01.548    | 2:01.548 | 0.000 |
| 2        | 15  | 1:21.004 | 55       | 40.965 | 2                       | 15  | JONES        | 2:01.663    | 2:02.360 | 0.697 |
| 3        | 13  | 1:23.799 | 110      | 41.675 | 3                       | 110 | GOSLING      | 2:05.565    | 2:05.661 | 0.096 |
| 4        | 110 | 1:23.890 | 999      | 42.469 | 4                       | 13  | BENTON       | 2:06.289    | 2:06.289 | 0.000 |
| 5        | 379 | 1:24.089 | 13       | 42.490 | 5                       | 379 | MASON        | 2:06.647    | 2:06.724 | 0.077 |
| 6        | 26  | 1:24.125 | 379      | 42.558 | 6                       | 999 | ALLEN        | 2:07.028    | 2:07.634 | 0.606 |
| 7        | 999 | 1:24.559 | 26       | 42.941 | 7                       | 26  | PRESTON      | 2:07.066    | 2:07.066 | 0.000 |
| 8        | 830 | 1:25.226 | 227      | 42.956 | 8                       | 227 | RENWICK      | 2:08.392    | 2:08.927 | 0.535 |
| 9        | 227 | 1:25.436 | 573      | 43.054 | 9                       | 830 | HOLT         | 2:08.621    | 2:08.725 | 0.104 |
| 10       | 94  | 1:25.704 | 94       | 43.110 | 10                      | 94  | CANNONS      | 2:08.814    | 2:09.652 | 0.838 |
| 11       | 175 | 1:26.244 | 175      | 43.187 | 11                      | 573 | KETTERINGHAM | 2:09.320    | 2:09.653 | 0.333 |
| 12       | 573 | 1:26.266 | 830      | 43.395 | 12                      | 175 | PESTANA      | 2:09.431    | 2:09.721 | 0.290 |
| 13       | 397 | 1:27.005 | 131      | 44.063 | 13                      | 397 | CLINKSCALES  | 2:11.326    | 2:11.356 | 0.030 |
| 14       | 916 | 1:28.694 | 397      | 44.321 | 14                      | 131 | KINGSTONE    | 2:13.659    | 2:14.801 | 1.142 |
| 15       | 86  | 1:29.230 | 214      | 44.407 | 15                      | 86  | JOHNS        | 2:14.219    | 2:14.271 | 0.052 |
| 16       | 131 | 1:29.596 | 723      | 44.842 | 16                      | 916 | FREWIN       | 2:14.349    | 2:14.458 | 0.109 |
| 17       | 60  | 1:29.753 | 86       | 44.989 | 17                      | 214 | KINGSCOTE    | 2:14.451    | 2:15.663 | 1.212 |
| 18       | 214 | 1:30.044 | 60       | 45.107 | 18                      | 60  | NEAL         | 2:14.860    | 2:15.078 | 0.218 |
| 19       | 723 | 1:30.286 | 916      | 45.655 | 19                      | 723 | BIRD         | 2:15.128    | 2:15.128 | 0.000 |
| 20       | 180 | 1:31.710 | 180      | 46.447 | 20                      | 180 | BROWN        | 2:18.157    | 2:18.157 | 0.000 |
| 21       | 28  | 1:35.941 | 28       | 49.044 | 21                      | 28  | RUSSELL      | 2:24.985    | 2:26.106 | 1.121 |
| 22       | 37  | 1:37.454 | 37       | 49.197 | 22                      | 37  | NUNN         | 2:26.651    | 2:26.893 | 0.242 |
| 23       | 59  | 1:41.438 | 59       | 52.209 | 23                      | 59  | WELLINGTON   | 2:33.647    | 2:34.285 | 0.638 |
| 24       | 29  | 1:45.780 | 29       | 54.092 | 24                      | 29  | MACDONALD    | 2:39.872    | 2:39.872 | 0.000 |
| 25       |     |          | 196      | 54.412 | 25                      | 196 | POPPLEWELL   |             |          |       |
| 26       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 1 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 26                        |
| Planned Start          | 2025-05-04 @ 09:50:00.000 |
| Actual Start           | 2025-05-04 @ 10:42:21.143 |
| Finish Time            | 2025-05-04 @ 10:52:47.904 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 113                       |
| Total Distance Covered | 335.4870mi.               |

Session Fastest Lap History

| NO | CL   | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------|-----------------------|----------|--------------|-----|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 2:01.548 | 10:46:33.093 | 2   | Honda CBR1000RR |

Session Leader History

| NO | CL   | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|------|-----------------------|----------|----------|-------------|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:42:21.143 |
| FINISH | 10:52:47.904 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:49.647  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - STATISTICS

**CLASS : 1000**

7 Starters

#### Fastest Lap History

| NO | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------------------|----------|--------------|-----|-----------------|
| 55 | Mindaugas STORPIRSTIS | 2:01.548 | 10:46:33.093 | 2   | Honda CBR1000RR |

#### Leader History

| NO | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------------------|----------|----------|-------------|-----------------|
| 55 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 1 - STATISTICS

**CLASS : 600**

19 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|-----|--------------|----------|--------------|-----|-----------|
| 110 | Sean GOSLING | 2:06.467 | 10:47:20.386 | 2   | Yamaha R6 |
| 110 | Sean GOSLING | 2:05.661 | 10:49:26.047 | 3   | Yamaha R6 |

#### Leader History

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|-----|--------------|----------|----------|-------------|-----------|
| 110 | Sean GOSLING | 1        | 5        | 14.84 miles | Yamaha R6 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 12 - GRID (5 Laps)



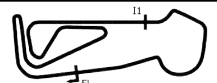
|        |          |                        |          |                        |          |                          |
|--------|----------|------------------------|----------|------------------------|----------|--------------------------|
| ROW 12 | 1        |                        | 1        |                        | 34       | 196 Joshua POPPLEWELL    |
|        |          | 2:39.872               |          | 2:34.285               |          | 2:26.893                 |
| ROW 11 | 33       | 29 Sarah MACDONALD     | 32       | 59 Michael WELLINGTON  | 31       | 37 Alex NUNN             |
|        | 2:18.157 |                        | 2:15.663 |                        | 2:15.128 |                          |
| ROW 10 | 30       | 180 Oliver BROWN       | 29       | 214 Richard KINGSCOTE  | 28       | 723 Tom BIRD             |
|        | 2:15.078 |                        | 2:14.801 |                        | 2:14.458 |                          |
| ROW 9  | 27       | 60 Dean NEAL           | 26       | 131 Nicholas KINGSTONE | 25       | 916 Adam FREWIN          |
|        | 2:14.271 |                        | 2:09.653 |                        | 2:09.652 |                          |
| ROW 8  | 24       | 86 Martyn JOHNS        | 23       | 573 Cian KETTERINGHAM  | 22       | 94 Peter CANNONS         |
|        | 2:08.927 |                        | 2:07.634 |                        | 2:07.066 |                          |
| ROW 7  | 21       | 227 Jake RENWICK       | 20       | 999 Jack ALLEN         | 19       | 26 Daniel PRESTON        |
|        | 2:06.724 |                        | 2:06.289 |                        | 2:05.661 |                          |
| ROW 6  | 18       | 379 Jack Crowley MASON | 17       | 13 Matthew BENTON      | 16       | 110 Sean GOSLING         |
|        |          |                        |          |                        |          |                          |
| ROW 5  | 15       |                        | 14       |                        | 13       |                          |
|        |          |                        |          |                        |          |                          |
| ROW 4  | 12       |                        | 11       |                        | 10       | 36 Alan MORGAN           |
|        |          |                        |          |                        |          |                          |
| ROW 3  | 9        | 163 Riccardo BIGUZZI   | 8        | 95 Jack DRISCOLL       | 7        | 25 Jamie GREEN           |
|        | 2:26.106 |                        | 2:11.356 |                        | 2:09.721 |                          |
| ROW 2  | 6        | 28 Mark RUSSELL        | 5        | 397 Kevin CLINKSCALES  | 4        | 175 Arlindo PESTANA      |
|        | 2:08.725 |                        | 2:02.360 |                        | 2:01.548 |                          |
| ROW 1  | 3        | 830 Daniel HOLT        | 2        | 15 Tommy JONES         | 1        | 55 Mindaugas STORPIRSTIS |
|        |          |                        |          |                        |          | Pole                     |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 11:00 Sunday, 04 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 12 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL   | PIC | NAME                  | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|-----|------|-----|-----------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|-----|
| 1   | 55  | 1000 | 1   | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres                              | 5    | 10:10.579 |          |        | 87.52 | 1:59.812 | 5  | 1   | 0   |
| 2   | 15  | 1000 | 2   | Tommy JONES           | Kawasaki ZX10R -                                         | 5    | 10:11.924 | 1.345    | 1.345  | 87.33 | 2:00.553 | 4  | 2   | 0   |
| 3   | 25  | 1000 | 3   | Jamie GREEN           | Suzuki GSXR1000 -                                        | 5    | 10:42.130 | 31.551   | 30.206 | 83.22 | 2:06.275 | 3  | 7   | 4   |
| 4   | 830 | 1000 | 4   | Daniel HOLT           | Aprilia RSV4 1100 FACTORY - Set builds southern ltd      | 5    | 10:50.314 | 39.735   | 8.184  | 82.17 | 2:08.453 | 3  | 3   | -1  |
| 5   | 175 | 1000 | 5   | Arlindo PESTANA       | BMW S1000RR - Pep's Racing                               | 5    | 11:01.812 | 51.233   | 11.498 | 80.74 | 2:09.992 | 2  | 4   | -1  |
| 6   | 397 | 1000 | 6   | Kevin CLINKSCALES     | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas tr | 5    | 11:09.751 | 59.172   | 7.939  | 79.79 | 2:12.875 | 3  | 5   | -1  |
| 7   | 110 | 600  | 1   | Sean GOSLING          | Yamaha R6 - DMG Construction                             | 5    | 11:11.930 | 1:01.351 | 2.179  | 79.53 | 2:04.694 | 4  | 11  | 4   |
| 8   | 94  | 600  | 2   | Peter CANNONS         | Kawasaki ZX6R -                                          | 5    | 11:12.930 | 1:02.351 | 1.000  | 79.41 | 2:04.647 | 4  | 17  | 9   |
| 9   | 13  | 600  | 3   | Matthew BENTON        | Honda CBR600RR - Air Engineering Group                   | 5    | 11:19.483 | 1:08.904 | 6.553  | 78.64 | 2:06.088 | 3  | 12  | 3   |
| 10  | 379 | 600  | 4   | Jack Crowley MASON    | Triumph DAYTONA 675 R -                                  | 5    | 11:28.690 | 1:18.111 | 9.207  | 77.59 | 2:08.543 | 5  | 13  | 3   |
| 11  | 227 | 600  | 5   | Jake RENWICK          | Yamaha R6 -                                              | 5    | 11:32.649 | 1:22.070 | 3.959  | 77.15 | 2:07.194 | 5  | 16  | 5   |
| 12  | 999 | 600  | 6   | Jack ALLEN            | Honda CBR600 RR - The queens head                        | 5    | 11:39.028 | 1:28.449 | 6.379  | 76.44 | 2:09.328 | 4  | 15  | 3   |
| 13  | 916 | 600  | 7   | Adam FREWIN           | Yamaha R6 - YESSS electrical                             | 5    | 11:42.687 | 1:32.108 | 3.659  | 76.05 | 2:10.426 | 2  | 20  | 7   |
| 14  | 573 | 600  | 8   | Cian KETTERINGHAM     | Suzuki GSXR 6 -                                          | 5    | 11:42.954 | 1:32.375 | 0.267  | 76.02 | 2:10.752 | 2  | 18  | 4   |
| 15  | 131 | 600  | 9   | Nicholas KINGSTONE    | Suzuki GSXR600 -                                         | 5    | 12:07.153 | 1:56.574 | 24.199 | 73.49 | 2:14.091 | 5  | 21  | 6   |
| 16  | 214 | 600  | 10  | Richard KINGSCOTE     | Yamaha R6 -                                              | 5    | 12:14.071 | 2:03.492 | 6.918  | 72.79 | 2:11.711 | 5  | 24  | 8   |
| 17  | 196 | 600  | 11  | Joshua POPPLEWELL     | Yamaha R6 - Frame-Tech SE Ltd                            | 5    | 12:14.297 | 2:03.718 | 0.226  | 72.77 | 2:15.925 | 5  | 29  | 12  |
| 18  | 60  | 600  | 12  | Dean NEAL             | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd          | 5    | 12:16.434 | 2:05.855 | 2.137  | 72.56 | 2:16.734 | 5  | 22  | 4   |
| 19  | 28  | 1000 | 7   | Mark RUSSELL          | Suzuki GSXR1000 - P&O Scaffolding                        | 5    | 12:21.283 | 2:10.704 | 4.849  | 72.09 | 2:25.067 | 5  | 6   | -13 |
| 20  | 180 | 600  | 13  | Oliver BROWN          | Yamaha R6 -                                              | 5    | 12:22.958 | 2:12.379 | 1.675  | 71.92 | 2:15.715 | 5  | 25  | 5   |
| 21  | 37  | 600  | 14  | Alex NUNN             | Kawasaki ZX6R - AJN Steelstocks                          | 4    | 10:42.414 | 1 Lap    | 1 Lap  | 66.54 | 2:28.143 | 2  | 26  | 5   |
| 22  | 29  | 600  | 15  | Sarah MACDONALD       | Suzuki GSXR 600 -                                        | 4    | 11:21.468 | 1 Lap    | 39.054 | 62.73 | 2:39.733 | 4  | 28  | 6   |

#### NOT CLASSIFIED

|     |     |     |  |                |                 |   |          |        |        |       |          |   |    |  |
|-----|-----|-----|--|----------------|-----------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 26  | 600 |  | Daniel PRESTON | Triumph 675R -  | 2 | 5:05.440 | 3 Laps | 2 Laps | 69.98 | 2:11.120 | 2 | 14 |  |
| DNF | 723 | 600 |  | Tom BIRD       | Kawasaki ZX6R - | 0 |          |        |        |       |          |   | 23 |  |

#### FASTEST LAP

|    |      |  |  |                       |                             |   |          |  |           |  |            |  |  |  |
|----|------|--|--|-----------------------|-----------------------------|---|----------|--|-----------|--|------------|--|--|--|
| 55 | 1000 |  |  | Mindaugas STORPIRSTIS | Honda CBR1000RR - ANR Tyres | 5 | 1:59.812 |  | 89.20 mph |  | 143.56 kph |  |  |  |
| 94 | 600  |  |  | Peter CANNONS         | Kawasaki ZX6R -             | 4 | 2:04.647 |  | 85.74 mph |  | 137.99 kph |  |  |  |

Class 1000 - 92.5% of Race Speed = 80.95 mph  
Class 600 - 92.5% of Race Speed = 73.56 mph

Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 15:36 Finish: 15:46  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:54 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 12 - LAP CHART

| LAP 1 @ 15:38:52.485  | LAP 2 @ 15:40:54.579  | LAP 3 @ 15:42:55.356  | LAP 4 @ 15:44:56.169  | LAP 5 @ 15:46:55.981  |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 55 2:07.083           | 55 2:02.094           | 55 2:00.777           | 55 2:00.813           | 55 1:59.812           |
| 15 0.517 2:07.600     | 15 0.261 2:01.838     | 15 0.644 2:01.160     | 15 0.384 2:00.553     | 15 1.345 2:00.773     |
| 830 6.433 2:13.516    | 25 12.785 2:07.165    | 25 18.283 2:06.275    | 37 1 Lap 2:31.441     | 25 31.551 2:06.979    |
| 25 7.714 2:14.797     | 830 12.953 2:08.614   | 830 20.629 2:08.453   | 25 24.384 2:06.914    | 37 1 Lap 2:28.890     |
| 397 10.384 2:17.467   | 175 18.371 2:09.992   | 175 28.774 2:11.180   | 830 29.128 2:09.312   | 830 39.735 2:10.419   |
| 175 10.473 2:17.556   | 397 21.681 2:13.391   | 397 33.779 2:12.875   | 29 1 Lap 2:40.735     | 175 51.233 2:11.312   |
| 28 25.479 2:32.562    | 110 47.318 2:07.230   | 110 51.787 2:05.246   | 175 39.733 2:11.772   | 397 59.172 2:12.974   |
| 110 42.182 2:49.265   | 94 47.774 2:06.655    | 94 52.563 2:05.566    | 397 46.010 2:13.044   | 110 1:01.351 2:05.495 |
| 94 43.213 2:50.296    | 13 50.575 2:07.173    | 13 55.886 2:06.088    | 110 55.668 2:04.694   | 94 1:02.351 2:05.766  |
| 379 45.032 2:52.115   | 28 50.643 2:27.258    | 379 1:00.742 2:09.828 | 94 56.397 2:04.647    | 13 1:08.904 2:06.766  |
| 13 45.496 2:52.579    | 379 51.691 2:08.753   | 227 1:07.222 2:10.174 | 13 1:01.950 2:06.877  | 29 1 Lap 2:39.733     |
| 26 47.237 2:54.320    | 26 56.263 2:11.120    | 999 1:07.697 2:11.546 | 379 1:09.380 2:09.451 | 379 1:18.111 2:08.543 |
| 999 47.985 2:55.068   | 999 56.928 2:11.037   | 916 1:09.575 2:12.299 | 227 1:14.688 2:08.279 | 227 1:22.070 2:07.194 |
| 227 48.486 2:55.569   | 227 57.825 2:11.433   | 573 1:11.064 2:13.182 | 999 1:16.212 2:09.328 | 999 1:28.449 2:12.049 |
| 916 49.721 2:56.804   | 916 58.053 2:10.426   | 28 1:19.149 2:29.283  | 916 1:20.709 2:11.947 | 916 1:32.108 2:11.211 |
| 573 50.001 2:57.084   | 573 58.659 2:10.752   | 131 1:27.864 2:17.069 | 573 1:21.304 2:11.053 | 573 1:32.375 2:10.883 |
| 131 57.217 3:04.300   | 131 1:11.572 2:16.449 | 196 1:31.642 2:18.144 | 131 1:42.295 2:15.244 | 131 1:56.574 2:14.091 |
| 196 58.308 3:05.391   | 196 1:14.275 2:18.061 | 60 1:32.674 2:18.446  | 28 1:45.449 2:27.113  | 214 2:03.492 2:11.711 |
| 60 1:00.120 3:07.203  | 60 1:15.005 2:16.979  | 180 1:38.302 2:19.541 | 196 1:47.605 2:16.776 | 196 2:03.718 2:15.925 |
| 180 1:00.891 3:07.974 | 180 1:19.538 2:20.741 | 214 1:38.443 2:14.452 | 60 1:48.933 2:17.072  | 60 2:05.855 2:16.734  |
| 37 1:06.857 3:13.940  | 214 1:24.768 2:13.495 |                       | 214 1:51.593 2:13.963 | 28 2:10.704 2:25.067  |
| 214 1:13.367 3:20.450 | 37 1:32.906 2:28.143  |                       | 180 1:56.476 2:18.987 | 180 2:12.379 2:15.715 |
| 29 1:14.159 3:21.242  | 29 1:51.823 2:39.758  |                       |                       |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

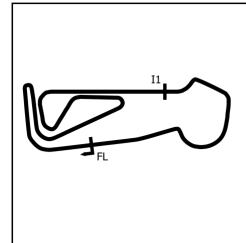
RACE 12 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 55  | STORPIRSTIS  | 1   | 55  | 55  | 55  | 55  | 55  |
| 15  | JONES        | 2   | 15  | 15  | 15  | 15  | 15  |
| 830 | HOLT         | 3   | 830 | 25  | 25  | 25  | 25  |
| 175 | PESTANA      | 4   | 25  | 830 | 830 | 830 | 830 |
| 397 | CLINKSCALES  | 5   | 397 | 175 | 175 | 175 | 175 |
| 28  | RUSSELL      | 6   | 175 | 397 | 397 | 397 | 397 |
| 25  | GREEN        | 7   | 28  | 110 | 110 | 110 | 110 |
| 110 | GOSLING      | 8   | 110 | 94  | 94  | 94  | 94  |
| 13  | BENTON       | 9   | 94  | 13  | 13  | 13  | 13  |
| 379 | MASON        | 10  | 379 | 28  | 379 | 379 | 379 |
| 26  | PRESTON      | 11  | 13  | 379 | 227 | 227 | 227 |
| 999 | ALLEN        | 12  | 26  | 26  | 999 | 999 | 999 |
| 227 | RENWICK      | 13  | 999 | 999 | 916 | 916 | 916 |
| 94  | CANNONS      | 14  | 227 | 227 | 573 | 573 | 573 |
| 573 | KETTERINGHAM | 15  | 916 | 916 | 28  | 131 | 131 |
| 916 | FREWIN       | 16  | 573 | 573 | 131 | 28  | 214 |
| 131 | KINGSTONE    | 17  | 131 | 131 | 196 | 196 | 196 |
| 60  | NEAL         | 18  | 196 | 196 | 60  | 60  | 60  |
| 723 | BIRD         | 19  | 60  | 60  | 180 | 214 | 28  |
| 214 | KINGSCOTE    | 20  | 180 | 180 | 214 | 180 | 180 |
| 180 | BROWN        | 21  | 37  | 214 | 37  | 37  |     |
| 37  | NUNN         | 22  | 214 | 37  | 29  | 29  |     |
| 29  | MACDONALD    | 23  | 29  | 29  |     |     |     |
| 196 | POPPLEWELL   | 24  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

## RACE 12 - SECTOR ANALYSIS



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

|                           |                 |                          |                              |                             |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|-----------------------------|-------|---------------------|
| <b>P1</b>                 | <b>55</b>       | <b>1000</b>              | <b>Mindaugas STORPIRSTIS</b> | Honda CBR1000RR - ANR Tyres |       |                     |
| IDEAL LAP TIME : 1:59.804 |                 | BEST LAP TIME : 1:59.812 |                              | DIFFERENCE : 0.008          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>40.318</b>            | 2:07.083                     | 84.10                       | 7.271 | 15:38:52.485        |
| 2 -                       | 1:21.232        | 40.862                   | 2:02.094                     | 87.53                       | 2.282 | 15:40:54.579        |
| 3 -                       | 1:20.287        | 40.490                   | 2:00.777 <b>(2)</b>          | 88.49                       | 0.965 | 15:42:55.356        |
| 4 -                       | 1:20.368        | 40.445                   | 2:00.813 <b>(3)</b>          | 88.46                       | 1.001 | 15:44:56.169        |
| 5 -                       | <b>1:19.486</b> | 40.326                   | <b>1:59.812 (1)</b>          | <b>89.20</b>                |       | <b>15:46:55.981</b> |

|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P2</b>                 | <b>15</b>       | <b>1000</b>              | <b>Tommy JONES</b>  | Kawasaki ZX10R -   |       |                     |
| IDEAL LAP TIME : 2:00.553 |                 | BEST LAP TIME : 2:00.553 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 40.586                   | 2:07.600            | 83.76              | 7.047 | 15:38:53.002        |
| 2 -                       | 1:20.974        | 40.864                   | 2:01.838            | 87.72              | 1.285 | 15:40:54.840        |
| 3 -                       | 1:20.301        | 40.859                   | 2:01.160 <b>(3)</b> | 88.21              | 0.607 | 15:42:56.000        |
| 4 -                       | <b>1:20.000</b> | <b>40.553</b>            | <b>2:00.553 (1)</b> | <b>88.65</b>       |       | <b>15:44:56.553</b> |
| 5 -                       | 1:20.031        | 40.742                   | 2:00.773 <b>(2)</b> | 88.49              | 0.220 | 15:46:57.326        |

|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P3</b>                 | <b>25</b>       | <b>1000</b>              | <b>Jamie GREEN</b>  | Suzuki GSXR1000 -  |       |                     |
| IDEAL LAP TIME : 2:05.802 |                 | BEST LAP TIME : 2:06.275 |                     | DIFFERENCE : 0.473 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.307                   | 2:14.797            | 79.28              | 8.522 | 15:39:00.199        |
| 2 -                       | 1:24.254        | 42.911                   | 2:07.165            | 84.04              | 0.890 | 15:41:07.364        |
| 3 -                       | 1:24.326        | <b>41.949</b>            | <b>2:06.275 (1)</b> | <b>84.64</b>       |       | <b>15:43:13.639</b> |
| 4 -                       | 1:24.253        | 42.661                   | 2:06.914 <b>(2)</b> | 84.21              | 0.639 | 15:45:20.553        |
| 5 -                       | <b>1:23.853</b> | 43.126                   | 2:06.979 <b>(3)</b> | 84.17              | 0.704 | 15:47:27.532        |

|                           |                 |                          |                     |                                                     |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------|-------|---------------------|
| <b>P4</b>                 | <b>830</b>      | <b>1000</b>              | <b>Daniel HOLT</b>  | Aprilia RSV4 1100 FACTORY - Set builds southern ltd |       |                     |
| IDEAL LAP TIME : 2:07.899 |                 | BEST LAP TIME : 2:08.453 |                     | DIFFERENCE : 0.554                                  |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                 | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>42.856</b>            | 2:13.516            | 80.05                                               | 5.063 | 15:38:58.918        |
| 2 -                       | <b>1:25.043</b> | 43.571                   | 2:08.614 <b>(2)</b> | 83.10                                               | 0.161 | 15:41:07.532        |
| 3 -                       | 1:25.579        | 42.874                   | <b>2:08.453 (1)</b> | <b>83.20</b>                                        |       | <b>15:43:15.985</b> |
| 4 -                       | 1:26.018        | 43.294                   | 2:09.312 <b>(3)</b> | 82.65                                               | 0.859 | 15:45:25.297        |
| 5 -                       | 1:25.891        | 44.528                   | 2:10.419            | 81.95                                               | 1.966 | 15:47:35.716        |

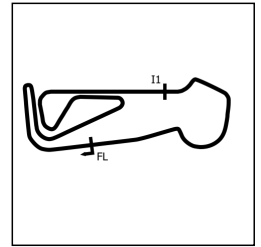
|                           |                 |                          |                        |                            |       |                     |
|---------------------------|-----------------|--------------------------|------------------------|----------------------------|-------|---------------------|
| <b>P5</b>                 | <b>175</b>      | <b>1000</b>              | <b>Arlindo PESTANA</b> | BMW S1000RR - Pep's Racing |       |                     |
| IDEAL LAP TIME : 2:09.992 |                 | BEST LAP TIME : 2:09.992 |                        | DIFFERENCE : 0.000         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.016                   | 2:17.556               | 77.69                      | 7.564 | 15:39:02.958        |
| 2 -                       | <b>1:26.028</b> | <b>43.964</b>            | <b>2:09.992 (1)</b>    | <b>82.22</b>               |       | <b>15:41:12.950</b> |
| 3 -                       | 1:27.021        | 44.159                   | 2:11.180 <b>(2)</b>    | 81.47                      | 1.188 | 15:43:24.130        |
| 4 -                       | 1:27.498        | 44.274                   | 2:11.772               | 81.11                      | 1.780 | 15:45:35.902        |
| 5 -                       | 1:27.192        | 44.120                   | 2:11.312 <b>(3)</b>    | 81.39                      | 1.320 | 15:47:47.214        |

|                           |                 |                          |                          |                                                               |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|---------------------------------------------------------------|-------|---------------------|
| <b>P6</b>                 | <b>397</b>      | <b>1000</b>              | <b>Kevin CLINKSCALES</b> | Suzuki K3 GSXR 1000 - Home Heating & Lincolnshire gas trainii |       |                     |
| IDEAL LAP TIME : 2:12.050 |                 | BEST LAP TIME : 2:12.875 |                          | DIFFERENCE : 0.825                                            |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH                                                           | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>44.470</b>            | 2:17.467                 | 77.74                                                         | 4.592 | 15:39:02.869        |
| 2 -                       | 1:28.486        | 44.905                   | 2:13.391                 | 80.12                                                         | 0.516 | 15:41:16.260        |
| 3 -                       | <b>1:27.580</b> | 45.295                   | <b>2:12.875 (1)</b>      | <b>80.43</b>                                                  |       | <b>15:43:29.135</b> |
| 4 -                       | 1:28.331        | 44.713                   | 2:13.044 <b>(3)</b>      | 80.33                                                         | 0.169 | 15:45:42.179        |
| 5 -                       | 1:28.429        | 44.545                   | 2:12.974 <b>(2)</b>      | 80.37                                                         | 0.099 | 15:47:55.153        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 12 - SECTOR ANALYSIS



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

|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P7</b>                 | <b>110 600</b>  | <b>Sean GOSLING</b>      | Yamaha R6 - DMG Construction |              |        |                     |
| IDEAL LAP TIME : 2:04.694 |                 | BEST LAP TIME : 2:04.694 | DIFFERENCE : 0.000           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.177                   | 2:49.265                     | 63.14        | 44.571 | 15:39:34.667        |
| 2 -                       | 1:24.151        | 43.079                   | 2:07.230                     | 84.00        | 2.536  | 15:41:41.897        |
| 3 -                       | 1:23.359        | 41.887                   | 2:05.246 (2)                 | 85.33        | 0.552  | 15:43:47.143        |
| 4 -                       | <b>1:23.050</b> | <b>41.644</b>            | <b>2:04.694 (1)</b>          | <b>85.71</b> |        | <b>15:45:51.837</b> |
| 5 -                       | 1:23.216        | 42.279                   | 2:05.495 (3)                 | 85.16        | 0.801  | 15:47:57.332        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P8</b>                 | <b>94 600</b>   | <b>Peter CANNONS</b>     | Kawasaki ZX6R -     |              |        |                     |
| IDEAL LAP TIME : 2:04.565 |                 | BEST LAP TIME : 2:04.647 | DIFFERENCE : 0.082  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>42.040</b>            | 2:50.296            | 62.76        | 45.649 | 15:39:35.698        |
| 2 -                       | 1:24.015        | 42.640                   | 2:06.655            | 84.38        | 2.008  | 15:41:42.353        |
| 3 -                       | 1:23.326        | 42.240                   | 2:05.566 (2)        | 85.11        | 0.919  | 15:43:47.919        |
| 4 -                       | <b>1:22.525</b> | 42.122                   | <b>2:04.647 (1)</b> | <b>85.74</b> |        | <b>15:45:52.566</b> |
| 5 -                       | 1:22.700        | 43.066                   | 2:05.766 (3)        | 84.98        | 1.119  | 15:47:58.332        |

|                           |                 |                          |                                        |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| <b>P9</b>                 | <b>13 600</b>   | <b>Matthew BENTON</b>    | Honda CBR600RR - Air Engineering Group |              |        |                     |
| IDEAL LAP TIME : 2:06.088 |                 | BEST LAP TIME : 2:06.088 | DIFFERENCE : 0.000                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.911                   | 2:52.579                               | 61.93        | 46.491 | 15:39:37.981        |
| 2 -                       | 1:24.491        | 42.682                   | 2:07.173                               | 84.04        | 1.085  | 15:41:45.154        |
| 3 -                       | <b>1:23.657</b> | <b>42.431</b>            | <b>2:06.088 (1)</b>                    | <b>84.76</b> |        | <b>15:43:51.242</b> |
| 4 -                       | 1:24.043        | 42.834                   | 2:06.877 (3)                           | 84.23        | 0.789  | 15:45:58.119        |
| 5 -                       | 1:23.872        | 42.894                   | 2:06.766 (2)                           | 84.31        | 0.678  | 15:48:04.885        |

|                           |                 |                           |                         |              |        |                     |
|---------------------------|-----------------|---------------------------|-------------------------|--------------|--------|---------------------|
| <b>P10</b>                | <b>379 600</b>  | <b>Jack Crowley MASON</b> | Triumph DAYTONA 675 R - |              |        |                     |
| IDEAL LAP TIME : 2:08.283 |                 | BEST LAP TIME : 2:08.543  | DIFFERENCE : 0.260      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.726                    | 2:52.115                | 62.09        | 43.572 | 15:39:37.517        |
| 2 -                       | 1:26.033        | <b>42.720</b>             | 2:08.753 (2)            | 83.01        | 0.210  | 15:41:46.270        |
| 3 -                       | 1:26.478        | 43.350                    | 2:09.828                | 82.32        | 1.285  | 15:43:56.098        |
| 4 -                       | 1:26.182        | 43.269                    | 2:09.451 (3)            | 82.56        | 0.908  | 15:46:05.549        |
| 5 -                       | <b>1:25.563</b> | 42.980                    | <b>2:08.543 (1)</b>     | <b>83.14</b> |        | <b>15:48:14.092</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>227 600</b>  | <b>Jake RENWICK</b>      | Yamaha R6 -         |              |        |                     |
| IDEAL LAP TIME : 2:07.194 |                 | BEST LAP TIME : 2:07.194 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.433                   | 2:55.569            | 60.87        | 48.375 | 15:39:40.971        |
| 2 -                       | 1:27.397        | 44.036                   | 2:11.433            | 81.31        | 4.239  | 15:41:52.404        |
| 3 -                       | 1:26.906        | 43.268                   | 2:10.174 (3)        | 82.10        | 2.980  | 15:44:02.578        |
| 4 -                       | 1:25.168        | 43.111                   | 2:08.279 (2)        | 83.31        | 1.085  | 15:46:10.857        |
| 5 -                       | <b>1:24.642</b> | <b>42.552</b>            | <b>2:07.194 (1)</b> | <b>84.02</b> |        | <b>15:48:18.051</b> |

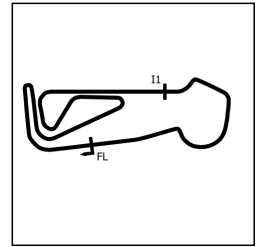
|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>999 600</b>  | <b>Jack ALLEN</b>        | Honda CBR600 RR - The queens head |              |        |                     |
| IDEAL LAP TIME : 2:09.235 |                 | BEST LAP TIME : 2:09.328 | DIFFERENCE : 0.093                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.793                   | 2:55.068                          | 61.05        | 45.740 | 15:39:40.470        |
| 2 -                       | 1:27.414        | 43.623                   | 2:11.037 (2)                      | 81.56        | 1.709  | 15:41:51.507        |
| 3 -                       | 1:28.331        | <b>43.215</b>            | 2:11.546 (3)                      | 81.24        | 2.218  | 15:44:03.053        |
| 4 -                       | <b>1:26.020</b> | 43.308                   | <b>2:09.328 (1)</b>               | <b>82.64</b> |        | <b>15:46:12.381</b> |
| 5 -                       | 1:28.137        | 43.912                   | 2:12.049                          | 80.94        | 2.721  | 15:48:24.430        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 12 - SECTOR ANALYSIS



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

|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>916 600</b>  | <b>Adam FREWIN</b>       | Yamaha R6 - YESSS electrical |              |        |                     |
| IDEAL LAP TIME : 2:10.131 |                 | BEST LAP TIME : 2:10.426 | DIFFERENCE : 0.295           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.332                   | 2:56.804                     | 60.45        | 46.378 | 15:39:42.206        |
| 2 -                       | <b>1:26.458</b> | 43.968                   | <b>2:10.426 (1)</b>          | <b>81.94</b> |        | <b>15:41:52.632</b> |
| 3 -                       | 1:28.266        | 44.033                   | 2:12.299                     | 80.78        | 1.873  | 15:44:04.931        |
| 4 -                       | 1:26.676        | 45.271                   | 2:11.947 (3)                 | 81.00        | 1.521  | 15:46:16.878        |
| 5 -                       | 1:27.538        | <b>43.673</b>            | 2:11.211 (2)                 | 81.45        | 0.785  | 15:48:28.089        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>573 600</b>  | <b>Cian KETTERINGHAM</b> | Suzuki GSXR 6 -     |              |        |                     |
| IDEAL LAP TIME : 2:10.381 |                 | BEST LAP TIME : 2:10.752 | DIFFERENCE : 0.371  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.998                   | 2:57.084            | 60.35        | 46.332 | 15:39:42.486        |
| 2 -                       | 1:26.777        | <b>43.975</b>            | <b>2:10.752 (1)</b> | <b>81.74</b> |        | <b>15:41:53.238</b> |
| 3 -                       | 1:29.117        | 44.065                   | 2:13.182            | 80.25        | 2.430  | 15:44:06.420        |
| 4 -                       | 1:26.930        | 44.123                   | 2:11.053 (3)        | 81.55        | 0.301  | 15:46:17.473        |
| 5 -                       | <b>1:26.406</b> | 44.477                   | 2:10.883 (2)        | 81.66        | 0.131  | 15:48:28.356        |

|                           |                 |                           |                     |              |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------|--------|---------------------|
| <b>P15</b>                | <b>131 600</b>  | <b>Nicholas KINGSTONE</b> | Suzuki GSXR600 -    |              |        |                     |
| IDEAL LAP TIME : 2:14.091 |                 | BEST LAP TIME : 2:14.091  | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.884                    | 3:04.300            | 57.99        | 50.209 | 15:39:49.702        |
| 2 -                       | 1:30.245        | 46.204                    | 2:16.449 (3)        | 78.33        | 2.358  | 15:42:06.151        |
| 3 -                       | 1:31.456        | 45.613                    | 2:17.069            | 77.97        | 2.978  | 15:44:23.220        |
| 4 -                       | 1:29.364        | 45.880                    | 2:15.244 (2)        | 79.02        | 1.153  | 15:46:38.464        |
| 5 -                       | <b>1:29.333</b> | <b>44.758</b>             | <b>2:14.091 (1)</b> | <b>79.70</b> |        | <b>15:48:52.555</b> |

|                           |                 |                          |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|----------|---------------------|
| <b>P16</b>                | <b>214 600</b>  | <b>Richard KINGSCOTE</b> | Yamaha R6 -         |              |          |                     |
| IDEAL LAP TIME : 2:11.711 |                 | BEST LAP TIME : 2:11.711 | DIFFERENCE : 0.000  |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       |                 | 48.448                   | 3:20.450            | 53.32        | 1:08.739 | 15:40:05.852        |
| 2 -                       | 1:28.353        | 45.142                   | 2:13.495 (2)        | 80.06        | 1.784    | 15:42:19.347        |
| 3 -                       | 1:29.104        | 45.348                   | 2:14.452            | 79.49        | 2.741    | 15:44:33.799        |
| 4 -                       | 1:28.475        | 45.488                   | 2:13.963 (3)        | 79.78        | 2.252    | 15:46:47.762        |
| 5 -                       | <b>1:27.334</b> | <b>44.377</b>            | <b>2:11.711 (1)</b> | <b>81.14</b> |          | <b>15:48:59.473</b> |

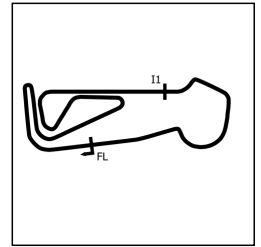
|                           |                 |                          |                               |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>196 600</b>  | <b>Joshua POPPLEWELL</b> | Yamaha R6 - Frame-Tech SE Ltd |              |        |                     |
| IDEAL LAP TIME : 2:15.761 |                 | BEST LAP TIME : 2:15.925 | DIFFERENCE : 0.164            |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.926                   | 3:05.391                      | 57.65        | 49.466 | 15:39:50.793        |
| 2 -                       | 1:31.781        | 46.280                   | 2:18.061 (3)                  | 77.41        | 2.136  | 15:42:08.854        |
| 3 -                       | 1:31.437        | 46.707                   | 2:18.144                      | 77.36        | 2.219  | 15:44:26.998        |
| 4 -                       | <b>1:30.194</b> | 46.582                   | 2:16.776 (2)                  | 78.14        | 0.851  | 15:46:43.774        |
| 5 -                       | 1:30.358        | <b>45.567</b>            | <b>2:15.925 (1)</b>           | <b>78.63</b> |        | <b>15:48:59.699</b> |

|                           |                 |                          |                                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>60 600</b>   | <b>Dean NEAL</b>         | Kawasaki ZX6R 636 - Acute Civil Engineering Ltd |              |        |                     |
| IDEAL LAP TIME : 2:16.661 |                 | BEST LAP TIME : 2:16.734 | DIFFERENCE : 0.073                              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.257                   | 3:07.203                                        | 57.09        | 50.469 | 15:39:52.605        |
| 2 -                       | 1:30.857        | 46.122                   | 2:16.979 (2)                                    | 78.02        | 0.245  | 15:42:09.584        |
| 3 -                       | 1:32.269        | 46.177                   | 2:18.446                                        | 77.20        | 1.712  | 15:44:28.030        |
| 4 -                       | <b>1:30.626</b> | 46.446                   | 2:17.072 (3)                                    | 77.97        | 0.338  | 15:46:45.102        |
| 5 -                       | 1:30.699        | <b>46.035</b>            | <b>2:16.734 (1)</b>                             | <b>78.16</b> |        | <b>15:49:01.836</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 12 - SECTOR ANALYSIS



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

|                                 |                 |                                   |                     |                    |       |                     |
|---------------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| <b>P19 28 1000 Mark RUSSELL</b> |                 | Suzuki GSXR1000 - P&O Scaffolding |                     |                    |       |                     |
| IDEAL LAP TIME : 2:25.067       |                 | BEST LAP TIME : 2:25.067          |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                             | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                             |                 | 49.223                            | 2:32.562            | 70.05              | 7.495 | 15:39:17.964        |
| 2 -                             | 1:36.880        | 50.378                            | 2:27.258 (3)        | 72.58              | 2.191 | 15:41:45.222        |
| 3 -                             | 1:38.332        | 50.951                            | 2:29.283            | 71.59              | 4.216 | 15:44:14.505        |
| 4 -                             | 1:37.161        | 49.952                            | 2:27.113 (2)        | 72.65              | 2.046 | 15:46:41.618        |
| 5 -                             | <b>1:35.951</b> | <b>49.116</b>                     | <b>2:25.067 (1)</b> | <b>73.67</b>       |       | <b>15:49:06.685</b> |

|                                 |                 |                          |                     |                    |        |                     |
|---------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P20 180 600 Oliver BROWN</b> |                 | Yamaha R6 -              |                     |                    |        |                     |
| IDEAL LAP TIME : 2:15.715       |                 | BEST LAP TIME : 2:15.715 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                             |                 | 48.201                   | 3:07.974            | 56.85              | 52.259 | 15:39:53.376        |
| 2 -                             | 1:33.806        | 46.935                   | 2:20.741            | 75.94              | 5.026  | 15:42:14.117        |
| 3 -                             | 1:32.952        | 46.589                   | 2:19.541 (3)        | 76.59              | 3.826  | 15:44:33.658        |
| 4 -                             | 1:32.454        | 46.533                   | 2:18.987 (2)        | 76.89              | 3.272  | 15:46:52.645        |
| 5 -                             | <b>1:30.312</b> | <b>45.403</b>            | <b>2:15.715 (1)</b> | <b>78.75</b>       |        | <b>15:49:08.360</b> |

|                             |                 |                                 |                     |                    |        |                     |
|-----------------------------|-----------------|---------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P21 37 600 Alex NUNN</b> |                 | Kawasaki ZX6R - AJN Steelstocks |                     |                    |        |                     |
| IDEAL LAP TIME : 2:28.122   |                 | BEST LAP TIME : 2:28.143        |                     | DIFFERENCE : 0.021 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 49.979                          | 3:13.940            | 55.11              | 45.797 | 15:39:59.342        |
| 2 -                         | <b>1:38.239</b> | 49.904                          | <b>2:28.143 (1)</b> | <b>72.14</b>       |        | <b>15:42:27.485</b> |
| 3 -                         | 1:40.710        | 50.731                          | 2:31.441 (3)        | 70.57              | 3.298  | 15:44:58.926        |
| 4 -                         | 1:39.007        | <b>49.883</b>                   | 2:28.890 (2)        | 71.78              | 0.747  | 15:47:27.816        |

|                                   |                 |                          |                     |                    |        |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P22 29 600 Sarah MACDONALD</b> |                 | Suzuki GSXR 600 -        |                     |                    |        |                     |
| IDEAL LAP TIME : 2:38.562         |                 | BEST LAP TIME : 2:39.733 |                     | DIFFERENCE : 1.171 |        |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                               |                 | <b>52.688</b>            | 3:21.242            | 53.11              | 41.509 | 15:40:06.644        |
| 2 -                               | <b>1:45.874</b> | 53.884                   | 2:39.758 (2)        | 66.90              | 0.025  | 15:42:46.402        |
| 3 -                               | 1:47.097        | 53.638                   | 2:40.735 (3)        | 66.49              | 1.002  | 15:45:27.137        |
| 4 -                               | 1:45.914        | 53.819                   | <b>2:39.733 (1)</b> | <b>66.91</b>       |        | <b>15:48:06.870</b> |

|                                  |                 |                          |                     |                    |        |                     |
|----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P23 26 600 Daniel PRESTON</b> |                 | Triumph 675R -           |                     |                    |        |                     |
| IDEAL LAP TIME : 2:10.628        |                 | BEST LAP TIME : 2:11.120 |                     | DIFFERENCE : 0.492 |        |                     |
| LAP                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                              |                 | <b>43.626</b>            | 2:54.320            | 61.31              | 43.200 | 15:39:39.722        |
| 2 -                              | <b>1:27.002</b> | 44.118                   | <b>2:11.120 (1)</b> | <b>81.51</b>       |        | <b>15:41:50.842</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 12 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 1:59.804 |       |
| 1        | 55  | 1:19.486 | 55       | 40.318 | 1                       | 55  | STORPIRSTIS  | 1:59.804    | 1:59.812 | 0.008 |
| 2        | 15  | 1:20.000 | 15       | 40.553 | 2                       | 15  | JONES        | 2:00.553    | 2:00.553 | 0.000 |
| 3        | 94  | 1:22.525 | 110      | 41.644 | 3                       | 94  | CANNONS      | 2:04.565    | 2:04.647 | 0.082 |
| 4        | 110 | 1:23.050 | 25       | 41.949 | 4                       | 110 | GOSLING      | 2:04.694    | 2:04.694 | 0.000 |
| 5        | 13  | 1:23.657 | 94       | 42.040 | 5                       | 25  | GREEN        | 2:05.802    | 2:06.275 | 0.473 |
| 6        | 25  | 1:23.853 | 13       | 42.431 | 6                       | 13  | BENTON       | 2:06.088    | 2:06.088 | 0.000 |
| 7        | 227 | 1:24.642 | 227      | 42.552 | 7                       | 227 | RENWICK      | 2:07.194    | 2:07.194 | 0.000 |
| 8        | 830 | 1:25.043 | 379      | 42.720 | 8                       | 830 | HOLT         | 2:07.899    | 2:08.453 | 0.554 |
| 9        | 379 | 1:25.563 | 830      | 42.856 | 9                       | 379 | MASON        | 2:08.283    | 2:08.543 | 0.260 |
| 10       | 999 | 1:26.020 | 999      | 43.215 | 10                      | 999 | ALLEN        | 2:09.235    | 2:09.328 | 0.093 |
| 11       | 175 | 1:26.028 | 26       | 43.626 | 11                      | 175 | PESTANA      | 2:09.992    | 2:09.992 | 0.000 |
| 12       | 573 | 1:26.406 | 916      | 43.673 | 12                      | 916 | FREWIN       | 2:10.131    | 2:10.426 | 0.295 |
| 13       | 916 | 1:26.458 | 175      | 43.964 | 13                      | 573 | KETTERINGHAM | 2:10.381    | 2:10.752 | 0.371 |
| 14       | 26  | 1:27.002 | 573      | 43.975 | 14                      | 26  | PRESTON      | 2:10.628    | 2:11.120 | 0.492 |
| 15       | 214 | 1:27.334 | 214      | 44.377 | 15                      | 214 | KINGSCOTE    | 2:11.711    | 2:11.711 | 0.000 |
| 16       | 397 | 1:27.580 | 397      | 44.470 | 16                      | 397 | CLINKSCALES  | 2:12.050    | 2:12.875 | 0.825 |
| 17       | 131 | 1:29.333 | 131      | 44.758 | 17                      | 131 | KINGSTONE    | 2:14.091    | 2:14.091 | 0.000 |
| 18       | 196 | 1:30.194 | 180      | 45.403 | 18                      | 180 | BROWN        | 2:15.715    | 2:15.715 | 0.000 |
| 19       | 180 | 1:30.312 | 196      | 45.567 | 19                      | 196 | POPPLEWELL   | 2:15.761    | 2:15.925 | 0.164 |
| 20       | 60  | 1:30.626 | 60       | 46.035 | 20                      | 60  | NEAL         | 2:16.661    | 2:16.734 | 0.073 |
| 21       | 28  | 1:35.951 | 28       | 49.116 | 21                      | 28  | RUSSELL      | 2:25.067    | 2:25.067 | 0.000 |
| 22       | 37  | 1:38.239 | 37       | 49.883 | 22                      | 37  | NUNN         | 2:28.122    | 2:28.143 | 0.021 |
| 23       | 29  | 1:45.874 | 29       | 52.688 | 23                      | 29  | MACDONALD    | 2:38.562    | 2:39.733 | 1.171 |
| 24       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

L&W/BMCRC Rookie 600 & 1000

RACE 12 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 23                        |
| Planned Start          | 2025-05-04 @ 15:20:00.000 |
| Actual Start           | 2025-05-04 @ 15:36:45.401 |
| Finish Time            | 2025-05-04 @ 15:46:55.980 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 110                       |
| Total Distance Covered | 326.5802mi.               |

Session Fastest Lap History

| NO | CL   | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------|-----------------------|----------|--------------|-----|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 2:02.094 | 15:40:54.579 | 2   | Honda CBR1000RR |
| 15 | 1000 | Tommy JONES           | 2:01.838 | 15:40:54.840 | 2   | Kawasaki ZX10R  |
| 55 | 1000 | Mindaugas STORPIRSTIS | 2:00.777 | 15:42:55.356 | 3   | Honda CBR1000RR |
| 15 | 1000 | Tommy JONES           | 2:00.553 | 15:44:56.553 | 4   | Kawasaki ZX10R  |
| 55 | 1000 | Mindaugas STORPIRSTIS | 1:59.812 | 15:46:55.981 | 5   | Honda CBR1000RR |

Session Leader History

| NO | CL   | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|------|-----------------------|----------|----------|-------------|-----------------|
| 55 | 1000 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 15:36:45.401 |
| FINISH | 15:46:55.980 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:28.239  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### L&W/BMCRC Rookie 600 & 1000

### RACE 12 - STATISTICS

**CLASS : 1000**

**7 Starters**

#### Fastest Lap History

| NO | NAME                  | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------------------|----------|--------------|-----|-----------------|
| 55 | Mindaugas STORPIRSTIS | 2:02.094 | 15:40:54.579 | 2   | Honda CBR1000RR |
| 15 | Tommy JONES           | 2:01.838 | 15:40:54.840 | 2   | Kawasaki ZX10R  |
| 55 | Mindaugas STORPIRSTIS | 2:00.777 | 15:42:55.356 | 3   | Honda CBR1000RR |
| 15 | Tommy JONES           | 2:00.553 | 15:44:56.553 | 4   | Kawasaki ZX10R  |
| 55 | Mindaugas STORPIRSTIS | 1:59.812 | 15:46:55.981 | 5   | Honda CBR1000RR |

#### Leader History

| NO | NAME                  | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------------------|----------|----------|-------------|-----------------|
| 55 | Mindaugas STORPIRSTIS | 1        | 5        | 14.84 miles | Honda CBR1000RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## L&W/BMCRC Rookie 600 & 1000

### RACE 12 - STATISTICS

**CLASS : 600**

16 Starters

#### Fastest Lap History

| NO  | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|-----|---------------|----------|--------------|-----|---------------|
| 110 | Sean GOSLING  | 2:07.230 | 15:41:41.897 | 2   | Yamaha R6     |
| 94  | Peter CANNONS | 2:06.655 | 15:41:42.353 | 2   | Kawazaki ZX6R |
| 110 | Sean GOSLING  | 2:05.246 | 15:43:47.143 | 3   | Yamaha R6     |
| 110 | Sean GOSLING  | 2:04.694 | 15:45:51.837 | 4   | Yamaha R6     |
| 94  | Peter CANNONS | 2:04.647 | 15:45:52.566 | 4   | Kawazaki ZX6R |

#### Leader History

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|-----|--------------|----------|----------|-------------|-----------|
| 110 | Sean GOSLING | 1        | 5        | 14.84 miles | Yamaha R6 |



# BMCRC F1 & F2 SIDECARS



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

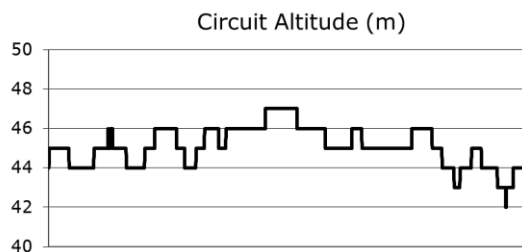
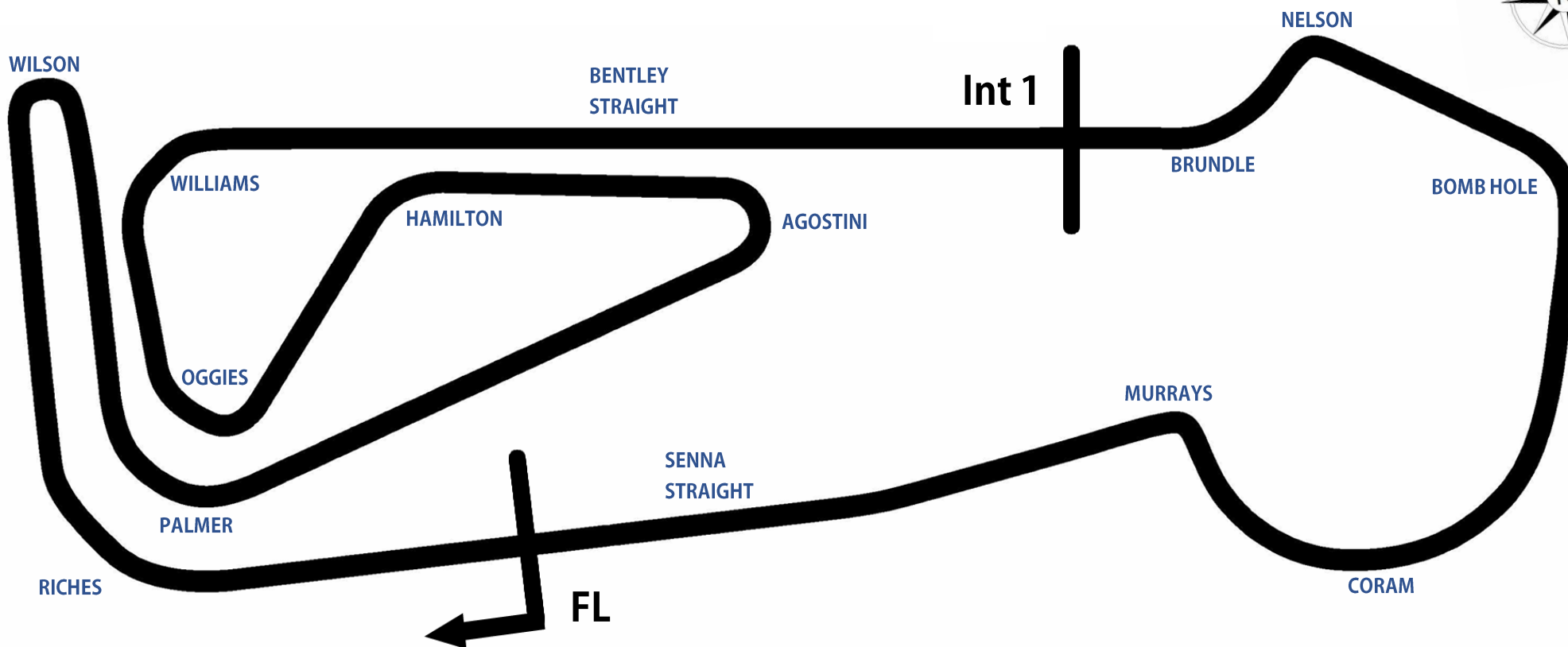
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - CLASSIFICATION



| POS | NO  | CL | PIC | NAME                       | ENTRY                                                 | TIME     | ON | LAPS | GAP      | DIFF   | MPH   |
|-----|-----|----|-----|----------------------------|-------------------------------------------------------|----------|----|------|----------|--------|-------|
| 1   | 91  | F1 | 1   | WILLIAMS / KOELSCH         | F600 LCR - Yamaha -                                   | 1:59.277 | 4  | 4    |          |        | 89.60 |
| 2   | 16  | F2 | 1   | B. BIRCHALL / ROSNEY       | LCR Honda -                                           | 2:04.150 | 2  | 5    | 4.873    | 4.873  | 86.09 |
| 3   | 72  | F2 | 2   | P. FOUNDS / WALMSLEY       | LCF HONDA - Trustland Construction                    | 2:06.647 | 5  | 5    | 7.370    | 2.497  | 84.39 |
| 4   | 93  | F2 | 3   | G. HOLDEN / LAWRENCE       | DMR Yamaha R6 - Holden racing                         | 2:06.858 | 5  | 5    | 7.581    | 0.211  | 84.25 |
| 5   | 126 | F1 | 2   | R. ATKINSON / M. MIDDLETON | ARS Yamaha - Mecsia                                   | 2:06.939 | 5  | 5    | 7.662    | 0.081  | 84.19 |
| 6   | 65  | F1 | 3   | FAIERS / FOX               | Dean Ryde Yamaha R6 - AWRacing Ltd                    | 2:07.298 | 5  | 5    | 8.021    | 0.359  | 83.96 |
| 7   | 32  | F1 | 4   | W. SMITH / A. SMITH        | Ryde F1 HONDA CBR 600RR - TTSR Ltd                    | 2:07.848 | 3  | 5    | 8.571    | 0.550  | 83.59 |
| 8   | 100 | F1 | 5   | HOLLAND / STEVENS          | - WPS Racing                                          | 2:08.061 | 3  | 3    | 8.784    | 0.213  | 83.46 |
| 9   | 71  | F1 | 6   | GRAY / MULDOON             | Yamaha R6 - POWERBIKING                               | 2:08.637 | 3  | 4    | 9.360    | 0.576  | 83.08 |
| 10  | 17  | F2 | 4   | G. GIBSON / D. GIBSON      | CES Suzuki - RVISA / ROWTEC                           | 2:08.969 | 3  | 5    | 9.692    | 0.332  | 82.87 |
| 11  | 101 | F1 | 7   | WAKLEY / HILDIGE           | Ryde F1 - WPS Racing                                  | 2:10.082 | 4  | 4    | 10.805   | 1.113  | 82.16 |
| 12  | 58  | F1 | 8   | L. EASTELL / M. EASTELL    | LCR Yamaha - Lee Eastell Engineering services Ltd     | 2:10.696 | 3  | 4    | 11.419   | 0.614  | 81.77 |
| 13  | 69  | F2 | 5   | LAMBERT / KING             | Honda LCR - Graham Anne Ward                          | 2:10.897 | 5  | 5    | 11.620   | 0.201  | 81.65 |
| 14  | 83  | F2 | 6   | BUCHANAN / EVANS           | Kawasaki LUMLEY SIDECAR - Bull Inn Racing             | 2:11.621 | 5  | 5    | 12.344   | 0.724  | 81.20 |
| 15  | 42  | F2 | 7   | CURRIE / PITT              | Honda CBR600 -                                        | 2:11.795 | 5  | 5    | 12.518   | 0.174  | 81.09 |
| 16  | 23  | F2 | 8   | THOMAS / SIGSWORTH         | Ireson HONDA - Team Walters And Thomas Sidecar ra     | 2:16.981 | 4  | 5    | 17.704   | 5.186  | 78.02 |
| 17  | 37  | F2 | 9   | MORPHET / RYDER            | LCR/Suzuki SIDECAR -                                  | 2:17.256 | 4  | 4    | 17.979   | 0.275  | 77.86 |
| 18  | 48  | F2 | 10  | BINGHAM / FAIRHURST        | Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2           | 2:19.258 | 2  | 4    | 19.981   | 2.002  | 76.75 |
| 19  | 3   | F2 | 11  | R. CROWE / C. CROWE        | HCR Triumph 675 - Northern Fuels                      | 2:20.018 | 1  | 1    | 20.741   | 0.760  | 76.33 |
| 20  | 666 | F2 | 12  | HANKS / KIRK               | GLR Honda CBR 600 - JHM racing / Greg Lambert Rac     | 2:21.316 | 3  | 4    | 22.039   | 1.298  | 75.63 |
| 21  | 38  | F1 | 9   | C. MOSS / P. MOSS          | LCR Triumph 765 - LifeSafety Motorsport - CharlieMoss | 2:21.357 | 2  | 2    | 22.080   | 0.041  | 75.61 |
| 22  | 26  | F2 | 13  | KING / MILLER              | Lumley Ireson F2 - Townsend Motors                    | 2:22.254 | 3  | 4    | 22.977   | 0.897  | 75.13 |
| 23  | 96  | F2 | 14  | J. GALE / B. GALE          | Ireson KTM 790 - 4everTT                              | 2:23.783 | 4  | 4    | 24.506   | 1.529  | 74.33 |
| 24  | 66  | F2 | 15  | A. CROWE / PARKER          | Suzuki GSXR - Sunchemical                             | 2:24.989 | 4  | 4    | 25.712   | 1.206  | 73.71 |
| 25  | 20  | F2 | 16  | DRISCOLL / HAYDEN          | F2 -                                                  | 2:27.692 | 4  | 4    | 28.415   | 2.703  | 72.36 |
| 26  | 14  | F1 | 10  | BURNS / FAIRHURST          | Yamaha F1 PRE Injection - MRB Fencing Doncaster       | 2:29.810 | 3  | 4    | 30.533   | 2.118  | 71.34 |
| 27  | 19  | F1 | 11  | MACBRIDE / EDWARDS         | LCR Yamaha 600 - Lifesafety Motorsport                | 2:34.677 | 2  | 4    | 35.400   | 4.867  | 69.09 |
| 28  | 167 | F1 | 12  | PETTMAN / LEECH            | Baker 1000 Yamaha - Wesso Racing                      | 2:59.274 | 2  | 2    | 59.997   | 24.597 | 59.61 |
| 29  | 173 | F2 | 17  | OWEN / BARDSLEY            | Ireson/Yamaha 600 -                                   | 3:20.689 | 2  | 3    | 1:21.412 | 21.415 | 53.25 |

\* No. 32 & 42 - Please fit a working transponder

Weather / Track : Cloudy / Dry

Date: 03/05/2025 Start: 10:55 Finish: 11:05  
Snetterton 300: 2.9689 miles

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

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

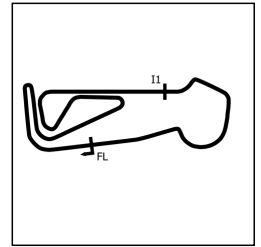
Printed - 11:08 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                           |                     |              |       |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>91 F1</b>    | <b>WILLIAMS / KOELSCH</b> | F600 LCR - Yamaha - |              |       |                     |
| IDEAL LAP TIME : 1:58.665 |                 | BEST LAP TIME : 1:59.277  | DIFFERENCE : 0.612  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.926        | 40.344                    | 2:05.270            | 85.32        | 5.993 | 10:58:08.991        |
| 2 -                       | 1:21.115        | 39.353                    | 2:00.468 (3)        | 88.72        | 1.191 | 11:00:09.459        |
| 3 -                       | 1:20.943        | <b>38.891</b>             | 1:59.834 (2)        | 89.19        | 0.557 | 11:02:09.293        |
| 4 -                       | <b>1:19.774</b> | 39.503                    | <b>1:59.277 (1)</b> | <b>89.60</b> |       | <b>11:04:08.570</b> |

|                           |                 |                             |                     |              |        |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------|--------|---------------------|
| <b>P2</b>                 | <b>16 F2</b>    | <b>B. BIRCHALL / ROSNEY</b> | LCR Honda -         |              |        |                     |
| IDEAL LAP TIME : 2:03.956 |                 | BEST LAP TIME : 2:04.150    | DIFFERENCE : 0.194  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:27.387        | 41.309                      | 2:08.696            | 83.04        | 4.546  | 10:58:09.890        |
| 2 -                       | <b>1:23.203</b> | 40.947                      | <b>2:04.150 (1)</b> | <b>86.09</b> |        | <b>11:00:14.040</b> |
| 3 -                       | 1:23.421        | 41.427                      | 2:04.848 (2)        | 85.60        | 0.698  | 11:02:18.888        |
| 4 -                       | 1:24.160        | <b>40.753</b>               | 2:04.913 (3)        | 85.56        | 0.763  | 11:04:23.801        |
| 5 -                       | 1:23.381        | IN PIT                      | 2:29.982 P          | 71.26        | 25.832 | 11:06:53.783        |

|                           |                 |                             |                                    |              |        |                     |
|---------------------------|-----------------|-----------------------------|------------------------------------|--------------|--------|---------------------|
| <b>P3</b>                 | <b>72 F2</b>    | <b>P. FOUNDS / WALMSLEY</b> | LCF HONDA - Trustland Construction |              |        |                     |
| IDEAL LAP TIME : 2:06.647 |                 | BEST LAP TIME : 2:06.647    | DIFFERENCE : 0.000                 |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME                           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.334        | 44.362                      | 2:23.696                           | 74.37        | 17.049 | 10:58:42.444        |
| 2 -                       | 1:27.893        | 42.397                      | 2:10.290                           | 82.03        | 3.643  | 11:00:52.734        |
| 3 -                       | 1:25.221        | 44.408                      | 2:09.629 (2)                       | 82.45        | 2.982  | 11:03:02.363        |
| 4 -                       | 1:27.067        | 42.634                      | 2:09.701 (3)                       | 82.40        | 3.054  | 11:05:12.064        |
| 5 -                       | <b>1:24.694</b> | <b>41.953</b>               | <b>2:06.647 (1)</b>                | <b>84.39</b> |        | <b>11:07:18.711</b> |

|                           |                 |                             |                               |              |       |                     |
|---------------------------|-----------------|-----------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>93 F2</b>    | <b>G. HOLDEN / LAWRENCE</b> | DMR Yamaha R6 - Holden racing |              |       |                     |
| IDEAL LAP TIME : 2:06.858 |                 | BEST LAP TIME : 2:06.858    | DIFFERENCE : 0.000            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.299        | 44.584                      | 2:15.883                      | 78.65        | 9.025 | 10:58:32.001        |
| 2 -                       | 1:25.404        | 42.614                      | 2:08.018 (2)                  | 83.48        | 1.160 | 11:00:40.019        |
| 3 -                       | 1:24.749        | 50.851                      | 2:15.600                      | 78.82        | 8.742 | 11:02:55.619        |
| 4 -                       | 1:25.847        | 42.726                      | 2:08.573 (3)                  | 83.12        | 1.715 | 11:05:04.192        |
| 5 -                       | <b>1:24.624</b> | <b>42.234</b>               | <b>2:06.858 (1)</b>           | <b>84.25</b> |       | <b>11:07:11.050</b> |

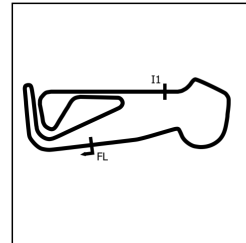
|                           |                 |                                   |                     |              |        |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------|--------|---------------------|
| <b>P5</b>                 | <b>126 F1</b>   | <b>R. ATKINSON / M. MIDDLETON</b> | ARS Yamaha - Meccia |              |        |                     |
| IDEAL LAP TIME : 2:06.939 |                 | BEST LAP TIME : 2:06.939          | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.448        | 48.494                            | 2:27.942            | 72.24        | 21.003 | 10:58:52.433        |
| 2 -                       | 1:30.484        | 44.079                            | 2:14.563            | 79.42        | 7.624  | 11:01:06.996        |
| 3 -                       | 1:27.949        | 44.429                            | 2:12.378 (3)        | 80.73        | 5.439  | 11:03:19.374        |
| 4 -                       | 1:26.444        | 42.735                            | 2:09.179 (2)        | 82.73        | 2.240  | 11:05:28.553        |
| 5 -                       | <b>1:24.813</b> | <b>42.126</b>                     | <b>2:06.939 (1)</b> | <b>84.19</b> |        | <b>11:07:35.492</b> |

|                           |                 |                          |                                    |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>65 F1</b>    | <b>FAIERS / FOX</b>      | Dean Ryde Yamaha R6 - AWracing ltd |              |       |                     |
| IDEAL LAP TIME : 2:07.154 |                 | BEST LAP TIME : 2:07.298 | DIFFERENCE : 0.144                 |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.083        | 42.583                   | 2:11.666                           | 81.17        | 4.368 | 10:58:12.677        |
| 2 -                       | 1:26.147        | 42.486                   | 2:08.633                           | 83.08        | 1.335 | 11:00:21.310        |
| 3 -                       | <b>1:24.793</b> | 42.985                   | 2:07.778 (2)                       | 83.64        | 0.480 | 11:02:29.088        |
| 4 -                       | 1:24.849        | 43.043                   | 2:07.892 (3)                       | 83.57        | 0.594 | 11:04:36.980        |
| 5 -                       | 1:24.937        | <b>42.361</b>            | <b>2:07.298 (1)</b>                | <b>83.96</b> |       | <b>11:06:44.278</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - SECTOR ANALYSIS



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

|                  |              |                            |                                    |              |       |                     |
|------------------|--------------|----------------------------|------------------------------------|--------------|-------|---------------------|
| <b>P7</b>        | <b>32 F1</b> | <b>W. SMITH / A. SMITH</b> | Ryde F1 HONDA CBR 600RR - TTSR Ltd |              |       |                     |
| IDEAL LAP TIME : |              | BEST LAP TIME : 2:07.848   | DIFFERENCE :                       |              |       |                     |
| LAP              | SECTOR 1     | SECTOR 2                   | LAP TIME                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |              |                            | 2:17.207                           | 77.89        | 9.359 | 10:58:21.969        |
| 2 -              |              |                            | 2:09.932                           | 82.25        | 2.084 | 11:00:31.901        |
| 3 -              |              |                            | <b>2:07.848 (1)</b>                | <b>83.59</b> |       | <b>11:02:39.749</b> |
| 4 -              |              |                            | 2:08.366 (3)                       | 83.26        | 0.518 | 11:04:48.115        |
| 5 -              |              |                            | 2:08.187 (2)                       | 83.37        | 0.339 | 11:06:56.302        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>100 F1</b>   | <b>HOLLAND / STEVENS</b> | - WPS Racing        |              |       |                     |
| IDEAL LAP TIME : 2:08.061 |                 | BEST LAP TIME : 2:08.061 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.238        | 43.119                   | 2:12.357 (3)        | 80.75        | 4.296 | 10:58:09.240        |
| 2 -                       | 1:25.912        | 43.026                   | 2:08.938 (2)        | 82.89        | 0.877 | 11:00:18.178        |
| 3 -                       | <b>1:25.217</b> | <b>42.844</b>            | <b>2:08.061 (1)</b> | <b>83.46</b> |       | <b>11:02:26.239</b> |

|                           |                 |                          |                         |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------|--------------|--------|---------------------|
| <b>P9</b>                 | <b>71 F1</b>    | <b>GRAY / MULDOON</b>    | Yamaha R6 - POWERBIKING |              |        |                     |
| IDEAL LAP TIME : 2:08.243 |                 | BEST LAP TIME : 2:08.637 | DIFFERENCE : 0.394      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:37.462        | 45.726                   | 2:23.188                | 74.64        | 14.551 | 10:58:44.305        |
| 2 -                       | 1:28.016        | 42.830                   | 2:10.846 (3)            | 81.68        | 2.209  | 11:00:55.151        |
| 3 -                       | <b>1:25.571</b> | 43.066                   | <b>2:08.637 (1)</b>     | <b>83.08</b> |        | <b>11:03:03.788</b> |
| 4 -                       | 1:26.075        | <b>42.672</b>            | 2:08.747 (2)            | 83.01        | 0.110  | 11:05:12.535        |

|                           |                 |                              |                             |              |       |                     |
|---------------------------|-----------------|------------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>17 F2</b>    | <b>G. GIBSON / D. GIBSON</b> | CES Suzuki - RVISA / ROWTEC |              |       |                     |
| IDEAL LAP TIME : 2:08.969 |                 | BEST LAP TIME : 2:08.969     | DIFFERENCE : 0.000          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                     | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.483        | 43.898                       | 2:15.381                    | 78.94        | 6.412 | 10:58:16.758        |
| 2 -                       | 1:26.647        | 43.063                       | 2:09.710 (2)                | 82.39        | 0.741 | 11:00:26.468        |
| 3 -                       | <b>1:25.973</b> | <b>42.996</b>                | <b>2:08.969 (1)</b>         | <b>82.87</b> |       | <b>11:02:35.437</b> |
| 4 -                       | 1:26.556        | 43.289                       | 2:09.845 (3)                | 82.31        | 0.876 | 11:04:45.282        |
| 5 -                       | 1:26.807        | 44.420                       | 2:11.227                    | 81.44        | 2.258 | 11:06:56.509        |

|                           |                 |                          |                      |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| <b>P11</b>                | <b>101 F1</b>   | <b>WAKLEY / HILDIGE</b>  | Ryde F1 - WPS Racing |              |        |                     |
| IDEAL LAP TIME : 2:08.437 |                 | BEST LAP TIME : 2:10.082 | DIFFERENCE : 1.645   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.745        | 44.953                   | 2:21.698             | 75.42        | 11.616 | 10:58:40.888        |
| 2 -                       | 1:27.374        | <b>42.713</b>            | 2:10.087 (2)         | 82.16        | 0.005  | 11:00:50.975        |
| 3 -                       | <b>1:25.724</b> | 45.391                   | 2:11.115 (3)         | 81.51        | 1.033  | 11:03:02.090        |
| 4 -                       | 1:27.110        | 42.972                   | <b>2:10.082 (1)</b>  | <b>82.16</b> |        | <b>11:05:12.172</b> |

|                           |              |                                |                                                   |              |       |                     |
|---------------------------|--------------|--------------------------------|---------------------------------------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>58 F1</b> | <b>L. EASTELL / M. EASTELL</b> | LCR Yamaha - Lee Eastell Engineering services ltd |              |       |                     |
| IDEAL LAP TIME : 2:09.970 |              | BEST LAP TIME : 2:10.696       | DIFFERENCE : 0.726                                |              |       |                     |
| LAP                       | SECTOR 1     | SECTOR 2                       | LAP TIME                                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.068     | 44.705                         | 2:15.773                                          | 78.72        | 5.077 | 10:58:18.236        |
| 2 -                       | 1:28.555     | 44.816                         | 2:13.371 (3)                                      | 80.13        | 2.675 | 11:00:31.607        |
| 3 -                       | 1:27.208     | <b>43.488</b>                  | <b>2:10.696 (1)</b>                               | <b>81.77</b> |       | <b>11:02:42.303</b> |
| 4 -                       | 1:26.754     | 44.518                         | 2:11.272 (2)                                      | 81.41        | 0.576 | 11:04:53.575        |

|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>69 F2</b>    | <b>LAMBERT / KING</b>    | Honda LCR - Graham Anne Ward |              |        |                     |
| IDEAL LAP TIME : 2:10.375 |                 | BEST LAP TIME : 2:10.897 | DIFFERENCE : 0.522           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.305        | 46.070                   | 2:22.375 (3)                 | 75.06        | 11.478 | 10:58:32.323        |
| 2 -                       | 1:29.978        | IN PIT                   | 2:36.562 P                   | 68.26        | 25.665 | 11:01:08.885        |
| 3 -                       | OUTLAP          | <b>43.713</b>            | 2:14.192                     | 79.64        | 3.295  | 11:03:23.077        |
| 4 -                       | 1:27.986        | 44.515                   | 2:12.501 (2)                 | 80.66        | 1.604  | 11:05:35.578        |
| 5 -                       | <b>1:26.662</b> | 44.235                   | <b>2:10.897 (1)</b>          | <b>81.65</b> |        | <b>11:07:46.475</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>83 F2</b>    | <b>BUCHANAN / EVANS</b>  | Kawasaki LUMLEY SIDECAR - Bull Inn Racing |              |        |                     |
| IDEAL LAP TIME : 2:11.621 |                 | BEST LAP TIME : 2:11.621 | DIFFERENCE : 0.000                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.424        | 45.600                   | 2:27.024                                  | 72.69        | 15.403 | 10:58:43.611        |
| 2 -                       | 1:33.478        | 44.698                   | 2:18.176                                  | 77.35        | 6.555  | 11:01:01.787        |
| 3 -                       | 1:31.143        | 44.051                   | 2:15.194 (3)                              | 79.05        | 3.573  | 11:03:16.981        |
| 4 -                       | 1:28.987        | 44.053                   | 2:13.040 (2)                              | 80.33        | 1.419  | 11:05:30.021        |
| 5 -                       | <b>1:28.160</b> | <b>43.461</b>            | <b>2:11.621 (1)</b>                       | <b>81.20</b> |        | <b>11:07:41.642</b> |

|                  |              |                          |                     |              |       |                     |
|------------------|--------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P15</b>       | <b>42 F2</b> | <b>CURRIE / PITT</b>     | Honda CBR600 -      |              |       |                     |
| IDEAL LAP TIME : |              | BEST LAP TIME : 2:11.795 | DIFFERENCE :        |              |       |                     |
| LAP              | SECTOR 1     | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |              |                          | 2:21.661            | 75.44        | 9.866 | 10:58:28.531        |
| 2 -              |              |                          | 2:13.702            | 79.93        | 1.907 | 11:00:42.233        |
| 3 -              |              |                          | 2:11.833 (2)        | 81.07        | 0.038 | 11:02:54.066        |
| 4 -              |              |                          | 2:13.115 (3)        | 80.29        | 1.320 | 11:05:07.181        |
| 5 -              |              |                          | <b>2:11.795 (1)</b> | <b>81.09</b> |       | <b>11:07:18.976</b> |

|                           |                 |                           |                                                       |              |        |                     |
|---------------------------|-----------------|---------------------------|-------------------------------------------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>23 F2</b>    | <b>THOMAS / SIGSWORTH</b> | Ireson HONDA - Team Walters And Thomas Sidecar racing |              |        |                     |
| IDEAL LAP TIME : 2:16.678 |                 | BEST LAP TIME : 2:16.981  | DIFFERENCE : 0.303                                    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                                              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:43.764        | 46.941                    | 2:30.705                                              | 70.92        | 13.724 | 10:58:42.842        |
| 2 -                       | 1:32.687        | <b>45.755</b>             | 2:18.442 (3)                                          | 77.20        | 1.461  | 11:01:01.284        |
| 3 -                       | 1:32.568        | 45.989                    | 2:18.557                                              | 77.13        | 1.576  | 11:03:19.841        |
| 4 -                       | <b>1:30.923</b> | 46.058                    | <b>2:16.981 (1)</b>                                   | <b>78.02</b> |        | <b>11:05:36.822</b> |
| 5 -                       | 1:31.160        | 46.090                    | 2:17.250 (2)                                          | 77.87        | 0.269  | 11:07:54.072        |

|                           |                 |                          |                      |              |          |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|----------|---------------------|
| <b>P17</b>                | <b>37 F2</b>    | <b>MORPHET / RYDER</b>   | LCR/Suzuki SIDECAR - |              |          |                     |
| IDEAL LAP TIME : 2:17.256 |                 | BEST LAP TIME : 2:17.256 | DIFFERENCE : 0.000   |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 1:44.180        | 48.494                   | 2:32.674 (2)         | 70.00        | 15.418   | 10:58:54.140        |
| 2 -                       | 1:42.042        | IN PIT                   | 3:19.655 P           | 53.53        | 1:02.399 | 11:02:13.795        |
| 3 -                       | OUTLAP          | 46.582                   | 2:24.990             | 73.71        | 7.734    | 11:04:38.785        |
| 4 -                       | <b>1:31.747</b> | <b>45.509</b>            | <b>2:17.256 (1)</b>  | <b>77.86</b> |          | <b>11:06:56.041</b> |

|                           |                 |                            |                                             |              |       |                     |
|---------------------------|-----------------|----------------------------|---------------------------------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>48 F2</b>    | <b>BINGHAM / FAIRHURST</b> | Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2 |              |       |                     |
| IDEAL LAP TIME : 2:19.258 |                 | BEST LAP TIME : 2:19.258   | DIFFERENCE : 0.000                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.679        | 47.661                     | 2:28.340                                    | 72.05        | 9.082 | 10:58:45.931        |
| 2 -                       | <b>1:32.714</b> | <b>46.544</b>              | <b>2:19.258 (1)</b>                         | <b>76.75</b> |       | <b>11:01:05.189</b> |
| 3 -                       | 1:34.047        | 48.443                     | 2:22.490 (2)                                | 75.00        | 3.232 | 11:03:27.679        |
| 4 -                       | 1:36.314        | 48.584                     | 2:24.898 (3)                                | 73.76        | 5.640 | 11:05:52.577        |

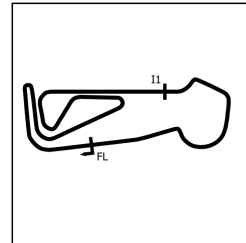
|                           |                 |                            |                                  |              |      |                     |
|---------------------------|-----------------|----------------------------|----------------------------------|--------------|------|---------------------|
| <b>P19</b>                | <b>3 F2</b>     | <b>R. CROWE / C. CROWE</b> | HCR Triumph 675 - Northern Fuels |              |      |                     |
| IDEAL LAP TIME : 2:20.018 |                 | BEST LAP TIME : 2:20.018   | DIFFERENCE : 0.000               |              |      |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME                         | MPH          | DIFF | TIME OF DAY         |
| 1 -                       | <b>1:34.775</b> | <b>45.243</b>              | <b>2:20.018 (1)</b>              | <b>76.33</b> |      | <b>10:58:32.589</b> |

|                           |                 |                          |                                                      |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------|--------------|-------|---------------------|
| <b>P20</b>                | <b>666 F2</b>   | <b>HANKS / KIRK</b>      | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing |              |       |                     |
| IDEAL LAP TIME : 2:21.139 |                 | BEST LAP TIME : 2:21.316 | DIFFERENCE : 0.177                                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:42.613        | 47.737                   | 2:30.350                                             | 71.08        | 9.034 | 10:58:58.261        |
| 2 -                       | 1:37.245        | 48.375                   | 2:25.620 (3)                                         | 73.39        | 4.304 | 11:01:23.881        |
| 3 -                       | <b>1:34.018</b> | 47.298                   | <b>2:21.316 (1)</b>                                  | <b>75.63</b> |       | <b>11:03:45.197</b> |
| 4 -                       | 1:34.453        | <b>47.121</b>            | 2:21.574 (2)                                         | 75.49        | 0.258 | 11:06:06.771        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                                             |                    |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------------------|--------------------|-------|---------------------|
| <b>P21</b>                | <b>38 F1</b>    | <b>C. MOSS / P. MOSS</b> | LCR Triumph 765 - LifeSafety Motorsport - CharlieMossRacing |                    |       |                     |
| IDEAL LAP TIME : 2:21.357 |                 | BEST LAP TIME : 2:21.357 |                                                             | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.497        | 49.600                   | 2:30.097 (2)                                                | 71.20              | 8.740 | 10:58:55.626        |
| 2 -                       | <b>1:35.025</b> | <b>46.332</b>            | <b>2:21.357 (1)</b>                                         | <b>75.61</b>       |       | <b>11:01:16.983</b> |

|                           |                 |                          |                                    |                    |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------------|--------|---------------------|
| <b>P22</b>                | <b>26 F2</b>    | <b>KING / MILLER</b>     | Lumley Ireson F2 - Townsend Motors |                    |        |                     |
| IDEAL LAP TIME : 2:22.205 |                 | BEST LAP TIME : 2:22.254 |                                    | DIFFERENCE : 0.049 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:43.965        | 49.982                   | 2:33.947                           | 69.42              | 11.693 | 10:58:52.968        |
| 2 -                       | 1:35.655        | 48.050                   | 2:23.705 (2)                       | 74.37              | 1.451  | 11:01:16.673        |
| 3 -                       | 1:35.246        | <b>47.008</b>            | <b>2:22.254 (1)</b>                | <b>75.13</b>       |        | <b>11:03:38.927</b> |
| 4 -                       | <b>1:35.197</b> | 49.861                   | 2:25.058 (3)                       | 73.68              | 2.804  | 11:06:03.985        |

|                           |                 |                          |                          |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------------|-------|---------------------|
| <b>P23</b>                | <b>96 F2</b>    | <b>J. GALE / B. GALE</b> | Ireson KTM 790 - 4everTT |                    |       |                     |
| IDEAL LAP TIME : 2:23.783 |                 | BEST LAP TIME : 2:23.783 |                          | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:44.294        | 49.402                   | 2:33.696                 | 69.54              | 9.913 | 10:58:57.115        |
| 2 -                       | 1:38.469        | 49.909                   | 2:28.378 (2)             | 72.03              | 4.595 | 11:01:25.493        |
| 3 -                       | 1:38.008        | 50.615                   | 2:28.623 (3)             | 71.91              | 4.840 | 11:03:54.116        |
| 4 -                       | <b>1:35.412</b> | <b>48.371</b>            | <b>2:23.783 (1)</b>      | <b>74.33</b>       |       | <b>11:06:17.899</b> |

|                           |                 |                          |                           |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------------|-------|---------------------|
| <b>P24</b>                | <b>66 F2</b>    | <b>A. CROWE / PARKER</b> | Suzuki GSXR - Sunchemical |                    |       |                     |
| IDEAL LAP TIME : 2:24.989 |                 | BEST LAP TIME : 2:24.989 |                           | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:43.506        | 50.693                   | 2:34.199                  | 69.31              | 9.210 | 10:58:55.177        |
| 2 -                       | 1:39.167        | 49.434                   | 2:28.601 (2)              | 71.92              | 3.612 | 11:01:23.778        |
| 3 -                       | 1:39.365        | 49.570                   | 2:28.935 (3)              | 71.76              | 3.946 | 11:03:52.713        |
| 4 -                       | <b>1:36.092</b> | <b>48.897</b>            | <b>2:24.989 (1)</b>       | <b>73.71</b>       |       | <b>11:06:17.702</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P25</b>                | <b>20 F2</b>    | <b>DRISCOLL / HAYDEN</b> | F2 -                |                    |        |                     |
| IDEAL LAP TIME : 2:27.692 |                 | BEST LAP TIME : 2:27.692 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:49.260        | 51.184                   | 2:40.444            | 66.61              | 12.752 | 10:58:50.622        |
| 2 -                       | 1:40.289        | 51.892                   | 2:32.181 (3)        | 70.23              | 4.489  | 11:01:22.803        |
| 3 -                       | 1:40.244        | 51.263                   | 2:31.507 (2)        | 70.54              | 3.815  | 11:03:54.310        |
| 4 -                       | <b>1:37.480</b> | <b>50.212</b>            | <b>2:27.692 (1)</b> | <b>72.36</b>       |        | <b>11:06:22.002</b> |

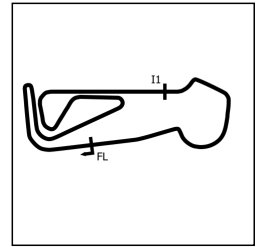
|                           |                 |                          |                                                 |                    |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------------|-------|---------------------|
| <b>P26</b>                | <b>14 F1</b>    | <b>BURNS / FAIRHURST</b> | Yamaha F1 PRE Injection - MRB Fencing Doncaster |                    |       |                     |
| IDEAL LAP TIME : 2:29.612 |                 | BEST LAP TIME : 2:29.810 |                                                 | DIFFERENCE : 0.198 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:47.102        | 50.465                   | 2:37.567                                        | 67.83              | 7.757 | 10:59:07.819        |
| 2 -                       | 1:39.950        | <b>49.919</b>            | 2:29.869 (2)                                    | 71.31              | 0.059 | 11:01:37.688        |
| 3 -                       | <b>1:39.693</b> | 50.117                   | <b>2:29.810 (1)</b>                             | <b>71.34</b>       |       | <b>11:04:07.498</b> |
| 4 -                       | 1:39.919        | 50.467                   | 2:30.386 (3)                                    | 71.07              | 0.576 | 11:06:37.884        |

|                           |                 |                           |                                        |                    |       |                     |
|---------------------------|-----------------|---------------------------|----------------------------------------|--------------------|-------|---------------------|
| <b>P27</b>                | <b>19 F1</b>    | <b>MACBRIDE / EDWARDS</b> | LCR Yamaha 600 - Lifesafety Motorsport |                    |       |                     |
| IDEAL LAP TIME : 2:33.100 |                 | BEST LAP TIME : 2:34.677  |                                        | DIFFERENCE : 1.577 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                               | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:50.973        | 52.983                    | 2:43.956                               | 65.18              | 9.279 | 10:58:52.347        |
| 2 -                       | 1:43.718        | <b>50.959</b>             | <b>2:34.677 (1)</b>                    | <b>69.09</b>       |       | <b>11:01:27.024</b> |
| 3 -                       | <b>1:42.141</b> | 53.438                    | 2:35.579 (2)                           | 68.69              | 0.902 | 11:04:02.603        |
| 4 -                       | 1:47.522        | 53.266                    | 2:40.788 (3)                           | 66.47              | 6.111 | 11:06:43.391        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                  |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------|--------------|-------|---------------------|
| <b>P28</b>                | <b>167 F1</b>   | <b>PETTMAN / LEECH</b>   | Baker 1000 Yamaha - Wesso Racing |              |       |                     |
| IDEAL LAP TIME : 2:58.062 |                 | BEST LAP TIME : 2:59.274 | DIFFERENCE : 1.212               |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                         | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 2:02.632        | <b>1:00.780</b>          | 3:03.412 <b>(2)</b>              | 58.27        | 4.138 | 10:59:35.175        |
| 2 -                       | <b>1:57.282</b> | 1:01.992                 | <b>2:59.274 (1)</b>              | <b>59.61</b> |       | <b>11:02:34.449</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P29</b>                | <b>173 F2</b>   | <b>OWEN / BARDSLEY</b>   | Ireson/Yamaha 600 - |              |       |                     |
| IDEAL LAP TIME : 3:19.406 |                 | BEST LAP TIME : 3:20.689 | DIFFERENCE : 1.283  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 2:14.465        | <b>1:06.470</b>          | 3:20.935 <b>(2)</b> | 53.19        | 0.246 | 10:59:57.087        |
| 2 -                       | <b>2:12.936</b> | 1:07.753                 | <b>3:20.689 (1)</b> | <b>53.25</b> |       | <b>11:03:17.776</b> |
| 3 -                       | 2:13.223        | 1:08.481                 | 3:21.704 <b>(3)</b> | 52.98        | 1.015 | 11:06:39.480        |

## QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |          | IDEAL / BEST COMPARISON |     |                            |             |          |       |
|----------|-----|----------|----------|----------|-------------------------|-----|----------------------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME     | POS                     | NO  | NAME                       | IDEAL       | BEST     | DIFF  |
|          |     |          |          |          |                         |     |                            | PERFECT LAP | 1:58.665 |       |
| 1        | 91  | 1:19.774 | 91       | 38.891   | 1                       | 91  | WILLIAMS / KOELSCH         | 1:58.665    | 1:59.277 | 0.612 |
| 2        | 16  | 1:23.203 | 16       | 40.753   | 2                       | 16  | B. BIRCHALL / ROSNEY       | 2:03.956    | 2:04.150 | 0.194 |
| 3        | 93  | 1:24.624 | 72       | 41.953   | 3                       | 72  | P. FOUNDS / WALMSLEY       | 2:06.647    | 2:06.647 | 0.000 |
| 4        | 72  | 1:24.694 | 126      | 42.126   | 4                       | 93  | G. HOLDEN / LAWRENCE       | 2:06.858    | 2:06.858 | 0.000 |
| 5        | 65  | 1:24.793 | 93       | 42.234   | 5                       | 126 | R. ATKINSON / M. MIDDLETON | 2:06.939    | 2:06.939 | 0.000 |
| 6        | 126 | 1:24.813 | 65       | 42.361   | 6                       | 65  | FAIERS / FOX               | 2:07.154    | 2:07.298 | 0.144 |
| 7        | 100 | 1:25.217 | 71       | 42.672   | 7                       | 100 | HOLLAND / STEVENS          | 2:08.061    | 2:08.061 | 0.000 |
| 8        | 71  | 1:25.571 | 101      | 42.713   | 8                       | 71  | GRAY / MULDOON             | 2:08.243    | 2:08.637 | 0.394 |
| 9        | 101 | 1:25.724 | 100      | 42.844   | 9                       | 101 | WAKLEY / HILDIGE           | 2:08.437    | 2:10.082 | 1.645 |
| 10       | 17  | 1:25.973 | 17       | 42.996   | 10                      | 17  | G. GIBSON / D. GIBSON      | 2:08.969    | 2:08.969 | 0.000 |
| 11       | 58  | 1:26.482 | 83       | 43.461   | 11                      | 58  | L. EASTELL / M. EASTELL    | 2:09.970    | 2:10.696 | 0.726 |
| 12       | 69  | 1:26.662 | 58       | 43.488   | 12                      | 69  | LAMBERT / KING             | 2:10.375    | 2:10.897 | 0.522 |
| 13       | 83  | 1:28.160 | 69       | 43.713   | 13                      | 83  | BUCHANAN / EVANS           | 2:11.621    | 2:11.621 | 0.000 |
| 14       | 23  | 1:30.923 | 3        | 45.243   | 14                      | 23  | THOMAS / SIGSWORTH         | 2:16.678    | 2:16.981 | 0.303 |
| 15       | 37  | 1:31.747 | 37       | 45.509   | 15                      | 37  | MORPHET / RYDER            | 2:17.256    | 2:17.256 | 0.000 |
| 16       | 48  | 1:32.714 | 23       | 45.755   | 16                      | 48  | BINGHAM / FAIRHURST        | 2:19.258    | 2:19.258 | 0.000 |
| 17       | 666 | 1:34.018 | 38       | 46.332   | 17                      | 3   | R. CROWE / C. CROWE        | 2:20.018    | 2:20.018 | 0.000 |
| 18       | 3   | 1:34.775 | 48       | 46.544   | 18                      | 666 | HANKS / KIRK               | 2:21.139    | 2:21.316 | 0.177 |
| 19       | 38  | 1:35.025 | 26       | 47.008   | 19                      | 38  | C. MOSS / P. MOSS          | 2:21.357    | 2:21.357 | 0.000 |
| 20       | 26  | 1:35.197 | 666      | 47.121   | 20                      | 26  | KING / MILLER              | 2:22.205    | 2:22.254 | 0.049 |
| 21       | 96  | 1:35.412 | 96       | 48.371   | 21                      | 96  | J. GALE / B. GALE          | 2:23.783    | 2:23.783 | 0.000 |
| 22       | 66  | 1:36.092 | 66       | 48.897   | 22                      | 66  | A. CROWE / PARKER          | 2:24.989    | 2:24.989 | 0.000 |
| 23       | 20  | 1:37.480 | 14       | 49.919   | 23                      | 20  | DRISCOLL / HAYDEN          | 2:27.692    | 2:27.692 | 0.000 |
| 24       | 14  | 1:39.693 | 20       | 50.212   | 24                      | 14  | BURNS / FAIRHURST          | 2:29.612    | 2:29.810 | 0.198 |
| 25       | 19  | 1:42.141 | 19       | 50.959   | 25                      | 19  | MACBRIDE / EDWARDS         | 2:33.100    | 2:34.677 | 1.577 |
| 26       | 167 | 1:57.282 | 167      | 1:00.780 | 26                      | 167 | PETTMAN / LEECH            | 2:58.062    | 2:59.274 | 1.212 |
| 27       | 173 | 2:12.936 | 173      | 1:06.470 | 27                      | 173 | OWEN / BARDSLEY            | 3:19.406    | 3:20.689 | 1.283 |
| 28       |     |          |          |          | 28                      | 42  | CURRIE / PITT              |             | 2:11.795 |       |
| 29       |     |          |          |          | 29                      | 32  | W. SMITH / A. SMITH        |             | 2:07.848 |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

QUALIFYING - STATISTICS

Competitors Started 29

Planned Start 2025-05-03 @ 10:49:00.000

Actual Start 2025-05-03 @ 10:55:43.493

Finish Time 2025-05-03 @ 11:05:46.056

Track Length 2.9689mi.

Total Laps 118

Total Distance Covered 350.3315mi.

Session Fastest Lap History

| NO | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|--------------------|----------|--------------|-----|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 2:05.270 | 10:58:08.991 | 1   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 2:00.468 | 11:00:09.459 | 2   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 1:59.834 | 11:02:09.293 | 3   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 1:59.277 | 11:04:08.570 | 4   | F600 LCR - Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:55:43.493 |
| FINISH | 11:05:46.056 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:22.174  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - STATISTICS

CLASS : F1

12 Starters

#### Fastest Lap History

| NO | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------------|----------|--------------|-----|-------------------|
| 91 | WILLIAMS / KOELSCH | 2:05.270 | 10:58:08.991 | 1   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 2:00.468 | 11:00:09.459 | 2   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 1:59.834 | 11:02:09.293 | 3   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 1:59.277 | 11:04:08.570 | 4   | F600 LCR - Yamaha |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### QUALIFYING - STATISTICS

CLASS : F2

17 Starters

#### Fastest Lap History

| NO | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------------|----------|--------------|-----|-----------|
| 16 | B. BIRCHALL / ROSNEY | 2:08.696 | 10:58:09.890 | 1   | LCR Honda |
| 16 | B. BIRCHALL / ROSNEY | 2:04.150 | 11:00:14.040 | 2   | LCR Honda |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - GRID (5 Laps)



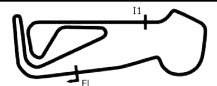
|        |    |                                        |                                              |                                    |
|--------|----|----------------------------------------|----------------------------------------------|------------------------------------|
| ROW 16 | 31 | 191                                    | KNIGHT / SHARP                               |                                    |
| ROW 15 | 30 | 113                                    | HANDCOCK / BEVAN                             | 29 173 3:20.689<br>OWEN / BARDSLEY |
| ROW 14 | 28 | 167 2:59.274<br>PETTMAN / LEECH        | 27 19 2:34.677<br>MACBRIDE / EDWARDS         |                                    |
| ROW 13 | 26 | 14 2:29.810<br>BURNS / FAIRHURST       | 25 20 2:27.692<br>DRISCOLL / HAYDEN          |                                    |
| ROW 12 | 24 | 66 2:24.989<br>A. CROWE / PARKER       | 23 96 2:23.783<br>J. GALE / B. GALE          |                                    |
| ROW 11 | 22 | 26 2:22.254<br>KING / MILLER           | 21 38 2:21.357<br>C. MOSS / P. MOSS          |                                    |
| ROW 10 | 20 | 666 2:21.316<br>HANKS / KIRK           | 19 3 2:20.018<br>R. CROWE / C. CROWE         |                                    |
| ROW 9  | 18 | 48 2:19.258<br>BINGHAM / FAIRHURST     | 17 37 2:17.256<br>MORPHET / RYDER            |                                    |
| ROW 8  | 16 | 23 2:16.981<br>THOMAS / SIGSWORTH      | 15 42 2:11.795<br>CURRIE / PITT              |                                    |
| ROW 7  | 14 | 83 2:11.621<br>BUCHANAN / EVANS        | 13 69 2:10.897<br>LAMBERT / KING             |                                    |
| ROW 6  | 12 | 58 2:10.696<br>L. EASTELL / M. EASTELL | 11 101 2:10.082<br>WAKLEY / HILDIGE          |                                    |
| ROW 5  | 10 | 17 2:08.969<br>G. GIBSON / D. GIBSON   | 9 71 2:08.637<br>GRAY / MULDOON              |                                    |
| ROW 4  | 8  | 100 2:08.061<br>HOLLAND / STEVENS      | 7 32 2:07.848<br>W. SMITH / A. SMITH         |                                    |
| ROW 3  | 6  | 65 2:07.298<br>FAIERS / FOX            | 5 126 2:06.939<br>R. ATKINSON / M. MIDDLETON |                                    |
| ROW 2  | 4  | 93 2:06.858<br>G. HOLDEN / LAWRENCE    | 3 72 2:06.647<br>P. FOUNDS / WALMSLEY        |                                    |
| ROW 1  | 2  | 16 2:04.150<br>B. BIRCHALL / ROSNEY    | 1 91 1:59.277<br>WILLIAMS / KOELSCH          |                                    |
| Pole   |    |                                        |                                              |                                    |
|        |    |                                        |                                              |                                    |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 11:09 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS            | NO  | CL | PIC | NAME                       | ENTRY                                                 | LAPS | TIME      | GAP      | DIFF   | MPH       | BEST     | ON | GRD        | ↑↓ |
|----------------|-----|----|-----|----------------------------|-------------------------------------------------------|------|-----------|----------|--------|-----------|----------|----|------------|----|
| 1              | 91  | F1 | 1   | WILLIAMS / KOELSCH         | F600 LCR - Yamaha -                                   | 5    | 10:15.476 |          |        | 86.82     | 1:59.760 | 4  | 1          | 0  |
| 2              | 16  | F2 | 1   | B. BIRCHALL / ROSNEY       | LCR Honda -                                           | 5    | 10:28.148 | 12.672   | 12.672 | 85.07     | 2:04.166 | 4  | 2          | 0  |
| 3              | 72  | F2 | 2   | P. FOUNDS / WALMSLEY       | LCF HONDA - Trustland Construction                    | 5    | 10:28.644 | 13.168   | 0.496  | 85.00     | 2:03.609 | 4  | 3          | 0  |
| 4              | 93  | F2 | 3   | G. HOLDEN / LAWRENCE       | DMR Yamaha R6 - Holden racing                         | 5    | 10:41.595 | 26.119   | 12.951 | 83.29     | 2:06.343 | 3  | 4          | 0  |
| 5              | 126 | F1 | 2   | R. ATKINSON / M. MIDDLETON | ARS Yamaha - Mecsis                                   | 5    | 10:41.622 | 26.146   | 0.027  | 83.28     | 2:05.579 | 4  | 5          | 0  |
| 6              | 3   | F2 | 4   | R. CROWE / C. CROWE        | HCR Triumph 675 - Northern Fuels                      | 5    | 10:42.398 | 26.922   | 0.776  | 83.18     | 2:04.530 | 4  | 19         | 13 |
| 7              | 101 | F1 | 3   | WAKLEY / HILDIGE           | Ryde F1 - WPS Racing                                  | 5    | 10:46.767 | 31.291   | 4.369  | 82.62     | 2:05.861 | 5  | 11         | 4  |
| 8              | 65  | F1 | 4   | FAIERS / FOX               | Dean Ryde Yamaha R6 - AWRacing Ltd                    | 5    | 10:47.060 | 31.584   | 0.293  | 82.58     | 2:07.430 | 5  | 6          | -2 |
| 9              | 71  | F1 | 5   | GRAY / MULDOON             | Yamaha R6 - POWERBIKING                               | 5    | 10:51.293 | 35.817   | 4.233  | 82.05     | 2:07.579 | 4  | 9          | 0  |
| 10             | 100 | F1 | 6   | HOLLAND / STEVENS          | - WPS Racing                                          | 5    | 10:52.207 | 36.731   | 0.914  | 81.93     | 2:07.369 | 2  | 8          | -2 |
| 11             | 17  | F2 | 5   | G. GIBSON / D. GIBSON      | CES Suzuki - RVISA / ROWTEC                           | 5    | 10:53.432 | 37.956   | 1.225  | 81.78     | 2:08.054 | 4  | 10         | -1 |
| 12             | 69  | F2 | 6   | LAMBERT / JAVENS           | Honda LCR - Graham Anne Ward                          | 5    | 11:09.290 | 53.814   | 15.858 | 79.84     | 2:10.689 | 3  |            |    |
| 13             | 42  | F2 | 7   | CURRIE / PITT              | Honda CBR600 -                                        | 5    | 11:11.736 | 56.260   | 2.446  | 79.55     | 2:10.813 | 4  | 15         | 2  |
| 14             | 83  | F2 | 8   | BUCHANAN / EVANS           | Kawasaki LUMLEY SIDECAR - Bull Inn Racing             | 5    | 11:13.890 | 58.414   | 2.154  | 79.30     | 2:10.831 | 5  | 14         | 0  |
| 15             | 23  | F2 | 9   | THOMAS / SIGSWORTH         | Ireson HONDA - Team Walters And Thomas Sidecar racing | 5    | 11:21.035 | 1:05.559 | 7.145  | 78.46     | 2:14.569 | 5  | 16         | 1  |
| 16             | 26  | F2 | 10  | KING / MILLER              | Lumley Ireson F2 - Townsend Motors                    | 5    | 11:45.499 | 1:30.023 | 24.464 | 75.74     | 2:18.608 | 2  | 22         | 6  |
| 17             | 666 | F2 | 11  | HANKS / KIRK               | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing  | 5    | 11:47.664 | 1:32.188 | 2.165  | 75.51     | 2:18.164 | 5  | 20         | 3  |
| 18             | 96  | F2 | 12  | J. GALE / B. GALE          | Ireson KTM 790 - 4everTT                              | 5    | 11:48.711 | 1:33.235 | 1.047  | 75.40     | 2:18.332 | 5  | 23         | 5  |
| 19             | 14  | F1 | 7   | BURNS / FAIRHURST          | Yamaha F1 PRE Injection - MRB Fencing Doncaster       | 5    | 11:56.317 | 1:40.841 | 7.606  | 74.60     | 2:19.718 | 5  | 26         | 7  |
| 20             | 66  | F2 | 13  | A. CROWE / PARKER          | Suzuki GSXR - Sunchemical                             | 5    | 12:04.771 | 1:49.295 | 8.454  | 73.73     | 2:21.912 | 2  | 24         | 4  |
| 21             | 19  | F1 | 8   | MACBRIDE / EDWARDS         | LCR Yamaha 600 - Lifesafety Motorsport                | 4    | 10:38.624 | 1 Lap    | 1 Lap  | 66.94     | 2:34.851 | 2  | 27         | 6  |
| NOT CLASSIFIED |     |    |     |                            |                                                       |      |           |          |        |           |          |    |            |    |
| DNF            | 20  | F2 |     | DRISCOLL / HAYDEN          | F2 -                                                  | 4    | 10:14.019 | 1 Lap    |        | 69.62     | 2:28.794 | 2  | 25         |    |
| DNF            | 48  | F2 |     | BINGHAM / FAIRHURST        | Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2           | 3    | 7:03.741  | 2 Laps   | 1 Lap  | 75.66     | 2:19.101 | 2  | 18         |    |
| DNF            | 32  | F1 |     | W. SMITH / A. SMITH        | Ryde F1 HONDA CBR 600RR - TTSR Ltd                    | 1    | 2:16.705  | 4 Laps   | 2 Laps | 78.18     |          |    | 7          |    |
| DNF            | 37  | F2 |     | MORPHET / RYDER            | LCR/Suzuki SIDECAR -                                  | 1    | 2:26.538  | 4 Laps   | 9.833  | 72.93     |          |    | 17         |    |
| DNF            | 58  | F1 |     | L. EASTELL / M. EASTELL    | LCR Yamaha - Lee Eastell Engineering services Ltd     | 0    |           |          |        |           |          |    | 12         |    |
| NOT STARTED    |     |    |     |                            |                                                       |      |           |          |        |           |          |    |            |    |
| NS             | 167 | F1 |     | PETTMAN / LEECH            | Baker 1000 Yamaha - Wesso Racing                      |      |           |          |        |           |          |    | 28         |    |
| FASTEST LAP    |     |    |     |                            |                                                       |      |           |          |        |           |          |    |            |    |
|                | 91  | F1 |     | WILLIAMS / KOELSCH         | F600 LCR - Yamaha -                                   | 4    | 1:59.760  |          |        | 89.24 mph |          |    | 143.62 kph |    |
|                | 72  | F2 |     | P. FOUNDS / WALMSLEY       | LCF HONDA - Trustland Construction                    | 4    | 2:03.609  |          |        | 86.46 mph |          |    | 139.15 kph |    |

Class F1 - 92.5% of Race Speed = 80.30 mph  
Class F2 - 92.5% of Race Speed = 78.68 mph

Red Flag (end of session): 15:17

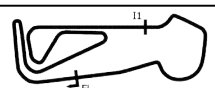
Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 15:04 Finish: 15:14  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:25 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - LAP CHART

| LAP 2 @ 15:06:33.534 |          |          | LAP 3 @ 15:10:33.720 |          |          | LAP 4 @ 15:12:33.480 |          |          | LAP 5 @ 15:14:41.775 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 91                   |          | 2:07.235 | 91                   |          | 1:59.984 | 91                   |          | 1:59.760 | 91                   |          | 2:08.295 |
| 16                   | 3.146    | 2:10.381 | 16                   | 11.859   | 2:04.455 | 16                   | 16.265   | 2:04.166 | 16                   | 12.672   | 2:04.702 |
| 72                   | 4.600    | 2:11.835 | 72                   | 13.554   | 2:04.073 | 72                   | 17.403   | 2:03.609 | 72                   | 13.168   | 2:04.060 |
| 93                   | 6.819    | 2:14.054 | 93                   | 20.112   | 2:06.343 | 93                   | 26.773   | 2:06.421 | 19                   | 1 Lap    | 2:40.101 |
| 65                   | 7.433    | 2:14.668 | 126                  | 22.176   | 2:06.859 | 126                  | 27.995   | 2:05.579 | 93                   | 26.119   | 2:07.641 |
| 126                  | 8.039    | 2:15.274 | 3                    | 23.583   | 2:05.347 | 3                    | 28.353   | 2:04.530 | 126                  | 26.146   | 2:06.446 |
| 100                  | 9.461    | 2:16.696 | 65                   | 23.891   | 2:08.639 | 65                   | 32.449   | 2:08.318 | 3                    | 26.922   | 2:06.864 |
| 32                   | 9.470    | 2:16.705 | 100                  | 24.803   | 2:08.159 | 101                  | 33.725   | 2:06.610 | 101                  | 31.291   | 2:05.861 |
| 71                   | 10.039   | 2:17.274 | 101                  | 26.875   | 2:06.714 | 100                  | 34.793   | 2:09.750 | 65                   | 31.584   | 2:07.430 |
| 3                    | 11.001   | 2:18.236 | 71                   | 28.061   | 2:08.153 | 71                   | 35.880   | 2:07.579 | 71                   | 35.817   | 2:08.232 |
| 101                  | 11.647   | 2:18.882 | 17                   | 29.356   | 2:08.451 | 17                   | 37.650   | 2:08.054 | 100                  | 36.731   | 2:10.233 |
| 17                   | 11.740   | 2:18.975 | 69                   | 35.953   | 2:10.689 | 69                   | 48.508   | 2:12.315 | 17                   | 37.956   | 2:08.601 |
| 23                   | 14.546   | 2:21.781 | 42                   | 42.622   | 2:13.309 | 42                   | 53.675   | 2:10.813 | 69                   | 53.814   | 2:13.601 |
| 69                   | 14.638   | 2:21.873 | 83                   | 43.632   | 2:13.590 | 83                   | 55.878   | 2:12.006 | 42                   | 56.260   | 2:10.880 |
| 42                   | 16.035   | 2:23.270 | 23                   | 43.839   | 2:14.760 | 23                   | 59.285   | 2:15.206 | 83                   | 58.414   | 2:10.831 |
| 48                   | 16.275   | 2:23.510 | 48                   | 56.320   | 2:21.130 | 26                   | 1:19.364 | 2:21.685 | 23                   | 1:05.559 | 2:14.569 |
| 83                   | 16.452   | 2:23.687 | 26                   | 57.439   | 2:20.377 | 666                  | 1:22.319 | 2:19.989 | 26                   | 1:30.023 | 2:18.954 |
| 26                   | 18.640   | 2:25.875 | 666                  | 1:02.090 | 2:19.967 | 96                   | 1:23.198 | 2:20.283 | 666                  | 1:32.188 | 2:18.164 |
| 37                   | 19.303   | 2:26.538 | 96                   | 1:02.675 | 2:19.349 | 14                   | 1:29.418 | 2:22.228 | 96                   | 1:33.235 | 2:18.332 |
| 666                  | 21.166   | 2:28.401 | 14                   | 1:06.950 | 2:21.305 | 66                   | 1:34.833 | 2:23.717 | 14                   | 1:40.841 | 2:19.718 |
| 96                   | 22.121   | 2:29.356 | 66                   | 1:10.876 | 2:22.379 | 20                   | 2:06.838 | 2:34.120 | 66                   | 1:49.295 | 2:22.757 |
| 14                   | 24.517   | 2:31.752 | 20                   | 1:32.478 | 2:32.217 |                      |          |          |                      |          |          |
| 66                   | 26.771   | 2:34.006 | 19                   | 1:51.102 | 2:37.980 |                      |          |          |                      |          |          |
| 20                   | 31.653   | 2:38.888 |                      |          |          |                      |          |          |                      |          |          |
| 19                   | 38.457   | 2:45.692 |                      |          |          |                      |          |          |                      |          |          |
| 91                   |          | 2:00.202 |                      |          |          |                      |          |          |                      |          |          |
| 16                   | 7.388    | 2:04.444 |                      |          |          |                      |          |          |                      |          |          |
| 72                   | 9.465    | 2:05.067 |                      |          |          |                      |          |          |                      |          |          |
| 93                   | 13.753   | 2:07.136 |                      |          |          |                      |          |          |                      |          |          |
| 65                   | 15.236   | 2:08.005 |                      |          |          |                      |          |          |                      |          |          |
| 126                  | 15.301   | 2:07.464 |                      |          |          |                      |          |          |                      |          |          |
| 100                  | 16.628   | 2:07.369 |                      |          |          |                      |          |          |                      |          |          |
| 3                    | 18.220   | 2:07.421 |                      |          |          |                      |          |          |                      |          |          |
| 71                   | 19.892   | 2:10.055 |                      |          |          |                      |          |          |                      |          |          |
| 101                  | 20.145   | 2:08.700 |                      |          |          |                      |          |          |                      |          |          |
| 17                   | 20.889   | 2:09.351 |                      |          |          |                      |          |          |                      |          |          |
| 69                   | 25.248   | 2:10.812 |                      |          |          |                      |          |          |                      |          |          |
| 23                   | 29.063   | 2:14.719 |                      |          |          |                      |          |          |                      |          |          |
| 42                   | 29.297   | 2:13.464 |                      |          |          |                      |          |          |                      |          |          |
| 83                   | 30.026   | 2:13.776 |                      |          |          |                      |          |          |                      |          |          |
| 48                   | 35.174   | 2:19.101 |                      |          |          |                      |          |          |                      |          |          |
| 26                   | 37.046   | 2:18.608 |                      |          |          |                      |          |          |                      |          |          |
| 666                  | 42.107   | 2:21.143 |                      |          |          |                      |          |          |                      |          |          |
| 96                   | 43.310   | 2:21.391 |                      |          |          |                      |          |          |                      |          |          |
| 14                   | 45.629   | 2:21.314 |                      |          |          |                      |          |          |                      |          |          |
| 66                   | 48.481   | 2:21.912 |                      |          |          |                      |          |          |                      |          |          |
| 20                   | 1:00.245 | 2:28.794 |                      |          |          |                      |          |          |                      |          |          |
| 19                   | 1:13.106 | 2:34.851 |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

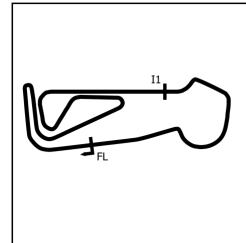
RACE 9 - POSITION CHART

| No  | Name                  | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|-----------------------|-----|-----|-----|-----|-----|-----|
|     |                       | Pos |     |     |     |     |     |
| 91  | WILLIAMS / KOELSCH    | 1   | 91  | 91  | 91  | 91  | 91  |
| 16  | B. BIRCHALL / ROSNE   | 2   | 16  | 16  | 16  | 16  | 16  |
| 72  | P. FOUNDS / WALMSL    | 3   | 72  | 72  | 72  | 72  | 72  |
| 93  | G. HOLDEN / LAWREN    | 4   | 93  | 93  | 93  | 93  | 93  |
| 126 | R. ATKINSON / M. MID  | 5   | 65  | 65  | 126 | 126 | 126 |
| 65  | FAIERS / FOX          | 6   | 126 | 126 | 3   | 3   | 3   |
| 32  | W. SMITH / A. SMITH   | 7   | 100 | 100 | 65  | 65  | 101 |
| 100 | HOLLAND / STEVENS     | 8   | 32  | 3   | 100 | 101 | 65  |
| 71  | GRAY / MULDOON        | 9   | 71  | 71  | 101 | 100 | 71  |
| 17  | G. GIBSON / D. GIBSO  | 10  | 3   | 101 | 71  | 71  | 100 |
| 101 | WAKLEY / HILDIGE      | 11  | 101 | 17  | 17  | 17  | 17  |
| 58  | L. EASTELL / M. EASTE | 12  | 17  | 69  | 69  | 69  | 69  |
| 83  | BUCHANAN / EVANS      | 13  | 23  | 23  | 42  | 42  | 42  |
| 42  | CURRIE / PITT         | 14  | 69  | 42  | 83  | 83  | 83  |
| 23  | THOMAS / SIGSWORT     | 15  | 42  | 83  | 23  | 23  | 23  |
| 37  | MORPHET / RYDER       | 16  | 48  | 48  | 48  | 26  | 26  |
| 48  | BINGHAM / FAIRHURS    | 17  | 83  | 26  | 26  | 666 | 666 |
| 3   | R. CROWE / C. CROW    | 18  | 26  | 666 | 666 | 96  | 96  |
| 666 | HANKS / KIRK          | 19  | 37  | 96  | 96  | 14  | 14  |
| 26  | KING / MILLER         | 20  | 666 | 14  | 14  | 66  | 66  |
| 96  | J. GALE / B. GALE     | 21  | 96  | 66  | 66  | 20  |     |
| 66  | A. CROWE / PARKER     | 22  | 14  | 20  | 20  | 19  |     |
| 20  | DRISCOLL / HAYDEN     | 23  | 66  | 19  | 19  |     |     |
| 14  | BURNS / FAIRHURST     | 24  | 20  |     |     |     |     |
| 19  | MACBRIDE / EDWARD     | 25  | 19  |     |     |     |     |
| 167 | PETTMAN / LEECH       | 26  |     |     |     |     |     |
| 69  | LAMBERT / JAVENS      | 27  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

| P1 91 F1                  |                 | WILLIAMS / KOELSCH       |                     | F600 LCR - Yamaha - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.725 |                 | BEST LAP TIME : 1:59.760 |                     | DIFFERENCE : 0.035  |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                 | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 39.418                   | 2:07.235            | 84.00               | 7.475 | 15:06:33.534        |
| 2 -                       | 1:20.879        | 39.323                   | 2:00.202 (3)        | 88.91               | 0.442 | 15:08:33.736        |
| 3 -                       | 1:20.672        | <b>39.312</b>            | 1:59.984 (2)        | 89.07               | 0.224 | 15:10:33.720        |
| 4 -                       | <b>1:20.413</b> | 39.347                   | <b>1:59.760 (1)</b> | <b>89.24</b>        |       | <b>15:12:33.480</b> |
| 5 -                       | 1:22.157        | 46.138                   | 2:08.295            | 83.30               | 8.535 | 15:14:41.775        |

| P2 16 F2                  |                 | B. BIRCHALL / ROSNEY     |                     | LCR Honda -        |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.649 |                 | BEST LAP TIME : 2:04.166 |                     | DIFFERENCE : 0.517 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.666                   | 2:10.381            | 81.97              | 6.215 | 15:06:36.680        |
| 2 -                       | 1:23.880        | <b>40.564</b>            | 2:04.444 (2)        | 85.88              | 0.278 | 15:08:41.124        |
| 3 -                       | 1:23.801        | 40.654                   | 2:04.455 (3)        | 85.87              | 0.289 | 15:10:45.579        |
| 4 -                       | 1:23.103        | 41.063                   | <b>2:04.166 (1)</b> | <b>86.07</b>       |       | <b>15:12:49.745</b> |
| 5 -                       | <b>1:23.085</b> | 41.617                   | 2:04.702            | 85.70              | 0.536 | 15:14:54.447        |

| P3 72 F2                  |                 | P. FOUNDS / WALMSLEY     |                     | LCF HONDA - Trustland Construction |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.580 |                 | BEST LAP TIME : 2:03.609 |                     | DIFFERENCE : 0.029                 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.284                   | 2:11.835            | 81.07                              | 8.226 | 15:06:38.134        |
| 2 -                       | 1:23.944        | 41.123                   | 2:05.067            | 85.45                              | 1.458 | 15:08:43.201        |
| 3 -                       | 1:23.461        | <b>40.612</b>            | 2:04.073 (3)        | 86.14                              | 0.464 | 15:10:47.274        |
| 4 -                       | 1:22.969        | 40.640                   | <b>2:03.609 (1)</b> | <b>86.46</b>                       |       | <b>15:12:50.883</b> |
| 5 -                       | <b>1:22.968</b> | 41.092                   | 2:04.060 (2)        | 86.15                              | 0.451 | 15:14:54.943        |

| P4 93 F2                  |                 | G. HOLDEN / LAWRENCE     |                     | DMR Yamaha R6 - Holden racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.047 |                 | BEST LAP TIME : 2:06.343 |                     | DIFFERENCE : 0.296            |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                           | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.371                   | 2:14.054            | 79.72                         | 7.711 | 15:06:40.353        |
| 2 -                       | 1:24.931        | 42.205                   | 2:07.136 (3)        | 84.06                         | 0.793 | 15:08:47.489        |
| 3 -                       | 1:24.652        | <b>41.691</b>            | <b>2:06.343 (1)</b> | <b>84.59</b>                  |       | <b>15:10:53.832</b> |
| 4 -                       | <b>1:24.356</b> | 42.065                   | 2:06.421 (2)        | 84.54                         | 0.078 | 15:13:00.253        |
| 5 -                       | 1:24.673        | 42.968                   | 2:07.641            | 83.73                         | 1.298 | 15:15:07.894        |

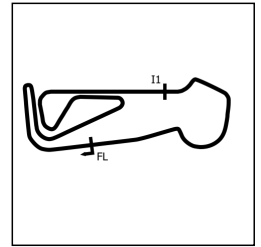
| P5 126 F1                 |                 | R. ATKINSON / M. MIDDLETON |                     | ARS Yamaha - Meccia |       |                     |
|---------------------------|-----------------|----------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.579 |                 | BEST LAP TIME : 2:05.579   |                     | DIFFERENCE : 0.000  |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                 | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.944                     | 2:15.274            | 79.01               | 9.695 | 15:06:41.573        |
| 2 -                       | 1:25.318        | 42.146                     | 2:07.464            | 83.85               | 1.885 | 15:08:49.037        |
| 3 -                       | 1:24.870        | 41.989                     | 2:06.859 (3)        | 84.25               | 1.280 | 15:10:55.896        |
| 4 -                       | <b>1:24.011</b> | <b>41.568</b>              | <b>2:05.579 (1)</b> | <b>85.11</b>        |       | <b>15:13:01.475</b> |
| 5 -                       | 1:24.148        | 42.298                     | 2:06.446 (2)        | 84.52               | 0.867 | 15:15:07.921        |

| P6 3 F2                   |                 | R. CROWE / C. CROWE      |                     | HCR Triumph 675 - Northern Fuels |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.530 |                 | BEST LAP TIME : 2:04.530 |                     | DIFFERENCE : 0.000               |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.069                   | 2:18.236            | 77.31                            | 13.706 | 15:06:44.535        |
| 2 -                       | 1:25.467        | 41.954                   | 2:07.421            | 83.88                            | 2.891  | 15:08:51.956        |
| 3 -                       | 1:23.524        | 41.823                   | 2:05.347 (2)        | 85.26                            | 0.817  | 15:10:57.303        |
| 4 -                       | <b>1:23.162</b> | <b>41.368</b>            | <b>2:04.530 (1)</b> | <b>85.82</b>                     |        | <b>15:13:01.833</b> |
| 5 -                       | 1:23.931        | 42.933                   | 2:06.864 (3)        | 84.24                            | 2.334  | 15:15:08.697        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

| P7 101 F1 WAKLEY / HILDIGE |                 | Ryde F1 - WPS Racing     |                     |                    |        |                     |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.593  |                 | BEST LAP TIME : 2:05.861 |                     | DIFFERENCE : 0.268 |        |                     |
| LAP                        | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |                 | 43.595                   | 2:18.882            | 76.95              | 13.021 | 15:06:45.181        |
| 2 -                        | 1:26.565        | 42.135                   | 2:08.700            | 83.04              | 2.839  | 15:08:53.881        |
| 3 -                        | 1:24.879        | <b>41.835</b>            | 2:06.714 (3)        | 84.34              | 0.853  | 15:11:00.595        |
| 4 -                        | 1:24.505        | 42.105                   | 2:06.610 (2)        | 84.41              | 0.749  | 15:13:07.205        |
| 5 -                        | <b>1:23.758</b> | 42.103                   | <b>2:05.861 (1)</b> | <b>84.91</b>       |        | <b>15:15:13.066</b> |

| P8 65 F1 FAIERS / FOX     |                 | Dean Ryde Yamaha R6 - AWracing ltd |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.236 |                 | BEST LAP TIME : 2:07.430           |                     | DIFFERENCE : 0.194 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                           | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>42.177</b>                      | 2:14.668            | 79.36              | 7.238 | 15:06:40.967        |
| 2 -                       | 1:25.373        | 42.632                             | 2:08.005 (2)        | 83.49              | 0.575 | 15:08:48.972        |
| 3 -                       | 1:26.231        | 42.408                             | 2:08.639            | 83.08              | 1.209 | 15:10:57.611        |
| 4 -                       | 1:25.419        | 42.899                             | 2:08.318 (3)        | 83.29              | 0.888 | 15:13:05.929        |
| 5 -                       | <b>1:25.059</b> | 42.371                             | <b>2:07.430 (1)</b> | <b>83.87</b>       |       | <b>15:15:13.359</b> |

| P9 71 F1 GRAY / MULDOON   |                 | Yamaha R6 - POWERBIKING  |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.202 |                 | BEST LAP TIME : 2:07.579 |                     | DIFFERENCE : 0.377 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.912                   | 2:17.274            | 77.85              | 9.695 | 15:06:43.573        |
| 2 -                       | 1:27.561        | 42.494                   | 2:10.055            | 82.18              | 2.476 | 15:08:53.628        |
| 3 -                       | 1:26.206        | <b>41.947</b>            | 2:08.153 (2)        | 83.40              | 0.574 | 15:11:01.781        |
| 4 -                       | <b>1:25.255</b> | 42.324                   | <b>2:07.579 (1)</b> | <b>83.77</b>       |       | <b>15:13:09.360</b> |
| 5 -                       | 1:25.623        | 42.609                   | 2:08.232 (3)        | 83.34              | 0.653 | 15:15:17.592        |

| P10 100 F1 HOLLAND / STEVENS |                 | - WPS Racing             |                     |                    |       |                     |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.356    |                 | BEST LAP TIME : 2:07.369 |                     | DIFFERENCE : 0.013 |       |                     |
| LAP                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |                 | 42.847                   | 2:16.696            | 78.18              | 9.327 | 15:06:42.995        |
| 2 -                          | 1:25.345        | <b>42.024</b>            | <b>2:07.369 (1)</b> | <b>83.91</b>       |       | <b>15:08:50.364</b> |
| 3 -                          | <b>1:25.332</b> | 42.827                   | 2:08.159 (2)        | 83.39              | 0.790 | 15:10:58.523        |
| 4 -                          | 1:27.117        | 42.633                   | 2:09.750 (3)        | 82.37              | 2.381 | 15:13:08.273        |
| 5 -                          | 1:26.325        | 43.908                   | 2:10.233            | 82.06              | 2.864 | 15:15:18.506        |

| P11 17 F2 G. GIBSON / D. GIBSON |                 | CES Suzuki - RVISA / ROWTEC |                     |                    |        |                     |
|---------------------------------|-----------------|-----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.003       |                 | BEST LAP TIME : 2:08.054    |                     | DIFFERENCE : 0.051 |        |                     |
| LAP                             | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                             |                 | 43.033                      | 2:18.975            | 76.90              | 10.921 | 15:06:45.274        |
| 2 -                             | 1:26.720        | 42.631                      | 2:09.351            | 82.62              | 1.297  | 15:08:54.625        |
| 3 -                             | 1:26.175        | <b>42.276</b>               | 2:08.451 (2)        | 83.20              | 0.397  | 15:11:03.076        |
| 4 -                             | <b>1:25.727</b> | 42.327                      | <b>2:08.054 (1)</b> | <b>83.46</b>       |        | <b>15:13:11.130</b> |
| 5 -                             | 1:26.047        | 42.554                      | 2:08.601 (3)        | 83.11              | 0.547  | 15:15:19.731        |

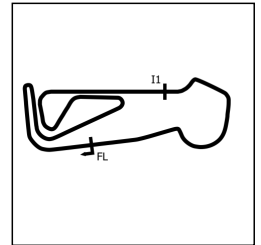
| P12 69 F2 LAMBERT / JAVENS |                 | Honda LCR - Graham Anne Ward |                     |                    |        |                     |
|----------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.198  |                 | BEST LAP TIME : 2:10.689     |                     | DIFFERENCE : 0.491 |        |                     |
| LAP                        | SECTOR 1        | SECTOR 2                     | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |                 | 44.021                       | 2:21.873            | 75.33              | 11.184 | 15:06:48.172        |
| 2 -                        | 1:27.695        | <b>43.117</b>                | 2:10.812 (2)        | 81.70              | 0.123  | 15:08:58.984        |
| 3 -                        | <b>1:27.081</b> | 43.608                       | <b>2:10.689 (1)</b> | <b>81.78</b>       |        | <b>15:11:09.673</b> |
| 4 -                        | 1:28.447        | 43.868                       | 2:12.315 (3)        | 80.77              | 1.626  | 15:13:21.988        |
| 5 -                        | 1:28.285        | 45.316                       | 2:13.601            | 80.00              | 2.912  | 15:15:35.589        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

| P13 42 F2 CURRIE / PITT   |                 | Honda CBR600 -           |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.500 |                 | BEST LAP TIME : 2:10.813 |                     | DIFFERENCE : 0.313 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.185                   | 2:23.270            | 74.60              | 12.457 | 15:06:49.569        |
| 2 -                       | 1:28.793        | 44.671                   | 2:13.464            | 80.08              | 2.651  | 15:09:03.033        |
| 3 -                       | 1:29.459        | 43.850                   | 2:13.309 (3)        | 80.17              | 2.496  | 15:11:16.342        |
| 4 -                       | 1:27.324        | <b>43.489</b>            | <b>2:10.813 (1)</b> | <b>81.70</b>       |        | <b>15:13:27.155</b> |
| 5 -                       | <b>1:27.011</b> | 43.869                   | 2:10.880 (2)        | 81.66              | 0.067  | 15:15:38.035        |

| P14 83 F2 BUCHANAN / EVANS |                 | Kawasaki LUMLEY SIDECAR - Bull Inn Racing |                     |                    |        |                     |
|----------------------------|-----------------|-------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.831  |                 | BEST LAP TIME : 2:10.831                  |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                        | SECTOR 1        | SECTOR 2                                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |                 | 44.526                                    | 2:23.687            | 74.38              | 12.856 | 15:06:49.986        |
| 2 -                        | 1:29.846        | 43.930                                    | 2:13.776            | 79.89              | 2.945  | 15:09:03.762        |
| 3 -                        | 1:29.353        | 44.237                                    | 2:13.590 (3)        | 80.00              | 2.759  | 15:11:17.352        |
| 4 -                        | 1:28.723        | 43.283                                    | 2:12.006 (2)        | 80.96              | 1.175  | 15:13:29.358        |
| 5 -                        | <b>1:27.877</b> | <b>42.954</b>                             | <b>2:10.831 (1)</b> | <b>81.69</b>       |        | <b>15:15:40.189</b> |

| P15 23 F2 THOMAS / SIGSWORTH |                 | Ireson HONDA - Team Walters And Thomas Sidecar racing |                     |                    |       |                     |
|------------------------------|-----------------|-------------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:13.846    |                 | BEST LAP TIME : 2:14.569                              |                     | DIFFERENCE : 0.723 |       |                     |
| LAP                          | SECTOR 1        | SECTOR 2                                              | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |                 | <b>44.197</b>                                         | 2:21.781            | 75.38              | 7.212 | 15:06:48.080        |
| 2 -                          | 1:29.993        | 44.726                                                | 2:14.719 (2)        | 79.33              | 0.150 | 15:09:02.799        |
| 3 -                          | <b>1:29.649</b> | 45.111                                                | 2:14.760 (3)        | 79.31              | 0.191 | 15:11:17.559        |
| 4 -                          | 1:30.582        | 44.624                                                | 2:15.206            | 79.05              | 0.637 | 15:13:32.765        |
| 5 -                          | 1:29.733        | 44.836                                                | <b>2:14.569 (1)</b> | <b>79.42</b>       |       | <b>15:15:47.334</b> |

| P16 26 F2 KING / MILLER   |                 | Lumley Ireson F2 - Townsend Motors |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.025 |                 | BEST LAP TIME : 2:18.608           |                     | DIFFERENCE : 0.583 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                           | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.628</b>                      | 2:25.875            | 73.26              | 7.267 | 15:06:52.174        |
| 2 -                       | <b>1:32.397</b> | 46.211                             | <b>2:18.608 (1)</b> | <b>77.11</b>       |       | <b>15:09:10.782</b> |
| 3 -                       | 1:33.492        | 46.885                             | 2:20.377 (3)        | 76.13              | 1.769 | 15:11:31.159        |
| 4 -                       | 1:33.963        | 47.722                             | 2:21.685            | 75.43              | 3.077 | 15:13:52.844        |
| 5 -                       | 1:32.805        | 46.149                             | 2:18.954 (2)        | 76.91              | 0.346 | 15:16:11.798        |

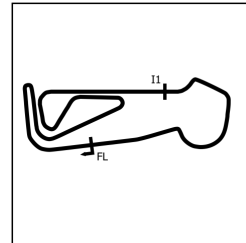
| P17 666 F2 HANKS / KIRK   |                 | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing |                     |                    |        |                     |
|---------------------------|-----------------|------------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.122 |                 | BEST LAP TIME : 2:18.164                             |                     | DIFFERENCE : 0.042 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                             | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>45.894</b>                                        | 2:28.401            | 72.02              | 10.237 | 15:06:54.700        |
| 2 -                       | 1:33.518        | 47.625                                               | 2:21.143            | 75.72              | 2.979  | 15:09:15.843        |
| 3 -                       | 1:33.588        | 46.379                                               | 2:19.967 (2)        | 76.36              | 1.803  | 15:11:35.810        |
| 4 -                       | 1:34.045        | 45.944                                               | 2:19.989 (3)        | 76.34              | 1.825  | 15:13:55.799        |
| 5 -                       | <b>1:32.228</b> | 45.936                                               | <b>2:18.164 (1)</b> | <b>77.35</b>       |        | <b>15:16:13.963</b> |

| P18 96 F2 J. GALE / B. GALE |                 | Ireson KTM 790 - 4everTT |                     |                    |        |                     |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.220   |                 | BEST LAP TIME : 2:18.332 |                     | DIFFERENCE : 0.112 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | <b>45.458</b>            | 2:29.356            | 71.56              | 11.024 | 15:06:55.655        |
| 2 -                         | 1:34.355        | 47.036                   | 2:21.391            | 75.59              | 3.059  | 15:09:17.046        |
| 3 -                         | 1:33.808        | 45.541                   | 2:19.349 (2)        | 76.70              | 1.017  | 15:11:36.395        |
| 4 -                         | 1:33.573        | 46.710                   | 2:20.283 (3)        | 76.18              | 1.951  | 15:13:56.678        |
| 5 -                         | <b>1:32.762</b> | 45.570                   | <b>2:18.332 (1)</b> | <b>77.26</b>       |        | <b>15:16:15.010</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                                 |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------|--------|---------------------|
| <b>P19 14 F1</b>          |                 | <b>BURNS / FAIRHURST</b> |                     | Yamaha F1 PRE Injection - MRB Fencing Doncaster |        |                     |
| IDEAL LAP TIME : 2:19.631 |                 | BEST LAP TIME : 2:19.718 |                     | DIFFERENCE : 0.087                              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.530                   | 2:31.752            | 70.43                                           | 12.034 | 15:06:58.051        |
| 2 -                       | 1:33.440        | 47.874                   | 2:21.314 (3)        | 75.63                                           | 1.596  | 15:09:19.365        |
| 3 -                       | <b>1:33.282</b> | 48.023                   | 2:21.305 (2)        | 75.63                                           | 1.587  | 15:11:40.670        |
| 4 -                       | 1:34.585        | 47.643                   | 2:22.228            | 75.14                                           | 2.510  | 15:14:02.898        |
| 5 -                       | 1:33.369        | <b>46.349</b>            | <b>2:19.718 (1)</b> | <b>76.49</b>                                    |        | <b>15:16:22.616</b> |

|                           |                 |                          |                     |                           |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| <b>P20 66 F2</b>          |                 | <b>A. CROWE / PARKER</b> |                     | Suzuki GSXR - Sunchemical |        |                     |
| IDEAL LAP TIME : 2:21.819 |                 | BEST LAP TIME : 2:21.912 |                     | DIFFERENCE : 0.093        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.202                   | 2:34.006            | 69.40                     | 12.094 | 15:07:00.305        |
| 2 -                       | 1:34.701        | <b>47.211</b>            | <b>2:21.912 (1)</b> | <b>75.31</b>              |        | <b>15:09:22.217</b> |
| 3 -                       | 1:34.845        | 47.534                   | 2:22.379 (2)        | 75.06                     | 0.467  | 15:11:44.596        |
| 4 -                       | 1:35.361        | 48.356                   | 2:23.717            | 74.36                     | 1.805  | 15:14:08.313        |
| 5 -                       | <b>1:34.608</b> | 48.149                   | 2:22.757 (3)        | 74.86                     | 0.845  | 15:16:31.070        |

|                           |                 |                           |                     |                                        |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|----------------------------------------|--------|---------------------|
| <b>P21 19 F1</b>          |                 | <b>MACBRIDE / EDWARDS</b> |                     | LCR Yamaha 600 - Lifesafety Motorsport |        |                     |
| IDEAL LAP TIME : 2:34.851 |                 | BEST LAP TIME : 2:34.851  |                     | DIFFERENCE : 0.000                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.323                    | 2:45.692            | 64.50                                  | 10.841 | 15:07:11.991        |
| 2 -                       | <b>1:42.827</b> | <b>52.024</b>             | <b>2:34.851 (1)</b> | <b>69.02</b>                           |        | <b>15:09:46.842</b> |
| 3 -                       | 1:44.024        | 53.956                    | 2:37.980 (2)        | 67.65                                  | 3.129  | 15:12:24.822        |
| 4 -                       | 1:47.487        | 52.614                    | 2:40.101 (3)        | 66.75                                  | 5.250  | 15:15:04.923        |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P22 20 F2</b>          |                 | <b>DRISCOLL / HAYDEN</b> |                     | F2 -               |        |                     |
| IDEAL LAP TIME : 2:28.794 |                 | BEST LAP TIME : 2:28.794 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.266                   | 2:38.888            | 67.26              | 10.094 | 15:07:05.187        |
| 2 -                       | <b>1:38.975</b> | <b>49.819</b>            | <b>2:28.794 (1)</b> | <b>71.83</b>       |        | <b>15:09:33.981</b> |
| 3 -                       | 1:40.660        | 51.557                   | 2:32.217 (2)        | 70.21              | 3.423  | 15:12:06.198        |
| 4 -                       | 1:42.065        | 52.055                   | 2:34.120 (3)        | 69.34              | 5.326  | 15:14:40.318        |

|                           |                 |                            |                     |                                             |       |                     |
|---------------------------|-----------------|----------------------------|---------------------|---------------------------------------------|-------|---------------------|
| <b>P23 48 F2</b>          |                 | <b>BINGHAM / FAIRHURST</b> |                     | Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2 |       |                     |
| IDEAL LAP TIME : 2:17.702 |                 | BEST LAP TIME : 2:19.101   |                     | DIFFERENCE : 1.399                          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.894</b>              | 2:23.510            | 74.47                                       | 4.409 | 15:06:49.809        |
| 2 -                       | <b>1:31.808</b> | 47.293                     | <b>2:19.101 (1)</b> | <b>76.83</b>                                |       | <b>15:09:08.910</b> |
| 3 -                       | 1:34.182        | 46.948                     | 2:21.130 (2)        | 75.73                                       | 2.029 | 15:11:30.040        |

|                            |          |                            |          |                                    |      |              |
|----------------------------|----------|----------------------------|----------|------------------------------------|------|--------------|
| <b>P24 32 F1</b>           |          | <b>W. SMITH / A. SMITH</b> |          | Ryde F1 HONDA CBR 600RR - TTSR Ltd |      |              |
| IDEAL LAP TIME : 11:11.921 |          | BEST LAP TIME :            |          | DIFFERENCE :                       |      |              |
| LAP                        | SECTOR 1 | SECTOR 2                   | LAP TIME | MPH                                | DIFF | TIME OF DAY  |
| 1 -                        |          | <b>43.255</b>              | 2:16.705 | 78.18                              |      | 15:06:43.004 |

|                           |          |                        |          |                      |      |              |
|---------------------------|----------|------------------------|----------|----------------------|------|--------------|
| <b>P25 37 F2</b>          |          | <b>MORPHET / RYDER</b> |          | LCR/Suzuki SIDECAR - |      |              |
| IDEAL LAP TIME : 2:20.346 |          | BEST LAP TIME :        |          | DIFFERENCE :         |      |              |
| LAP                       | SECTOR 1 | SECTOR 2               | LAP TIME | MPH                  | DIFF | TIME OF DAY  |
| 1 -                       |          | <b>45.881</b>          | 2:26.538 | 72.93                |      | 15:06:52.837 |

## RACE 9 - BEST SECTORS

Printed - 15:22 Saturday, 03 May 2025

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 9 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 26                        |
| Planned Start          | 2025-05-03 @ 14:35:00.000 |
| Actual Start           | 2025-05-03 @ 15:04:26.298 |
| Finish Time            | 2025-05-03 @ 15:14:41.774 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 115                       |
| Total Distance Covered | 341.4248mi.               |

Session Fastest Lap History

| NO | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|--------------------|----------|--------------|-----|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 2:00.202 | 15:08:33.736 | 2   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 1:59.984 | 15:10:33.720 | 3   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 1:59.760 | 15:12:33.480 | 4   | F600 LCR - Yamaha |

Session Leader History

| NO | CL | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|----|--------------------|----------|----------|-------------|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 1        | 5        | 14.84 miles | F600 LCR - Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 15:04:26.298 |
| FINISH | 15:14:41.774 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 14:14.658  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - STATISTICS

CLASS : F1

10 Starters

#### Fastest Lap History

| NO | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------------|----------|--------------|-----|-------------------|
| 91 | WILLIAMS / KOELSCH | 2:00.202 | 15:08:33.736 | 2   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 1:59.984 | 15:10:33.720 | 3   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 1:59.760 | 15:12:33.480 | 4   | F600 LCR - Yamaha |

#### Leader History

| NO | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------------|----------|----------|-------------|-------------------|
| 91 | WILLIAMS / KOELSCH | 1        | 5        | 14.84 miles | F600 LCR - Yamaha |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - STATISTICS

**CLASS : F2**

16 Starters

#### Fastest Lap History

| NO | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------------|----------|--------------|-----|-----------|
| 16 | B. BIRCHALL / ROSNEY | 2:04.444 | 15:08:41.124 | 2   | LCR Honda |
| 72 | P. FOUNDS / WALMSLEY | 2:04.073 | 15:10:47.274 | 3   | LCF HONDA |
| 72 | P. FOUNDS / WALMSLEY | 2:03.609 | 15:12:50.883 | 4   | LCF HONDA |

#### Leader History

| NO | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|----|----------------------|----------|----------|-------------|-----------|
| 16 | B. BIRCHALL / ROSNEY | 1        | 5        | 14.84 miles | LCR Honda |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - GRID (5 Laps)



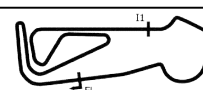
|             |    |     |                                 |                                  |     |                                   |                                        |
|-------------|----|-----|---------------------------------|----------------------------------|-----|-----------------------------------|----------------------------------------|
| ROW 16      | 31 |     | 191                             | KNIGHT / SHARP                   |     |                                   |                                        |
| ROW 15      | 30 |     | 113                             | HANDCOCK / BEVAN                 | 29  | 173                               | OWEN / BARDSLEY                        |
| ROW 14      | 28 | 38  | C. MOSS / P. MOSS               | 27                               | 167 | PETTMAN / LEECH                   |                                        |
| ROW 13      | 26 |     | 19                              | 2:34.851<br>MACBRIDE / EDWARDS   | 25  | 20                                | 2:28.794<br>DRISCOLL / HAYDEN          |
| ROW 12      | 24 | 66  | 2:21.912<br>A. CROWE / PARKER   | 23                               | 37  | MORPHET / RYDER                   |                                        |
| ROW 11      | 22 |     | 14                              | 2:19.718<br>BURNS / FAIRHURST    | 21  | 48                                | 2:19.101<br>BINGHAM / FAIRHURST        |
| ROW 10      | 20 | 26  | 2:18.608<br>KING / MILLER       | 19                               | 96  | 2:18.332<br>J. GALE / B. GALE     |                                        |
| ROW 9       | 18 |     | 58                              | L. EASTELL / M. EASTELL          | 17  | 666                               | 2:18.164<br>HANKS / KIRK               |
| ROW 8       | 16 | 23  | 2:14.569<br>THOMAS / SIGSWORTH  | 15                               | 83  | 2:10.831<br>BUCHANAN / EVANS      |                                        |
| ROW 7       | 14 |     | 42                              | 2:10.813<br>CURRIE / PITT        | 13  | 32                                | W. SMITH / A. SMITH                    |
| ROW 6       | 12 | 69  | LAMBERT / KING                  | 11                               | 17  | 2:08.054<br>G. GIBSON / D. GIBSON |                                        |
| ROW 5       | 10 |     | 71                              | 2:07.579<br>GRAY / MULDOON       | 9   | 65                                | 2:07.430<br>FAIERS / FOX               |
| ROW 4       | 8  | 100 | 2:07.369<br>HOLLAND / STEVENS   | 7                                | 93  | 2:06.343<br>G. HOLDEN / LAWRENCE  |                                        |
| ROW 3       | 6  |     | 101                             | 2:05.861<br>WAKLEY / HILDIGE     | 5   | 126                               | 2:05.579<br>R. ATKINSON / M. MIDDLETON |
| ROW 2       | 4  | 3   | 2:04.530<br>R. CROWE / C. CROWE | 3                                | 16  | 2:04.166<br>B. BIRCHALL / ROSNEY  |                                        |
| ROW 1       | 2  |     | 72                              | 2:03.609<br>P. FOUNDS / WALMSLEY | 1   | 91                                | 1:59.760<br>WILLIAMS / KOELSCH         |
| Pole        |    |     |                                 |                                  |     |                                   |                                        |
| <div></div> |    |     |                                 |                                  |     |                                   |                                        |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:28 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME                  | ENTRY                                                 | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-----------------------|-------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 91  | F1 | 1   | WILLIAMS / KOELSCH    | F600 LCR - Yamaha -                                   | 5    | 10:22.629 |          |        | 85.83 | 1:58.896 | 3  | 1   | 0  |
| 2   | 72  | F2 | 1   | P. FOUNDS / WALMSLEY  | LCF HONDA - Trustland Construction                    | 5    | 10:32.527 | 9.898    | 9.898  | 84.48 | 2:04.222 | 4  | 2   | 0  |
| 3   | 65  | F1 | 2   | FAIERS / FOX          | Dean Ryde Yamaha R6 - AWRacing Ltd                    | 5    | 10:44.482 | 21.853   | 11.955 | 82.91 | 2:06.123 | 3  | 9   | 6  |
| 4   | 101 | F1 | 3   | WAKLEY / HILDIGE      | Ryde F1 - WPS Racing                                  | 5    | 10:46.066 | 23.437   | 1.584  | 82.71 | 2:05.992 | 4  | 6   | 2  |
| 5   | 71  | F1 | 4   | GRAY / MULDOON        | Yamaha R6 - POWERBIKING                               | 5    | 10:49.306 | 26.677   | 3.240  | 82.30 | 2:06.468 | 4  | 10  | 5  |
| 6   | 100 | F1 | 5   | HOLLAND / STEVENS     | - WPS Racing                                          | 5    | 10:50.644 | 28.015   | 1.338  | 82.13 | 2:06.588 | 3  | 8   | 2  |
| 7   | 17  | F2 | 2   | G. GIBSON / D. GIBSON | CES Suzuki - RVISA / ROWTEC                           | 5    | 10:51.250 | 28.621   | 0.606  | 82.05 | 2:07.479 | 4  | 11  | 4  |
| 8   | 32  | F1 | 6   | W. SMITH / A. SMITH   | Ryde F1 HONDA CBR 600RR - TTSR Ltd                    | 5    | 10:55.460 | 32.831   | 4.210  | 81.53 | 2:08.366 | 3  | 13  | 5  |
| 9   | 69  | F2 | 3   | LAMBERT / KING        | Honda LCR - Graham Anne Ward                          | 5    | 11:16.273 | 53.644   | 20.813 | 79.02 | 2:12.973 | 4  | 12  | 3  |
| 10  | 23  | F2 | 4   | THOMAS / SIGSWORTH    | Ireson HONDA - Team Walters And Thomas Sidecar racing | 5    | 11:17.362 | 54.733   | 1.089  | 78.89 | 2:13.101 | 2  | 16  | 6  |
| 11  | 42  | F2 | 5   | CURRIE / PITT         | Honda CBR600 -                                        | 5    | 11:17.614 | 54.985   | 0.252  | 78.86 | 2:13.081 | 3  | 14  | 3  |
| 12  | 37  | F2 | 6   | MORPHET / RYDER       | LCR/Suzuki SIDE CAR -                                 | 5    | 11:32.265 | 1:09.636 | 14.651 | 77.19 | 2:14.956 | 4  | 23  | 11 |
| 13  | 666 | F2 | 7   | HANKS / KIRK          | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing  | 5    | 11:42.403 | 1:19.774 | 10.138 | 76.08 | 2:17.729 | 4  | 17  | 4  |
| 14  | 26  | F2 | 8   | KING / MILLER         | Lumley Ireson F2 - Townsend Motors                    | 5    | 11:42.938 | 1:20.309 | 0.535  | 76.02 | 2:16.914 | 4  | 20  | 6  |
| 15  | 14  | F1 | 7   | BURNS / FAIRHURST     | Yamaha F1 PRE Injection - MRB Fencing Doncaster       | 5    | 11:49.422 | 1:26.793 | 6.484  | 75.32 | 2:19.091 | 2  | 22  | 7  |
| 16  | 96  | F2 | 9   | J. GALE / B. GALE     | Ireson KTM 790 - 4everTT                              | 5    | 11:55.227 | 1:32.598 | 5.805  | 74.71 | 2:18.919 | 3  | 19  | 3  |
| 17  | 66  | F2 | 10  | A. CROWE / PARKER     | Suzuki GSXR - Sunchemical                             | 5    | 12:16.677 | 1:54.048 | 21.450 | 72.54 | 2:24.059 | 3  | 24  | 7  |
| 18  | 19  | F1 | 8   | MACBRIDE / EDWARDS    | LCR Yamaha 600 - Lifesafety Motorsport                | 4    | 10:44.253 | 1 Lap    | 1 Lap  | 66.35 | 2:37.864 | 3  | 26  | 8  |
| 19  | 173 | F2 | 11  | OWEN / BARDSLEY       | Ireson/Yamaha 600 -                                   | 3    | 10:27.896 | 2 Laps   | 1 Lap  | 51.06 | 3:21.303 | 3  | 29  | 10 |

#### NOT CLASSIFIED

|     |     |    |  |                            |                                                            |   |          |        |        |       |          |   |    |  |
|-----|-----|----|--|----------------------------|------------------------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 93  | F2 |  | G. HOLDEN / WILKES         | DMR Yamaha R6 - Holden racing                              | 4 | 8:33.329 | 1 Lap  | 0.000  | 83.28 | 2:05.474 | 4 | 7  |  |
| DNF | 126 | F1 |  | R. ATKINSON / M. MIDDLETON | ARS Yamaha - Mecsia                                        | 4 | 8:39.198 | 1 Lap  | 5.869  | 82.34 | 2:06.711 | 4 | 5  |  |
| DNF | 48  | F2 |  | BINGHAM / FAIRHURST        | Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2                | 4 | 9:34.679 | 1 Lap  | 55.481 | 74.39 | 2:18.785 | 2 | 21 |  |
| DNF | 38  | F1 |  | C. MOSS / HAUXWELL         | LCR Triumph 765 - LifeSafety Motorsport - CharlieMossRacir | 3 | 7:12.021 | 2 Laps | 1 Lap  | 74.21 | 2:19.577 | 3 | 28 |  |
| DNF | 3   | F2 |  | R. CROWE / C. CROWE        | HCR Triumph 675 - Northern Fuels                           | 0 |          |        |        |       |          |   | 4  |  |
| DNF | 167 | F1 |  | PETTMAN / LEECH            | Baker 1000 Yamaha - Wesso Racing                           | 0 |          |        |        |       |          |   | 27 |  |

#### FASTEST LAP

|  |    |    |  |                      |                                    |   |          |  |  |           |  |  |            |  |
|--|----|----|--|----------------------|------------------------------------|---|----------|--|--|-----------|--|--|------------|--|
|  | 91 | F1 |  | WILLIAMS / KOELSCH   | F600 LCR - Yamaha -                | 3 | 1:58.896 |  |  | 89.89 mph |  |  | 144.67 kph |  |
|  | 72 | F2 |  | P. FOUNDS / WALMSLEY | LCF HONDA - Trustland Construction | 4 | 2:04.222 |  |  | 86.04 mph |  |  | 138.46 kph |  |

Class F1 - 92.5% of Race Speed = 79.39 mph  
Class F2 - 92.5% of Race Speed = 78.14 mph

Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 09:21 Finish: 09:31  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:34 Sunday, 04 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 18 - LAP CHART

| LAP 1 @ 09:23:45.243  | LAP 2 @ 09:25:45.292 | LAP 3 @ 09:27:44.188 | LAP 4 @ 09:29:43.250  | LAP 5 @ 09:31:59.570  |
|-----------------------|----------------------|----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME    | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 91 2:08.302           | 91 2:00.049          | 91 1:58.896          | 91 1:59.062           | 91 2:16.320           |
| 72 3.849 2:12.151     | 72 9.463 2:05.663    | 72 16.302 2:05.735   | 72 21.462 2:04.222    | 173 2 Laps 3:21.303   |
| 93 6.509 2:14.811     | 93 13.003 2:06.543   | 93 20.608 2:06.501   | 93 27.020 2:05.474    | 72 9.898 2:04.756     |
| 65 8.616 2:16.918     | 65 15.698 2:07.131   | 65 22.925 2:06.123   | 65 30.500 2:06.637    | 19 1 Lap 2:39.904     |
| 126 9.392 2:17.694    | 126 17.160 2:07.817  | 126 25.240 2:06.976  | 101 32.215 2:05.992   | 65 21.853 2:07.673    |
| 101 9.978 2:18.280    | 101 17.594 2:07.665  | 101 25.285 2:06.587  | 126 32.889 2:06.711   | 101 23.437 2:07.542   |
| 100 10.418 2:18.720   | 100 18.336 2:07.967  | 100 26.028 2:06.588  | 100 34.271 2:07.305   | 71 26.677 2:07.908    |
| 17 10.588 2:18.890    | 17 19.304 2:08.765   | 71 27.683 2:06.908   | 71 35.089 2:06.468    | 100 28.015 2:10.064   |
| 32 11.228 2:19.530    | 71 19.671 2:08.180   | 17 28.950 2:08.542   | 17 37.367 2:07.479    | 17 28.621 2:07.574    |
| 71 11.540 2:19.842    | 32 20.489 2:09.310   | 32 29.959 2:08.366   | 32 39.649 2:08.752    | 32 32.831 2:09.502    |
| 23 13.963 2:22.265    | 23 27.015 2:13.101   | 69 43.078 2:13.092   | 69 56.989 2:12.973    | 69 53.644 2:12.975    |
| 42 14.238 2:22.540    | 69 28.882 2:13.726   | 23 43.288 2:15.169   | 23 57.943 2:13.717    | 23 54.733 2:13.110    |
| 69 15.205 2:23.507    | 42 29.301 2:15.112   | 42 43.486 2:13.081   | 42 58.081 2:13.657    | 42 54.985 2:13.224    |
| 666 18.475 2:26.777   | 37 36.915 2:16.641   | 37 53.610 2:15.591   | 37 1:09.504 2:14.956  | 37 1:09.636 2:16.452  |
| 48 20.277 2:28.579    | 666 38.434 2:20.008  | 666 58.772 2:19.234  | 26 1:16.959 2:16.914  | 666 1:19.774 2:18.655 |
| 37 20.323 2:28.625    | 48 39.013 2:18.785   | 26 59.107 2:18.807   | 666 1:17.439 2:17.729 | 26 1:20.309 2:19.670  |
| 26 20.833 2:29.135    | 26 39.196 2:18.412   | 173 1 Lap 3:29.339   | 14 1:22.668 2:20.079  | 14 1:26.793 2:20.445  |
| 14 21.771 2:30.073    | 14 40.813 2:19.091   | 14 1:01.651 2:19.734 | 48 1:28.370 2:23.746  | 96 1:32.598 2:19.280  |
| 96 23.746 2:32.048    | 38 44.093 2:19.844   | 48 1:03.686 2:23.569 | 96 1:29.638 2:22.682  | 66 1:54.048 2:26.363  |
| 38 24.298 2:32.600    | 96 45.995 2:22.298   | 38 1:04.774 2:19.577 | 66 1:44.005 2:24.731  |                       |
| 66 27.211 2:35.513    | 66 53.173 2:26.011   | 96 1:06.018 2:18.919 |                       |                       |
| 19 37.712 2:46.014    | 19 1:18.134 2:40.471 | 66 1:18.336 2:24.059 |                       |                       |
| 173 1:28.952 3:37.254 |                      | 19 1:57.102 2:37.864 |                       |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

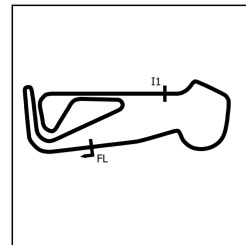
RACE 18 - POSITION CHART

|     |                      | Lap |     |     |     |     |     |
|-----|----------------------|-----|-----|-----|-----|-----|-----|
| No  | Name                 | Pos | 1   | 2   | 3   | 4   | 5   |
| 91  | WILLIAMS / KOELSCH   | 1   | 91  | 91  | 91  | 91  | 91  |
| 72  | P. FOUNDS / WALMSL   | 2   | 72  | 72  | 72  | 72  | 72  |
| 3   | R. CROWE / C. CROW   | 3   | 93  | 93  | 93  | 93  | 65  |
| 126 | R. ATKINSON / M. MID | 4   | 65  | 65  | 65  | 65  | 101 |
| 101 | WAKLEY / HILDIGE     | 5   | 126 | 126 | 126 | 101 | 71  |
| 93  | G. HOLDEN / WILKES   | 6   | 101 | 101 | 101 | 126 | 100 |
| 100 | HOLLAND / STEVENS    | 7   | 100 | 100 | 100 | 100 | 17  |
| 65  | FAIERS / FOX         | 8   | 17  | 17  | 71  | 71  | 32  |
| 71  | GRAY / MULDOON       | 9   | 32  | 71  | 17  | 17  | 69  |
| 17  | G. GIBSON / D. GIBSO | 10  | 71  | 32  | 32  | 32  | 23  |
| 69  | LAMBERT / KING       | 11  | 23  | 23  | 69  | 69  | 42  |
| 32  | W. SMITH / A. SMITH  | 12  | 42  | 69  | 23  | 23  | 37  |
| 42  | CURRIE / PITT        | 13  | 69  | 42  | 42  | 42  | 666 |
| 23  | THOMAS / SIGSWORT    | 14  | 666 | 37  | 37  | 37  | 26  |
| 666 | HANKS / KIRK         | 15  | 48  | 666 | 666 | 26  | 14  |
| 96  | J. GALE / B. GALE    | 16  | 37  | 48  | 26  | 666 | 96  |
| 26  | KING / MILLER        | 17  | 26  | 26  | 14  | 14  | 66  |
| 48  | BINGHAM / FAIRHURS   | 18  | 14  | 14  | 48  | 48  |     |
| 14  | BURNS / FAIRHURST    | 19  | 96  | 38  | 38  | 96  |     |
| 37  | MORPHET / RYDER      | 20  | 38  | 96  | 96  | 66  |     |
| 66  | A. CROWE / PARKER    | 21  | 66  | 66  | 66  | 19  |     |
| 19  | MACBRIDE / EDWARD    | 22  | 19  | 19  | 19  |     |     |
| 167 | PETTMAN / LEECH      | 23  | 173 | 173 | 173 |     |     |
| 38  | C. MOSS / HAUXWELL   | 24  |     |     |     |     |     |
| 173 | OWEN / BARDSLEY      | 25  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - SECTOR ANALYSIS



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

| P1                        | 91 F1    | WILLIAMS / KOELSCH       |              | F600 LCR - Yamaha - |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------|--------|--------------|
| IDEAL LAP TIME : 1:58.730 |          | BEST LAP TIME : 1:58.896 |              | DIFFERENCE : 0.166  |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                 | DIFF   | TIME OF DAY  |
| 1 -                       |          | 40.097                   | 2:08.302     | 83.30               | 9.406  | 09:23:45.243 |
| 2 -                       | 1:20.615 | 39.434                   | 2:00.049 (3) | 89.03               | 1.153  | 09:25:45.292 |
| 3 -                       | 1:20.050 | 38.846                   | 1:58.896 (1) | 89.89               |        | 09:27:44.188 |
| 4 -                       | 1:19.884 | 39.178                   | 1:59.062 (2) | 89.76               | 0.166  | 09:29:43.250 |
| 5 -                       | 1:25.466 | 50.854                   | 2:16.320     | 78.40               | 17.424 | 09:31:59.570 |

| P2                        | 72 F2    | P. FOUNDS / WALMSLEY     |              | LCF HONDA - Trustland Construction |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:03.967 |          | BEST LAP TIME : 2:04.222 |              | DIFFERENCE : 0.255                 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.278                   | 2:12.151     | 80.87                              | 7.929 | 09:23:49.092 |
| 2 -                       | 1:24.900 | 40.763                   | 2:05.663 (3) | 85.05                              | 1.441 | 09:25:54.755 |
| 3 -                       | 1:24.364 | 41.371                   | 2:05.735     | 85.00                              | 1.513 | 09:28:00.490 |
| 4 -                       | 1:23.694 | 40.528                   | 2:04.222 (1) | 86.04                              |       | 09:30:04.712 |
| 5 -                       | 1:23.439 | 41.317                   | 2:04.756 (2) | 85.67                              | 0.534 | 09:32:09.468 |

| P3 65 F1                  |          | FAIERS / FOX             |              | Dean Ryde Yamaha R6 - AWracing ltd |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:06.123 |          | BEST LAP TIME : 2:06.123 |              | DIFFERENCE : 0.000                 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.563                   | 2:16.918     | 78.06                              | 10.795 | 09:23:53.859 |
| 2 -                       | 1:25.328 | 41.803                   | 2:07.131 (3) | 84.07                              | 1.008  | 09:26:00.990 |
| 3 -                       | 1:24.420 | 41.703                   | 2:06.123 (1) | 84.74                              |        | 09:28:07.113 |
| 4 -                       | 1:24.453 | 42.184                   | 2:06.637 (2) | 84.39                              | 0.514  | 09:30:13.750 |
| 5 -                       | 1:25.005 | 42.668                   | 2:07.673     | 83.71                              | 1.550  | 09:32:21.423 |

| P4                        | 101 F1          | WAKLEY / HILDIGE         |                     | Ryde F1 - WPS Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.947 |                 | BEST LAP TIME : 2:05.992 |                     | DIFFERENCE : 0.045   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.967                   | 2:18.280            | 77.29                | 12.288 | 09:23:55.221        |
| 2 -                       | 1:25.774        | <b>41.891</b>            | 2:07.665            | 83.71                | 1.673  | 09:26:02.886        |
| 3 -                       | 1:24.532        | 42.055                   | 2:06.587 (2)        | 84.43                | 0.595  | 09:28:09.473        |
| 4 -                       | <b>1:24.056</b> | 41.936                   | <b>2:05.992 (1)</b> | <b>84.83</b>         |        | <b>09:30:15.465</b> |
| 5 -                       | 1:24.752        | 42.790                   | 2:07.542 (3)        | 83.80                | 1.550  | 09:32:23.007        |

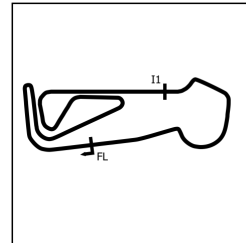
| P5 71 F1 GRAY / MULDOON   |          | Yamaha R6 - POWERBIKING  |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:06.468 |          | BEST LAP TIME : 2:06.468 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 43.203                   | 2:19.842     | 76.42              | 13.374 | 09:23:56.783 |
| 2 -                       | 1:26.078 | 42.102                   | 2:08.180     | 83.38              | 1.712  | 09:26:04.963 |
| 3 -                       | 1:24.964 | 41.944                   | 2:06.908 (2) | 84.21              | 0.440  | 09:28:11.871 |
| 4 -                       | 1:24.854 | 41.614                   | 2:06.468 (1) | 84.51              |        | 09:30:18.339 |
| 5 -                       | 1:25.393 | 42.515                   | 2:07.908 (3) | 83.56              | 1.440  | 09:32:26.247 |

| P6 100 F1                 |          | HOLLAND / STEVENS        |              | - WPS Racing       |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:06.588 |          | BEST LAP TIME : 2:06.588 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 43.380                   | 2:18.720     | 77.04              | 12.132 | 09:23:55.661 |
| 2 -                       | 1:26.030 | 41.937                   | 2:07.967 (3) | 83.52              | 1.379  | 09:26:03.628 |
| 3 -                       | 1:24.918 | 41.670                   | 2:06.588 (1) | 84.43              |        | 09:28:10.216 |
| 4 -                       | 1:25.356 | 41.949                   | 2:07.305 (2) | 83.95              | 0.717  | 09:30:17.521 |
| 5 -                       | 1:26.253 | 43.811                   | 2:10.064     | 82.17              | 3.476  | 09:32:27.585 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - SECTOR ANALYSIS



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

| P7 17 F2                  |                 | G. GIBSON / D. GIBSON    |                     | CES Suzuki - RVISA / ROWTEC |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.102 |                 | BEST LAP TIME : 2:07.479 |                     | DIFFERENCE : 0.377          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.143                   | 2:18.890            | 76.95                       | 11.411 | 09:23:55.831        |
| 2 -                       | 1:26.689        | <b>42.076</b>            | 2:08.765            | 83.00                       | 1.286  | 09:26:04.596        |
| 3 -                       | 1:26.142        | 42.400                   | 2:08.542 (3)        | 83.14                       | 1.063  | 09:28:13.138        |
| 4 -                       | <b>1:25.026</b> | 42.453                   | <b>2:07.479 (1)</b> | <b>83.84</b>                |        | <b>09:30:20.617</b> |
| 5 -                       | 1:25.123        | 42.451                   | 2:07.574 (2)        | 83.77                       | 0.095  | 09:32:28.191        |

| P8 32 F1                  |                 | W. SMITH / A. SMITH      |                     | Ryde F1 HONDA CBR 600RR - TTSR Ltd |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.366 |                 | BEST LAP TIME : 2:08.366 |                     | DIFFERENCE : 0.000                 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.364                   | 2:19.530            | 76.60                              | 11.164 | 09:23:56.471        |
| 2 -                       | 1:26.566        | 42.744                   | 2:09.310 (3)        | 82.65                              | 0.944  | 09:26:05.781        |
| 3 -                       | <b>1:26.238</b> | <b>42.128</b>            | <b>2:08.366 (1)</b> | <b>83.26</b>                       |        | <b>09:28:14.147</b> |
| 4 -                       | 1:26.567        | 42.185                   | 2:08.752 (2)        | 83.01                              | 0.386  | 09:30:22.899        |
| 5 -                       | 1:26.360        | 43.142                   | 2:09.502            | 82.53                              | 1.136  | 09:32:32.401        |

| P9 69 F2                  |                 | LAMBERT / KING           |                     | Honda LCR - Graham Anne Ward |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.663 |                 | BEST LAP TIME : 2:12.973 |                     | DIFFERENCE : 1.310           |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.890                   | 2:23.507            | 74.47                        | 10.534 | 09:24:00.448        |
| 2 -                       | 1:28.546        | 45.180                   | 2:13.726            | 79.92                        | 0.753  | 09:26:14.174        |
| 3 -                       | <b>1:27.687</b> | 45.405                   | 2:13.092 (3)        | 80.30                        | 0.119  | 09:28:27.266        |
| 4 -                       | 1:28.997        | <b>43.976</b>            | <b>2:12.973 (1)</b> | <b>80.37</b>                 |        | <b>09:30:40.239</b> |
| 5 -                       | 1:28.039        | 44.936                   | 2:12.975 (2)        | 80.37                        | 0.002  | 09:32:53.214        |

| P10 23 F2                 |                 | THOMAS / SIGSWORTH       |                     | Ireson HONDA - Team Walters And Thomas Sidecar racing |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:11.818 |                 | BEST LAP TIME : 2:13.101 |                     | DIFFERENCE : 1.283                                    |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                   | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.496                   | 2:22.265            | 75.12                                                 | 9.164 | 09:23:59.206        |
| 2 -                       | 1:29.415        | <b>43.686</b>            | <b>2:13.101 (1)</b> | <b>80.30</b>                                          |       | <b>09:26:12.307</b> |
| 3 -                       | 1:30.472        | 44.697                   | 2:15.169            | 79.07                                                 | 2.068 | 09:28:27.476        |
| 4 -                       | 1:28.799        | 44.918                   | 2:13.717 (3)        | 79.93                                                 | 0.616 | 09:30:41.193        |
| 5 -                       | <b>1:28.132</b> | 44.978                   | 2:13.110 (2)        | 80.29                                                 | 0.009 | 09:32:54.303        |

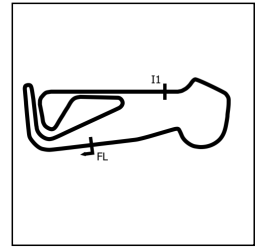
| P11 42 F2                 |                 | CURRIE / PITT            |                     | Honda CBR600 -     |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.851 |                 | BEST LAP TIME : 2:13.081 |                     | DIFFERENCE : 0.230 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.418                   | 2:22.540            | 74.98              | 9.459 | 09:23:59.481        |
| 2 -                       | 1:29.449        | 45.663                   | 2:15.112            | 79.10              | 2.031 | 09:26:14.593        |
| 3 -                       | 1:28.681        | <b>44.400</b>            | <b>2:13.081 (1)</b> | <b>80.31</b>       |       | <b>09:28:27.674</b> |
| 4 -                       | 1:29.056        | 44.601                   | 2:13.657 (3)        | 79.96              | 0.576 | 09:30:41.331        |
| 5 -                       | <b>1:28.451</b> | 44.773                   | 2:13.224 (2)        | 80.22              | 0.143 | 09:32:54.555        |

| P12 37 F2                 |                 | MORPHET / RYDER          |                     | LCR/Suzuki SIDECAR - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.956 |                 | BEST LAP TIME : 2:14.956 |                     | DIFFERENCE : 0.000   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.626                   | 2:28.625            | 71.91                | 13.669 | 09:24:05.566        |
| 2 -                       | 1:31.295        | 45.346                   | 2:16.641            | 78.22                | 1.685  | 09:26:22.207        |
| 3 -                       | 1:30.625        | 44.966                   | 2:15.591 (2)        | 78.82                | 0.635  | 09:28:37.798        |
| 4 -                       | <b>1:30.304</b> | <b>44.652</b>            | <b>2:14.956 (1)</b> | <b>79.19</b>         |        | <b>09:30:52.754</b> |
| 5 -                       | 1:30.917        | 45.535                   | 2:16.452 (3)        | 78.32                | 1.496  | 09:33:09.206        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - SECTOR ANALYSIS



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

| P13 666 F2 HANKS / KIRK   |                 | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.729 |                 | BEST LAP TIME : 2:17.729                             |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                             | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.917                                               | 2:26.777            | 72.81              | 9.048 | 09:24:03.718        |
| 2 -                       | 1:33.487        | 46.521                                               | 2:20.008            | 76.33              | 2.279 | 09:26:23.726        |
| 3 -                       | 1:33.018        | 46.216                                               | 2:19.234 (3)        | 76.76              | 1.505 | 09:28:42.960        |
| 4 -                       | <b>1:31.967</b> | <b>45.762</b>                                        | <b>2:17.729 (1)</b> | <b>77.60</b>       |       | <b>09:31:00.689</b> |
| 5 -                       | 1:32.874        | 45.781                                               | 2:18.655 (2)        | 77.08              | 0.926 | 09:33:19.344        |

| P14 26 F2 KING / MILLER   |                 | Lumley Ireson F2 - Townsend Motors |                     |                    |        |                     |
|---------------------------|-----------------|------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.914 |                 | BEST LAP TIME : 2:16.914           |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                           | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.031                             | 2:29.135            | 71.66              | 12.221 | 09:24:06.076        |
| 2 -                       | 1:31.913        | 46.499                             | 2:18.412 (2)        | 77.21              | 1.498  | 09:26:24.488        |
| 3 -                       | 1:32.503        | 46.304                             | 2:18.807 (3)        | 76.99              | 1.893  | 09:28:43.295        |
| 4 -                       | <b>1:31.683</b> | <b>45.231</b>                      | <b>2:16.914 (1)</b> | <b>78.06</b>       |        | <b>09:31:00.209</b> |
| 5 -                       | 1:33.938        | 45.732                             | 2:19.670            | 76.52              | 2.756  | 09:33:19.879        |

| P15 14 F1 BURNS / FAIRHURST |                 | Yamaha F1 PRE Injection - MRB Fencing Doncaster |                     |                    |        |                     |
|-----------------------------|-----------------|-------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.569   |                 | BEST LAP TIME : 2:19.091                        |                     | DIFFERENCE : 0.522 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                                        | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 47.560                                          | 2:30.073            | 71.21              | 10.982 | 09:24:07.014        |
| 2 -                         | <b>1:32.032</b> | 47.059                                          | <b>2:19.091 (1)</b> | <b>76.84</b>       |        | <b>09:26:26.105</b> |
| 3 -                         | 1:33.197        | <b>46.537</b>                                   | 2:19.734 (2)        | 76.48              | 0.643  | 09:28:45.839        |
| 4 -                         | 1:33.401        | 46.678                                          | 2:20.079 (3)        | 76.30              | 0.988  | 09:31:05.918        |
| 5 -                         | 1:32.948        | 47.497                                          | 2:20.445            | 76.10              | 1.354  | 09:33:26.363        |

| P16 96 F2 J. GALE / B. GALE |                 | Ireson KTM 790 - 4everTT |                     |                    |        |                     |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.919   |                 | BEST LAP TIME : 2:18.919 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 46.776                   | 2:32.048            | 70.29              | 13.129 | 09:24:08.989        |
| 2 -                         | 1:36.460        | 45.838                   | 2:22.298 (3)        | 75.11              | 3.379  | 09:26:31.287        |
| 3 -                         | <b>1:33.236</b> | <b>45.683</b>            | <b>2:18.919 (1)</b> | <b>76.93</b>       |        | <b>09:28:50.206</b> |
| 4 -                         | 1:35.616        | 47.066                   | 2:22.682            | 74.90              | 3.763  | 09:31:12.888        |
| 5 -                         | 1:33.341        | 45.939                   | 2:19.280 (2)        | 76.73              | 0.361  | 09:33:32.168        |

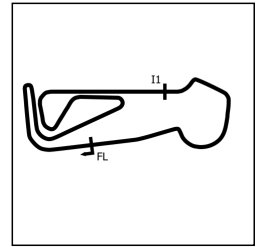
| P17 66 F2 A. CROWE / PARKER |                 | Suzuki GSXR - Sunchemical |                     |                    |        |                     |
|-----------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.972   |                 | BEST LAP TIME : 2:24.059  |                     | DIFFERENCE : 0.087 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 48.884                    | 2:35.513            | 68.72              | 11.454 | 09:24:12.454        |
| 2 -                         | 1:37.241        | 48.770                    | 2:26.011 (3)        | 73.20              | 1.952  | 09:26:38.465        |
| 3 -                         | 1:36.626        | <b>47.433</b>             | <b>2:24.059 (1)</b> | <b>74.19</b>       |        | <b>09:29:02.524</b> |
| 4 -                         | <b>1:36.539</b> | 48.192                    | 2:24.731 (2)        | 73.84              | 0.672  | 09:31:27.255        |
| 5 -                         | 1:37.433        | 48.930                    | 2:26.363            | 73.02              | 2.304  | 09:33:53.618        |

| P18 19 F1 MACBRIDE / EDWARDS |                 | LCR Yamaha 600 - Lifesafety Motorsport |                     |                    |       |                     |
|------------------------------|-----------------|----------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:37.864    |                 | BEST LAP TIME : 2:37.864               |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                          | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |                 | 52.748                                 | 2:46.014            | 64.38              | 8.150 | 09:24:22.955        |
| 2 -                          | 1:47.205        | 53.266                                 | 2:40.471 (3)        | 66.60              | 2.607 | 09:27:03.426        |
| 3 -                          | <b>1:45.400</b> | <b>52.464</b>                          | <b>2:37.864 (1)</b> | <b>67.70</b>       |       | <b>09:29:41.290</b> |
| 4 -                          | 1:46.528        | 53.376                                 | 2:39.904 (2)        | 66.84              | 2.040 | 09:32:21.194        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - SECTOR ANALYSIS



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

|                                                       |                 |                          |                     |                    |        |                     |
|-------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P19 173 F2 OWEN / BARDSLEY</b> Ireson/Yamaha 600 - |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 3:21.303                             |                 | BEST LAP TIME : 3:21.303 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                   |                 | 1:10.017                 | 3:37.254            | 49.19              | 15.951 | 09:25:14.195        |
| 2 -                                                   | 2:20.430        | 1:08.909                 | 3:29.339 (2)        | 51.05              | 8.036  | 09:28:43.534        |
| 3 -                                                   | <b>2:15.568</b> | <b>1:05.735</b>          | <b>3:21.303 (1)</b> | <b>53.09</b>       |        | <b>09:32:04.837</b> |

|                                                                   |                 |                          |                     |                    |       |                     |
|-------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P20 93 F2 G. HOLDEN / WILKES</b> DMR Yamaha R6 - Holden racing |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:05.474                                         |                 | BEST LAP TIME : 2:05.474 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                               |                 | 42.016                   | 2:14.811            | 79.28              | 9.337 | 09:23:51.752        |
| 2 -                                                               | 1:24.735        | 41.808                   | 2:06.543 (3)        | 84.46              | 1.069 | 09:25:58.295        |
| 3 -                                                               | 1:24.613        | 41.888                   | 2:06.501 (2)        | 84.49              | 1.027 | 09:28:04.796        |
| 4 -                                                               | <b>1:24.150</b> | <b>41.324</b>            | <b>2:05.474 (1)</b> | <b>85.18</b>       |       | <b>09:30:10.270</b> |

|                                                                  |                 |                          |                     |                    |        |                     |
|------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P21 126 F1 R. ATKINSON / M. MIDDLETON</b> ARS Yamaha - Mecsis |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:06.570                                        |                 | BEST LAP TIME : 2:06.711 |                     | DIFFERENCE : 0.141 |        |                     |
| LAP                                                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                              |                 | 43.469                   | 2:17.694            | 77.62              | 10.983 | 09:23:54.635        |
| 2 -                                                              | 1:25.688        | 42.129                   | 2:07.817 (3)        | 83.62              | 1.106  | 09:26:02.452        |
| 3 -                                                              | <b>1:24.596</b> | 42.380                   | 2:06.976 (2)        | 84.17              | 0.265  | 09:28:09.428        |
| 4 -                                                              | 1:24.737        | <b>41.974</b>            | <b>2:06.711 (1)</b> | <b>84.35</b>       |        | <b>09:30:16.139</b> |

|                                                                                  |                 |                          |                     |                    |       |                     |
|----------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P22 48 F2 BINGHAM / FAIRHURST</b> Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2 |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:18.785                                                        |                 | BEST LAP TIME : 2:18.785 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                                                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                              |                 | 47.118                   | 2:28.579            | 71.93              | 9.794 | 09:24:05.520        |
| 2 -                                                                              | <b>1:32.466</b> | <b>46.319</b>            | <b>2:18.785 (1)</b> | <b>77.01</b>       |       | <b>09:26:24.305</b> |
| 3 -                                                                              | 1:35.189        | 48.380                   | 2:23.569 (2)        | 74.44              | 4.784 | 09:28:47.874        |
| 4 -                                                                              | 1:35.988        | 47.758                   | 2:23.746 (3)        | 74.35              | 4.961 | 09:31:11.620        |

|                                                                                                 |                 |                          |                     |                    |        |                     |
|-------------------------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P23 38 F1 C. MOSS / HAUXWELL</b> LCR Triumph 765 - LifeSafety Motorsport - CharlieMossRacing |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:18.634                                                                       |                 | BEST LAP TIME : 2:19.577 |                     | DIFFERENCE : 0.943 |        |                     |
| LAP                                                                                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                                                             |                 | 46.133                   | 2:32.600            | 70.03              | 13.023 | 09:24:09.541        |
| 2 -                                                                                             | 1:34.614        | <b>45.230</b>            | 2:19.844 (2)        | 76.42              | 0.267  | 09:26:29.385        |
| 3 -                                                                                             | <b>1:33.404</b> | 46.173                   | <b>2:19.577 (1)</b> | <b>76.57</b>       |        | <b>09:28:48.962</b> |

## RACE 18 - BEST SECTORS

Printed - 09:34 Sunday, 04 May 2025

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 18 - STATISTICS

Competitors Started 24

Planned Start 2025-05-04 @ 09:15:00.000

Actual Start 2025-05-04 @ 09:21:36.940

Finish Time 2025-05-04 @ 09:31:59.569

Track Length 2.9689mi.

Total Laps 107

Total Distance Covered 317.6735mi.

Session Fastest Lap History

| NO | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|--------------------|----------|--------------|-----|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 2:00.049 | 09:25:45.292 | 2   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 1:58.896 | 09:27:44.188 | 3   | F600 LCR - Yamaha |

Session Leader History

| NO | CL | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|----|--------------------|----------|----------|-------------|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 1        | 5        | 14.84 miles | F600 LCR - Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:21:36.940 |
| FINISH | 09:31:59.569 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:33.096  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - STATISTICS

CLASS : F1

11 Starters

#### Fastest Lap History

| NO | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------------|----------|--------------|-----|-------------------|
| 91 | WILLIAMS / KOELSCH | 2:00.049 | 09:25:45.292 | 2   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 1:58.896 | 09:27:44.188 | 3   | F600 LCR - Yamaha |

#### Leader History

| NO | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------------|----------|----------|-------------|-------------------|
| 91 | WILLIAMS / KOELSCH | 1        | 5        | 14.84 miles | F600 LCR - Yamaha |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 18 - STATISTICS

CLASS : F2

13 Starters

#### Fastest Lap History

| NO | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------------|----------|--------------|-----|-----------|
| 72 | P. FOUNDS / WALMSLEY | 2:05.663 | 09:25:54.755 | 2   | LCF HONDA |
| 72 | P. FOUNDS / WALMSLEY | 2:04.222 | 09:30:04.712 | 4   | LCF HONDA |

#### Leader History

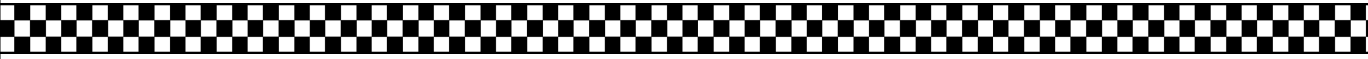
| NO | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|----|----------------------|----------|----------|-------------|-----------|
| 72 | P. FOUNDS / WALMSLEY | 1        | 5        | 14.84 miles | LCF HONDA |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - GRID (5 Laps)



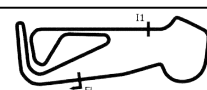
|                                                                                      |    |     |                                        |     |                                  |                                 |     |                                   |
|--------------------------------------------------------------------------------------|----|-----|----------------------------------------|-----|----------------------------------|---------------------------------|-----|-----------------------------------|
| ROW 15                                                                               |    |     | 29                                     | 191 | KNIGHT / SHARP                   |                                 |     |                                   |
| ROW 14                                                                               | 28 | 113 | HANDCOCK / BEVAN                       | 27  | 20                               | DRISCOLL / HAYDEN               |     |                                   |
| ROW 13                                                                               |    |     | 26                                     | 58  | L. EASTELL / M. EASTELL          | 25                              | 167 | PETTMAN / LEECH                   |
| ROW 12                                                                               | 24 | 173 | 3:21.303<br>OWEN / BARDSLEY            | 23  | 19                               | 2:37.864<br>MACBRIDE / EDWARDS  |     |                                   |
| ROW 11                                                                               |    |     | 22                                     | 66  | 2:24.059<br>A. CROWE / PARKER    | 21                              | 38  | 2:19.577<br>C. MOSS / HAUXWELL    |
| ROW 10                                                                               | 20 | 14  | 2:19.091<br>BURNS / FAIRHURST          | 19  | 96                               | 2:18.919<br>J. GALE / B. GALE   |     |                                   |
| ROW 9                                                                                |    |     | 18                                     | 48  | 2:18.785<br>BINGHAM / FAIRHURST  | 17                              | 666 | 2:17.729<br>HANKS / KIRK          |
| ROW 8                                                                                | 16 | 26  | 2:16.914<br>KING / MILLER              | 15  | 37                               | 2:14.956<br>MORPHET / RYDER     |     |                                   |
| ROW 7                                                                                |    |     | 14                                     | 23  | 2:13.101<br>THOMAS / SIGSWORTH   | 13                              | 42  | 2:13.081<br>CURRIE / PITT         |
| ROW 6                                                                                | 12 | 69  | LAMBERT / JAVENS                       | 11  | 32                               | 2:08.366<br>W. SMITH / A. SMITH |     |                                   |
| ROW 5                                                                                |    |     | 10                                     | 3   | R. CROWE / C. CROWE              | 9                               | 17  | 2:07.479<br>G. GIBSON / D. GIBSON |
| ROW 4                                                                                | 8  | 126 | 2:06.711<br>R. ATKINSON / M. MIDDLETON | 7   | 100                              | 2:06.588<br>HOLLAND / STEVENS   |     |                                   |
| ROW 3                                                                                |    |     | 6                                      | 71  | 2:06.468<br>GRAY / MULDOON       | 5                               | 65  | 2:06.123<br>FAIERS / FOX          |
| ROW 2                                                                                | 4  | 101 | 2:05.992<br>WAKLEY / HILDIGE           | 3   | 93                               | 2:05.474<br>G. HOLDEN / WILKES  |     |                                   |
| ROW 1                                                                                |    |     | 2                                      | 72  | 2:04.222<br>P. FOUNDS / WALMSLEY | 1                               | 91  | 1:58.896<br>WILLIAMS / KOELSCH    |
| Pole                                                                                 |    |     |                                        |     |                                  |                                 |     |                                   |
|  |    |     |                                        |     |                                  |                                 |     |                                   |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:41 Sunday, 04 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME                       | ENTRY                                                      | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|----------------------------|------------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 91  | F1 | 1   | WILLIAMS / KOELSCH         | F600 LCR - Yamaha -                                        | 5    | 10:10.464 |          |        | 87.54 | 1:59.523 | 3  | 1   | 0  |
| 2   | 72  | F2 | 1   | P. FOUNDS / WALMSLEY       | LCF HONDA - Trustland Construction                         | 5    | 10:28.404 | 17.940   | 17.940 | 85.04 | 2:03.950 | 3  | 2   | 0  |
| 3   | 71  | F1 | 2   | GRAY / MULDOON             | Yamaha R6 - POWERBIKING                                    | 5    | 10:40.747 | 30.283   | 12.343 | 83.40 | 2:05.670 | 2  | 6   | 3  |
| 4   | 126 | F1 | 3   | R. ATKINSON / M. MIDDLETON | ARS Yamaha - Mecsis                                        | 5    | 10:44.625 | 34.161   | 3.878  | 82.90 | 2:05.542 | 3  | 8   | 4  |
| 5   | 32  | F1 | 4   | W. SMITH / A. SMITH        | Ryde F1 HONDA CBR 600RR - TTSR Ltd                         | 5    | 10:46.236 | 35.772   | 1.611  | 82.69 | 2:07.376 | 5  | 11  | 6  |
| 6   | 100 | F1 | 5   | HOLLAND / STEVENS          | - WPS Racing                                               | 5    | 10:50.723 | 40.259   | 4.487  | 82.12 | 2:07.662 | 3  | 7   | 1  |
| 7   | 93  | F2 | 2   | G. HOLDEN / WILKES         | DMR Yamaha R6 - Holden racing                              | 5    | 10:59.355 | 48.891   | 8.632  | 81.04 | 2:05.041 | 4  | 3   | -4 |
| 8   | 65  | F1 | 6   | FAIERS / FOX               | Dean Ryde Yamaha R6 - AWRacing Ltd                         | 5    | 11:09.705 | 59.241   | 10.350 | 79.79 | 2:07.232 | 4  | 5   | -3 |
| 9   | 69  | F2 | 3   | LAMBERT / JAVENS           | Honda LCR - Graham Anne Ward                               | 5    | 11:16.306 | 1:05.842 | 6.601  | 79.01 | 2:10.997 | 3  | 12  | 3  |
| 10  | 37  | F2 | 4   | MORPHET / RYDER            | LCR/Suzuki SIDECAR -                                       | 5    | 11:19.411 | 1:08.947 | 3.105  | 78.65 | 2:13.470 | 4  | 15  | 5  |
| 11  | 42  | F2 | 5   | CURRIE / PITT              | Honda CBR600 -                                             | 5    | 11:23.848 | 1:13.384 | 4.437  | 78.14 | 2:12.134 | 5  | 13  | 2  |
| 12  | 38  | F1 | 7   | C. MOSS / HAUXWELL         | LCR Triumph 765 - LifeSafety Motorsport - CharlieMossRacir | 5    | 11:32.378 | 1:21.914 | 8.530  | 77.18 | 2:15.208 | 4  | 21  | 9  |
| 13  | 26  | F2 | 6   | KING / MILLER              | Lumley Ireson F2 - Townsend Motors                         | 5    | 11:34.857 | 1:24.393 | 2.479  | 76.90 | 2:16.602 | 3  | 16  | 3  |
| 14  | 14  | F1 | 8   | BURNS / FAIRHURST          | Yamaha F1 PRE Injection - MRB Fencing Doncaster            | 5    | 11:45.000 | 1:34.536 | 10.143 | 75.80 | 2:18.342 | 2  | 20  | 6  |
| 15  | 666 | F2 | 7   | HANKS / KIRK               | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing       | 5    | 11:47.063 | 1:36.599 | 2.063  | 75.58 | 2:17.430 | 3  | 17  | 2  |
| 16  | 96  | F2 | 8   | J. GALE / B. GALE          | Ireson KTM 790 - 4everTT                                   | 5    | 11:50.574 | 1:40.110 | 3.511  | 75.20 | 2:18.985 | 3  | 19  | 3  |
| 17  | 66  | F2 | 9   | A. CROWE / PARKER          | Suzuki GSXR - Sunchemical                                  | 5    | 12:08.491 | 1:58.027 | 17.917 | 73.35 | 2:22.162 | 2  | 22  | 5  |
| 18  | 19  | F1 | 9   | MACBRIDE / EDWARDS         | LCR Yamaha 600 - Lifesafety Motorsport                     | 4    | 10:40.904 | 1 Lap    | 1 Lap  | 66.70 | 2:36.389 | 2  | 23  | 5  |
| 19  | 167 | F1 | 10  | PETTMAN / LEECH            | Baker 1000 Yamaha - Wesso Racing                           | 4    | 11:16.709 | 1 Lap    | 35.805 | 63.17 | 2:46.459 | 4  | 25  | 6  |

#### NOT CLASSIFIED

|     |     |    |  |                     |                                                       |   |          |        |        |       |          |   |    |  |
|-----|-----|----|--|---------------------|-------------------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 3   | F1 |  | R. CROWE / C. CROWE | HCR Triumph 675 - Northern Fuels                      | 4 | 8:27.395 | 1 Lap  |        | 84.25 | 2:04.258 | 3 | 10 |  |
| DNF | 101 | F1 |  | WAKLEY / HILDIGE    | Ryde F1 - WPS Racing                                  | 4 | 8:38.171 | 1 Lap  | 10.776 | 82.50 | 2:06.096 | 4 | 4  |  |
| DNF | 48  | F2 |  | BINGHAM / FAIRHURST | Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2           | 3 | 7:03.663 | 2 Laps | 1 Lap  | 75.68 | 2:18.085 | 2 | 18 |  |
| DNF | 173 | F2 |  | OWEN / BARDSLEY     | Ireson/Yamaha 600 -                                   | 1 | 3:29.409 | 4 Laps | 2 Laps | 51.03 |          |   | 24 |  |
| DNF | 23  | F2 |  | THOMAS / SIGSWORTH  | Ireson HONDA - Team Walters And Thomas Sidecar racing | 0 |          |        |        |       |          |   | 14 |  |

#### FASTEST LAP

|    |    |  |                      |                                    |   |          |  |  |           |  |            |  |  |  |
|----|----|--|----------------------|------------------------------------|---|----------|--|--|-----------|--|------------|--|--|--|
| 91 | F1 |  | WILLIAMS / KOELSCH   | F600 LCR - Yamaha -                | 3 | 1:59.523 |  |  | 89.42 mph |  | 143.91 kph |  |  |  |
| 72 | F2 |  | P. FOUNDS / WALMSLEY | LCF HONDA - Trustland Construction | 3 | 2:03.950 |  |  | 86.22 mph |  | 138.77 kph |  |  |  |

Class F1 - 92.5% of Race Speed = 80.97 mph  
Class F2 - 92.5% of Race Speed = 78.66 mph

Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 14:19 Finish: 14:29  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:38 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 9 - LAP CHART

| LAP 1 @ 14:21:31.080  | LAP 2 @ 14:23:30.623  | LAP 3 @ 14:25:30.146 | LAP 4 @ 14:27:30.767  | LAP 5 @ 14:29:34.950  |
|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME   | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 91 2:06.594           | 91 1:59.543           | 91 1:59.523          | 91 2:00.621           | 91 2:04.183           |
| 72 3.452 2:10.046     | 72 9.022 2:05.113     | 72 13.449 2:03.950   | 72 17.253 2:04.425    | 72 17.940 2:04.870    |
| 3 5.784 2:12.378      | 3 11.231 2:04.990     | 3 15.966 2:04.258    | 3 21.114 2:05.769     | 71 30.283 2:09.137    |
| 93 7.001 2:13.595     | 93 13.364 2:05.906    | 93 19.567 2:05.726   | 167 1 Lap 2:46.969    | 19 1 Lap 2:37.792     |
| 71 7.879 2:14.473     | 71 14.006 2:05.670    | 71 20.185 2:05.702   | 93 23.987 2:05.041    | 126 34.161 2:07.021   |
| 65 8.256 2:14.850     | 65 16.263 2:07.550    | 65 24.632 2:07.892   | 71 25.329 2:05.765    | 32 35.772 2:07.376    |
| 32 9.280 2:15.874     | 32 17.345 2:07.608    | 126 25.140 2:05.542  | 65 31.243 2:07.232    | 100 40.259 2:10.748   |
| 100 9.941 2:16.535    | 100 18.209 2:07.811   | 32 25.261 2:07.439   | 126 31.323 2:06.804   | 93 48.891 2:29.087    |
| 126 10.701 2:17.295   | 126 19.121 2:07.963   | 100 26.348 2:07.662  | 101 31.890 2:06.096   | 65 59.241 2:32.181    |
| 101 10.838 2:17.432   | 101 19.167 2:07.872   | 101 26.415 2:06.771  | 32 32.579 2:07.939    | 69 1:05.842 2:11.684  |
| 37 15.183 2:21.777    | 37 30.866 2:15.226    | 37 46.113 2:14.770   | 100 33.694 2:07.967   | 167 1 Lap 2:46.459    |
| 26 18.671 2:25.265    | 69 35.875 2:12.133    | 69 47.349 2:10.997   | 69 58.341 2:11.613    | 37 1:08.947 2:14.168  |
| 48 19.179 2:25.773    | 26 36.072 2:16.944    | 26 53.151 2:16.602   | 37 58.962 2:13.470    | 42 1:13.384 2:12.134  |
| 14 20.394 2:26.988    | 48 37.721 2:18.085    | 42 53.689 2:14.079   | 42 1:05.433 2:12.365  | 38 1:21.914 2:16.309  |
| 38 22.588 2:29.182    | 38 39.026 2:15.981    | 38 55.201 2:15.698   | 26 1:09.739 2:17.209  | 26 1:24.393 2:18.837  |
| 666 22.752 2:29.346   | 42 39.133 2:14.305    | 48 58.003 2:19.805   | 38 1:09.788 2:15.208  | 14 1:34.536 2:20.335  |
| 69 23.285 2:29.879    | 14 39.193 2:18.342    | 14 59.298 2:19.628   | 14 1:18.384 2:19.707  | 666 1:36.599 2:21.233 |
| 42 24.371 2:30.965    | 666 41.473 2:18.264   | 666 59.380 2:17.430  | 666 1:19.549 2:20.790 | 96 1:40.110 2:19.090  |
| 96 25.343 2:31.937    | 96 45.038 2:19.238    | 96 1:04.500 2:18.985 | 96 1:25.203 2:21.324  | 66 1:58.027 2:25.036  |
| 66 28.044 2:34.638    | 66 50.663 2:22.162    | 66 1:14.378 2:23.238 | 66 1:37.174 2:23.417  |                       |
| 19 40.483 2:47.077    | 19 1:17.329 2:36.389  | 19 1:57.452 2:39.646 |                       |                       |
| 167 47.613 2:54.207   | 167 1:37.144 2:49.074 |                      |                       |                       |
| 173 1:22.815 3:29.409 |                       |                      |                       |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

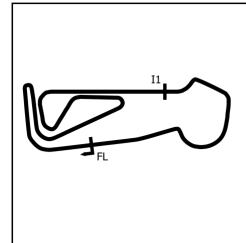
RACE 9 - POSITION CHART

| No  | Name                 | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|----------------------|-----|-----|-----|-----|-----|-----|
|     |                      | Pos |     |     |     |     |     |
| 91  | WILLIAMS / KOELSCH   | 1   | 91  | 91  | 91  | 91  | 91  |
| 72  | P. FOUNDS / WALMSL   | 2   | 72  | 72  | 72  | 72  | 72  |
| 93  | G. HOLDEN / WILKES   | 3   | 3   | 3   | 3   | 3   | 71  |
| 101 | WAKLEY / HILDIGE     | 4   | 93  | 93  | 93  | 93  | 126 |
| 65  | FAIERS / FOX         | 5   | 71  | 71  | 71  | 71  | 32  |
| 71  | GRAY / MULDOON       | 6   | 65  | 65  | 65  | 65  | 100 |
| 100 | HOLLAND / STEVENS    | 7   | 32  | 32  | 126 | 126 | 93  |
| 126 | R. ATKINSON / M. MID | 8   | 100 | 100 | 32  | 101 | 65  |
| 3   | R. CROWE / C. CROW   | 9   | 126 | 126 | 100 | 32  | 69  |
| 32  | W. SMITH / A. SMITH  | 10  | 101 | 101 | 101 | 100 | 37  |
| 69  | LAMBERT / JAVENS     | 11  | 37  | 37  | 37  | 69  | 42  |
| 42  | CURRIE / PITT        | 12  | 26  | 69  | 69  | 37  | 38  |
| 23  | THOMAS / SIGSWORT    | 13  | 48  | 26  | 26  | 42  | 26  |
| 37  | MORPHET / RYDER      | 14  | 14  | 48  | 42  | 26  | 14  |
| 26  | KING / MILLER        | 15  | 38  | 38  | 38  | 38  | 666 |
| 666 | HANKS / KIRK         | 16  | 666 | 42  | 48  | 14  | 96  |
| 48  | BINGHAM / FAIRHURS   | 17  | 69  | 14  | 14  | 666 | 66  |
| 96  | J. GALE / B. GALE    | 18  | 42  | 666 | 666 | 96  |     |
| 14  | BURNS / FAIRHURST    | 19  | 96  | 96  | 96  | 66  |     |
| 38  | C. MOSS / HAUXWELL   | 20  | 66  | 66  | 66  | 19  |     |
| 66  | A. CROWE / PARKER    | 21  | 19  | 19  | 19  | 167 |     |
| 19  | MACBRIDE / EDWARD    | 22  | 167 | 167 | 167 |     |     |
| 173 | OWEN / BARDSLEY      | 23  | 173 |     |     |     |     |
| 167 | PETTMAN / LEECH      | 24  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

| P1 91 F1 WILLIAMS / KOELSCH |          | F600 LCR - Yamaha -      |              |                    |       |              |
|-----------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:59.443   |          | BEST LAP TIME : 1:59.523 |              | DIFFERENCE : 0.080 |       |              |
| LAP                         | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                         |          | 39.188                   | 2:06.594     | 84.42              | 7.071 | 14:21:31.080 |
| 2 -                         | 1:20.566 | 38.977                   | 1:59.543 (2) | 89.40              | 0.020 | 14:23:30.623 |
| 3 -                         | 1:20.466 | 39.057                   | 1:59.523 (1) | 89.42              |       | 14:25:30.146 |
| 4 -                         | 1:21.243 | 39.378                   | 2:00.621 (3) | 88.60              | 1.098 | 14:27:30.767 |
| 5 -                         | 1:23.213 | 40.970                   | 2:04.183     | 86.06              | 4.660 | 14:29:34.950 |

| P2 72 F2                  |          | P. FOUNDS / WALMSLEY     |              | LCF HONDA - Trustland Construction |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:03.950 |          | BEST LAP TIME : 2:03.950 |              | DIFFERENCE : 0.000                 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 40.901                   | 2:10.046     | 82.18                              | 6.096 | 14:21:34.532 |
| 2 -                       | 1:24.249 | 40.864                   | 2:05.113     | 85.42                              | 1.163 | 14:23:39.645 |
| 3 -                       | 1:23.200 | 40.750                   | 2:03.950 (1) | 86.22                              |       | 14:25:43.595 |
| 4 -                       | 1:23.392 | 41.033                   | 2:04.425 (2) | 85.89                              | 0.475 | 14:27:48.020 |
| 5 -                       | 1:23.568 | 41.302                   | 2:04.870 (3) | 85.59                              | 0.920 | 14:29:52.890 |

| P3 71 F1 GRAY / MULDOON   |          |                          | Yamaha R6 - POWERBIKING |       |       |              |
|---------------------------|----------|--------------------------|-------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 2:05.325 |          | BEST LAP TIME : 2:05.670 | DIFFERENCE : 0.345      |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME                | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.171                   | 2:14.473                | 79.48 | 8.803 | 14:21:38.959 |
| 2 -                       | 1:24.522 | 41.148                   | 2:05.670 (1)            | 85.04 |       | 14:23:44.629 |
| 3 -                       | 1:24.194 | 41.508                   | 2:05.702 (2)            | 85.02 | 0.032 | 14:25:50.331 |
| 4 -                       | 1:24.177 | 41.588                   | 2:05.765 (3)            | 84.98 | 0.095 | 14:27:56.096 |
| 5 -                       | 1:25.439 | 43.698                   | 2:09.137                | 82.76 | 3.467 | 14:30:05.233 |

|                           |          |                            |              |                     |        |              |
|---------------------------|----------|----------------------------|--------------|---------------------|--------|--------------|
| P4                        | 126 F1   | R. ATKINSON / M. MIDDLETON |              | ARS Yamaha - Meccia |        |              |
| IDEAL LAP TIME : 2:05.542 |          | BEST LAP TIME : 2:05.542   |              | DIFFERENCE : 0.000  |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                   | LAP TIME     | MPH                 | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.788                     | 2:17.295     | 77.84               | 11.753 | 14:21:41.781 |
| 2 -                       | 1:26.137 | 41.826                     | 2:07.963     | 83.52               | 2.421  | 14:23:49.744 |
| 3 -                       | 1:24.026 | 41.516                     | 2:05.542 (1) | 85.13               |        | 14:25:55.286 |
| 4 -                       | 1:24.585 | 42.219                     | 2:06.804 (2) | 84.28               | 1.262  | 14:28:02.090 |
| 5 -                       | 1:25.168 | 41.853                     | 2:07.021 (3) | 84.14               | 1.479  | 14:30:09.111 |

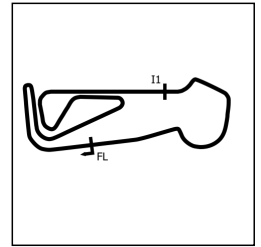
| P5 32 F1                  |          | W. SMITH / A. SMITH      |              | Ryde F1 HONDA CBR 600RR - TTSR Ltd |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:06.647 |          | BEST LAP TIME : 2:07.376 |              | DIFFERENCE : 0.729                 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.169                   | 2:15.874     | 78.66                              | 8.498 | 14:21:40.360 |
| 2 -                       | 1:25.785 | 41.823                   | 2:07.608 (3) | 83.75                              | 0.232 | 14:23:47.968 |
| 3 -                       | 1:24.952 | 42.487                   | 2:07.439 (2) | 83.86                              | 0.063 | 14:25:55.407 |
| 4 -                       | 1:25.720 | 42.219                   | 2:07.939     | 83.54                              | 0.563 | 14:28:03.346 |
| 5 -                       | 1:24.824 | 42.552                   | 2:07.376 (1) | 83.90                              |       | 14:30:10.722 |

| P6 100 F1                 |          | HOLLAND / STEVENS        |              | - WPS Racing       |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:07.488 |          | BEST LAP TIME : 2:07.662 |              | DIFFERENCE : 0.174 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.434                   | 2:16.535     | 78.28              | 8.873 | 14:21:41.021 |
| 2 -                       | 1:25.386 | 42.425                   | 2:07.811 (2) | 83.62              | 0.149 | 14:23:48.832 |
| 3 -                       | 1:25.560 | 42.102                   | 2:07.662 (1) | 83.72              |       | 14:25:56.494 |
| 4 -                       | 1:25.418 | 42.549                   | 2:07.967 (3) | 83.52              | 0.305 | 14:28:04.461 |
| 5 -                       | 1:26.352 | 44.396                   | 2:10.748     | 81.74              | 3.086 | 14:30:15.209 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

| P7 93 F2 G. HOLDEN / WILKES |                 | DMR Yamaha R6 - Holden racing |                     |                    |        |                     |
|-----------------------------|-----------------|-------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.041   |                 | BEST LAP TIME : 2:05.041      |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                      | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | 42.098                        | 2:13.595            | 80.00              | 8.554  | 14:21:38.081        |
| 2 -                         | 1:24.296        | 41.610                        | 2:05.906 (3)        | 84.88              | 0.865  | 14:23:43.987        |
| 3 -                         | 1:24.135        | 41.591                        | 2:05.726 (2)        | 85.01              | 0.685  | 14:25:49.713        |
| 4 -                         | <b>1:23.700</b> | <b>41.341</b>                 | <b>2:05.041 (1)</b> | <b>85.47</b>       |        | <b>14:27:54.754</b> |
| 5 -                         | 1:23.724        | 1:05.363                      | 2:29.087            | 71.69              | 24.046 | 14:30:23.841        |

| P8 65 F1 FAIERS / FOX     |                 | Dean Ryde Yamaha R6 - AWracing ltd |                     |                    |        |                     |
|---------------------------|-----------------|------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.582 |                 | BEST LAP TIME : 2:07.232           |                     | DIFFERENCE : 0.650 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                           | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>41.591</b>                      | 2:14.850            | 79.25              | 7.618  | 14:21:39.336        |
| 2 -                       | 1:25.470        | 42.080                             | 2:07.550 (2)        | 83.79              | 0.318  | 14:23:46.886        |
| 3 -                       | 1:25.459        | 42.433                             | 2:07.892 (3)        | 83.57              | 0.660  | 14:25:54.778        |
| 4 -                       | <b>1:24.991</b> | 42.241                             | <b>2:07.232 (1)</b> | <b>84.00</b>       |        | <b>14:28:02.010</b> |
| 5 -                       | 1:25.855        | 1:06.326                           | 2:32.181            | 70.23              | 24.949 | 14:30:34.191        |

| P9 69 F2 LAMBERT / JAVENS |                 | Honda LCR - Graham Anne Ward |                     |                    |        |                     |
|---------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.909 |                 | BEST LAP TIME : 2:10.997     |                     | DIFFERENCE : 0.088 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                     | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.370                       | 2:29.879            | 71.31              | 18.882 | 14:21:54.365        |
| 2 -                       | 1:27.701        | 44.432                       | 2:12.133            | 80.88              | 1.136  | 14:24:06.498        |
| 3 -                       | 1:26.985        | <b>44.012</b>                | <b>2:10.997 (1)</b> | <b>81.59</b>       |        | <b>14:26:17.495</b> |
| 4 -                       | 1:27.332        | 44.281                       | 2:11.613 (2)        | 81.20              | 0.616  | 14:28:29.108        |
| 5 -                       | <b>1:26.897</b> | 44.787                       | 2:11.684 (3)        | 81.16              | 0.687  | 14:30:40.792        |

| P10 37 F2 MORPHET / RYDER |                 | LCR/Suzuki SIDECAR -     |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.990 |                 | BEST LAP TIME : 2:13.470 |                     | DIFFERENCE : 0.480 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.288                   | 2:21.777            | 75.38              | 8.307 | 14:21:46.263        |
| 2 -                       | 1:30.225        | 45.001                   | 2:15.226            | 79.03              | 1.756 | 14:24:01.489        |
| 3 -                       | 1:30.006        | 44.764                   | 2:14.770 (3)        | 79.30              | 1.300 | 14:26:16.259        |
| 4 -                       | 1:29.529        | <b>43.941</b>            | <b>2:13.470 (1)</b> | <b>80.07</b>       |       | <b>14:28:29.729</b> |
| 5 -                       | <b>1:29.049</b> | 45.119                   | 2:14.168 (2)        | 79.66              | 0.698 | 14:30:43.897        |

| P11 42 F2 CURRIE / PITT   |                 | Honda CBR600 -           |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.797 |                 | BEST LAP TIME : 2:12.134 |                     | DIFFERENCE : 1.337 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.738                   | 2:30.965            | 70.79              | 18.831 | 14:21:55.451        |
| 2 -                       | 1:29.540        | 44.765                   | 2:14.305            | 79.58              | 2.171  | 14:24:09.756        |
| 3 -                       | 1:30.730        | <b>43.349</b>            | 2:14.079 (3)        | 79.71              | 1.945  | 14:26:23.835        |
| 4 -                       | 1:28.713        | 43.652                   | 2:12.365 (2)        | 80.74              | 0.231  | 14:28:36.200        |
| 5 -                       | <b>1:27.448</b> | 44.686                   | <b>2:12.134 (1)</b> | <b>80.88</b>       |        | <b>14:30:48.334</b> |

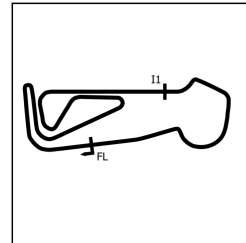
| P12 38 F1 C. MOSS / HAUXWELL |                 | LCR Triumph 765 - LifeSafety Motorsport - CharlieMossRacing |                     |                    |        |                     |
|------------------------------|-----------------|-------------------------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.705    |                 | BEST LAP TIME : 2:15.208                                    |                     | DIFFERENCE : 0.503 |        |                     |
| LAP                          | SECTOR 1        | SECTOR 2                                                    | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                          |                 | 45.736                                                      | 2:29.182            | 71.64              | 13.974 | 14:21:53.668        |
| 2 -                          | 1:31.136        | 44.845                                                      | 2:15.981 (3)        | 78.59              | 0.773  | 14:24:09.649        |
| 3 -                          | 1:31.309        | 44.389                                                      | 2:15.698 (2)        | 78.76              | 0.490  | 14:26:25.347        |
| 4 -                          | 1:31.027        | <b>44.181</b>                                               | <b>2:15.208 (1)</b> | <b>79.04</b>       |        | <b>14:28:40.555</b> |
| 5 -                          | <b>1:30.524</b> | 45.785                                                      | 2:16.309            | 78.41              | 1.101  | 14:30:56.864        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

| P13 26 F2                 |                 | KING / MILLER            |                     | Lumley Ireson F2 - Townsend Motors |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.602 |                 | BEST LAP TIME : 2:16.602 |                     | DIFFERENCE : 0.000                 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.357                   | 2:25.265            | 73.57                              | 8.663 | 14:21:49.751        |
| 2 -                       | 1:31.649        | <b>45.295</b>            | 2:16.944 (2)        | 78.04                              | 0.342 | 14:24:06.695        |
| 3 -                       | <b>1:31.307</b> | <b>45.295</b>            | <b>2:16.602 (1)</b> | <b>78.24</b>                       |       | <b>14:26:23.297</b> |
| 4 -                       | 1:31.314        | 45.895                   | 2:17.209 (3)        | 77.89                              | 0.607 | 14:28:40.506        |
| 5 -                       | 1:31.642        | 47.195                   | 2:18.837            | 76.98                              | 2.235 | 14:30:59.343        |

| P14 14 F1                 |                 | BURNS / FAIRHURST        |                     | Yamaha F1 PRE Injection - MRB Fencing Doncaster |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.149 |                 | BEST LAP TIME : 2:18.342 |                     | DIFFERENCE : 1.193                              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                             | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.584</b>            | 2:26.988            | 72.71                                           | 8.646 | 14:21:51.474        |
| 2 -                       | <b>1:30.565</b> | 47.777                   | <b>2:18.342 (1)</b> | <b>77.25</b>                                    |       | <b>14:24:09.816</b> |
| 3 -                       | 1:32.645        | 46.983                   | 2:19.628 (2)        | 76.54                                           | 1.286 | 14:26:29.444        |
| 4 -                       | 1:32.796        | 46.911                   | 2:19.707 (3)        | 76.50                                           | 1.365 | 14:28:49.151        |
| 5 -                       | 1:32.238        | 48.097                   | 2:20.335            | 76.16                                           | 1.993 | 14:31:09.486        |

| P15 666 F2                |                 | HANKS / KIRK             |                     | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.234 |                 | BEST LAP TIME : 2:17.430 |                     | DIFFERENCE : 0.196                                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.444                   | 2:29.346            | 71.56                                                | 11.916 | 14:21:53.832        |
| 2 -                       | 1:32.571        | <b>45.693</b>            | 2:18.264 (2)        | 77.30                                                | 0.834  | 14:24:12.096        |
| 3 -                       | <b>1:31.541</b> | 45.889                   | <b>2:17.430 (1)</b> | <b>77.77</b>                                         |        | <b>14:26:29.526</b> |
| 4 -                       | 1:33.733        | 47.057                   | 2:20.790 (3)        | 75.91                                                | 3.360  | 14:28:50.316        |
| 5 -                       | 1:33.619        | 47.614                   | 2:21.233            | 75.67                                                | 3.803  | 14:31:11.549        |

| P16 96 F2                 |                 | J. GALE / B. GALE        |                     | Ireson KTM 790 - 4everTT |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.201 |                 | BEST LAP TIME : 2:18.985 |                     | DIFFERENCE : 0.784       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.232                   | 2:31.937            | 70.34                    | 12.952 | 14:21:56.423        |
| 2 -                       | 1:33.725        | <b>45.513</b>            | 2:19.238 (3)        | 76.76                    | 0.253  | 14:24:15.661        |
| 3 -                       | 1:33.288        | 45.697                   | <b>2:18.985 (1)</b> | <b>76.90</b>             |        | <b>14:26:34.646</b> |
| 4 -                       | 1:34.051        | 47.273                   | 2:21.324            | 75.62                    | 2.339  | 14:28:55.970        |
| 5 -                       | <b>1:32.688</b> | 46.402                   | 2:19.090 (2)        | 76.84                    | 0.105  | 14:31:15.060        |

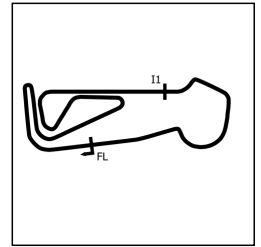
| P17 66 F2                 |                 | A. CROWE / PARKER        |                     | Suzuki GSXR - Sunchemical |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.162 |                 | BEST LAP TIME : 2:22.162 |                     | DIFFERENCE : 0.000        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.543                   | 2:34.638            | 69.11                     | 12.476 | 14:21:59.124        |
| 2 -                       | <b>1:34.611</b> | <b>47.551</b>            | <b>2:22.162 (1)</b> | <b>75.18</b>              |        | <b>14:24:21.286</b> |
| 3 -                       | 1:34.997        | 48.241                   | 2:23.238 (2)        | 74.61                     | 1.076  | 14:26:44.524        |
| 4 -                       | 1:35.470        | 47.947                   | 2:23.417 (3)        | 74.52                     | 1.255  | 14:29:07.941        |
| 5 -                       | 1:35.366        | 49.670                   | 2:25.036            | 73.69                     | 2.874  | 14:31:32.977        |

| P18 19 F1                 |                 | MACBRIDE / EDWARDS       |                     | LCR Yamaha 600 - Lifesafety Motorsport |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:35.628 |                 | BEST LAP TIME : 2:36.389 |                     | DIFFERENCE : 0.761                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.654                   | 2:47.077            | 63.97                                  | 10.688 | 14:22:11.563        |
| 2 -                       | <b>1:43.449</b> | 52.940                   | <b>2:36.389 (1)</b> | <b>68.34</b>                           |        | <b>14:24:47.952</b> |
| 3 -                       | 1:47.467        | <b>52.179</b>            | 2:39.646 (3)        | 66.94                                  | 3.257  | 14:27:27.598        |
| 4 -                       | 1:44.266        | 53.526                   | 2:37.792 (2)        | 67.73                                  | 1.403  | 14:30:05.390        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - SECTOR ANALYSIS



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

|                                                                                                                                                          |                 |               |                     |              |       |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P19 167 F1 PETTMAN / LEECH</b><br>Baker 1000 Yamaha - Wesso Racing<br>IDEAL LAP TIME : 2:46.058      BEST LAP TIME : 2:46.459      DIFFERENCE : 0.401 |                 |               |                     |              |       |                     |
| LAP                                                                                                                                                      | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                      |                 | 56.127        | 2:54.207            | 61.35        | 7.748 | 14:22:18.693        |
| 2 -                                                                                                                                                      | 1:53.205        | 55.869        | 2:49.074 (3)        | 63.21        | 2.615 | 14:25:07.767        |
| 3 -                                                                                                                                                      | <b>1:50.249</b> | 56.720        | 2:46.969 (2)        | 64.01        | 0.510 | 14:27:54.736        |
| 4 -                                                                                                                                                      | 1:50.650        | <b>55.809</b> | <b>2:46.459 (1)</b> | <b>64.20</b> |       | <b>14:30:41.195</b> |

|                                                                                                                                                            |                 |               |                     |              |       |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P20 3 F1 R. CROWE / C. CROWE</b><br>HCR Triumph 675 - Northern Fuels<br>IDEAL LAP TIME : 2:04.258      BEST LAP TIME : 2:04.258      DIFFERENCE : 0.000 |                 |               |                     |              |       |                     |
| LAP                                                                                                                                                        | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                        |                 | 41.514        | 2:12.378            | 80.73        | 8.120 | 14:21:36.864        |
| 2 -                                                                                                                                                        | 1:24.027        | 40.963        | 2:04.990 (2)        | 85.51        | 0.732 | 14:23:41.854        |
| 3 -                                                                                                                                                        | <b>1:23.338</b> | <b>40.920</b> | <b>2:04.258 (1)</b> | <b>86.01</b> |       | <b>14:25:46.112</b> |
| 4 -                                                                                                                                                        | 1:23.770        | 41.999        | 2:05.769 (3)        | 84.98        | 1.511 | 14:27:51.881        |

|                                                                                                                                               |                 |               |                     |              |        |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| <b>P21 101 F1 WAKLEY / HILDIGE</b><br>Ryde F1 - WPS Racing<br>IDEAL LAP TIME : 2:05.572      BEST LAP TIME : 2:06.096      DIFFERENCE : 0.524 |                 |               |                     |              |        |                     |
| LAP                                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                           |                 | 42.208        | 2:17.432            | 77.76        | 11.336 | 14:21:41.918        |
| 2 -                                                                                                                                           | 1:25.768        | 42.104        | 2:07.872 (3)        | 83.58        | 1.776  | 14:23:49.790        |
| 3 -                                                                                                                                           | 1:24.790        | <b>41.981</b> | 2:06.771 (2)        | 84.31        | 0.675  | 14:25:56.561        |
| 4 -                                                                                                                                           | <b>1:23.591</b> | 42.505        | <b>2:06.096 (1)</b> | <b>84.76</b> |        | <b>14:28:02.657</b> |

|                                                                                                                                                                        |                 |               |                     |              |       |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P22 48 F2 BINGHAM / FAIRHURST</b><br>Wintec/Ryde RYDE F2 - Wintec Racing/Ryde F2<br>IDEAL LAP TIME : 2:17.412      BEST LAP TIME : 2:18.085      DIFFERENCE : 0.673 |                 |               |                     |              |       |                     |
| LAP                                                                                                                                                                    | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                                    |                 | <b>45.508</b> | 2:25.773            | 73.32        | 7.688 | 14:21:50.259        |
| 2 -                                                                                                                                                                    | <b>1:31.904</b> | 46.181        | <b>2:18.085 (1)</b> | <b>77.40</b> |       | <b>14:24:08.344</b> |
| 3 -                                                                                                                                                                    | 1:32.733        | 47.072        | 2:19.805 (2)        | 76.44        | 1.720 | 14:26:28.149        |

|                                                                                                                     |          |                 |          |       |      |              |
|---------------------------------------------------------------------------------------------------------------------|----------|-----------------|----------|-------|------|--------------|
| <b>P23 173 F2 OWEN / BARDSLEY</b><br>Ireson/Yamaha 600 -<br>IDEAL LAP TIME :      BEST LAP TIME :      DIFFERENCE : |          |                 |          |       |      |              |
| LAP                                                                                                                 | SECTOR 1 | SECTOR 2        | LAP TIME | MPH   | DIFF | TIME OF DAY  |
| 1 -                                                                                                                 |          | <b>1:05.574</b> | 3:29.409 | 51.03 |      | 14:22:53.895 |

## RACE 9 - BEST SECTORS

[illegible]

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 9 - STATISTICS

Competitors Started 24

Planned Start 2025-05-04 @ 13:40:00.000

Actual Start 2025-05-04 @ 14:19:24.486

Finish Time 2025-05-04 @ 14:29:34.949

Track Length 2.9689mi.

Total Laps 105

Total Distance Covered 311.7357mi.

Session Fastest Lap History

| NO | CL | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|--------------------|----------|--------------|-----|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 1:59.543 | 14:23:30.623 | 2   | F600 LCR - Yamaha |
| 91 | F1 | WILLIAMS / KOELSCH | 1:59.523 | 14:25:30.146 | 3   | F600 LCR - Yamaha |

Session Leader History

| NO | CL | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|----|--------------------|----------|----------|-------------|-------------------|
| 91 | F1 | WILLIAMS / KOELSCH | 1        | 5        | 14.84 miles | F600 LCR - Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:19:24.486 |
| FINISH | 14:29:34.949 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:19.673  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 9 - STATISTICS

CLASS : F1 12 Starters

Fastest Lap History

| NO | NAME               | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------------|----------|--------------|-----|-------------------|
| 91 | WILLIAMS / KOELSCH | 1:59.543 | 14:23:30.623 | 2   | F600 LCR - Yamaha |
| 91 | WILLIAMS / KOELSCH | 1:59.523 | 14:25:30.146 | 3   | F600 LCR - Yamaha |

Leader History

| NO | NAME               | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------------|----------|----------|-------------|-------------------|
| 91 | WILLIAMS / KOELSCH | 1        | 5        | 14.84 miles | F600 LCR - Yamaha |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 9 - STATISTICS

**CLASS : F2**

12 Starters

#### Fastest Lap History

| NO | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|----|----------------------|----------|--------------|-----|-----------|
| 72 | P. FOUNDS / WALMSLEY | 2:05.113 | 14:23:39.645 | 2   | LCF HONDA |
| 72 | P. FOUNDS / WALMSLEY | 2:03.950 | 14:25:43.595 | 3   | LCF HONDA |

#### Leader History

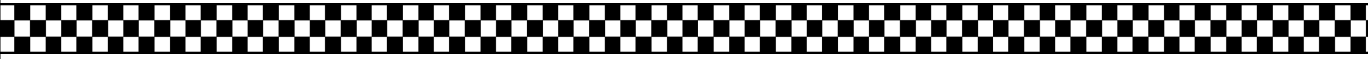
| NO | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE   |
|----|----------------------|----------|----------|-------------|-----------|
| 72 | P. FOUNDS / WALMSLEY | 1        | 5        | 14.84 miles | LCF HONDA |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 20 - GRID (5 Laps)



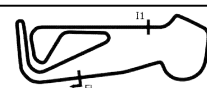
|                                                                                      |      |  |     |                         |  |          |  |    |                       |     |                            |  |
|--------------------------------------------------------------------------------------|------|--|-----|-------------------------|--|----------|--|----|-----------------------|-----|----------------------------|--|
| ROW 14                                                                               | 27   |  | 20  | DRISCOLL / HAYDEN       |  |          |  |    |                       |     |                            |  |
| ROW 13                                                                               | 26   |  | 58  | L. EASTELL / M. EASTELL |  | 25       |  | 17 | G. GIBSON / D. GIBSON |     |                            |  |
| ROW 12                                                                               | 24   |  | 173 | OWEN / BARDSLEY         |  | 2:46.459 |  | 23 |                       | 167 | PETTMAN / LEECH            |  |
| ROW 11                                                                               | 22   |  | 19  | MACBRIDE / EDWARDS      |  | 2:36.389 |  | 21 |                       | 66  | A. CROWE / PARKER          |  |
| ROW 10                                                                               | 20   |  | 23  | THOMAS / SIGSWORTH      |  | 2:18.985 |  | 19 |                       | 96  | J. GALE / B. GALE          |  |
| ROW 9                                                                                | 18   |  | 14  | BURNS / FAIRHURST       |  | 2:18.342 |  | 17 |                       | 48  | BINGHAM / FAIRHURST        |  |
| ROW 8                                                                                | 16   |  | 666 | HANKS / KIRK            |  | 2:17.430 |  | 15 |                       | 26  | KING / MILLER              |  |
| ROW 7                                                                                | 14   |  | 38  | C. MOSS / HAUXWELL      |  | 2:15.208 |  | 13 |                       | 37  | MORPHET / RYDER            |  |
| ROW 6                                                                                | 12   |  | 42  | CURRIE / PITT           |  | 2:12.134 |  | 11 |                       | 69  | LAMBERT / KING             |  |
| ROW 5                                                                                | 10   |  | 100 | HOLLAND / STEVENS       |  | 2:07.662 |  | 9  |                       | 32  | W. SMITH / A. SMITH        |  |
| ROW 4                                                                                | 8    |  | 65  | FAIERS / FOX            |  | 2:07.232 |  | 7  |                       | 101 | WAKLEY / HILDIGE           |  |
| ROW 3                                                                                | 6    |  | 71  | GRAY / MULDOON          |  | 2:05.670 |  | 5  |                       | 126 | R. ATKINSON / M. MIDDLETON |  |
| ROW 2                                                                                | 4    |  | 93  | G. HOLDEN / WILKES      |  | 2:05.041 |  | 3  |                       | 3   | R. CROWE / C. CROWE        |  |
| ROW 1                                                                                | 2    |  | 72  | P. FOUNDS / WALMSLEY    |  | 2:03.950 |  | 1  |                       | 91  | WILLIAMS / KOELSCH         |  |
|                                                                                      | Pole |  |     |                         |  |          |  |    |                       |     |                            |  |
|  |      |  |     |                         |  |          |  |    |                       |     |                            |  |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:41 Sunday, 04 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 20 - CLASSIFICATION

Race Distance: 2 Laps / 5.93 miles

| POS | NO  | CL | PIC | NAME               | ENTRY                                           | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|--------------------|-------------------------------------------------|------|----------|----------|--------|-------|----------|----|-----|----|
| 1   | 65  | F1 | 1   | FAIERS / FOX       | Dean Ryde Yamaha R6 - AWRacing Ltd              | 2    | 4:43.865 |          |        | 75.30 | 2:28.061 | 2  | 8   | 7  |
| 2   | 100 | F1 | 2   | HOLLAND / STEVENS  | - WPS Racing                                    | 2    | 4:48.954 | 5.089    | 5.089  | 73.97 | 2:31.186 | 2  | 10  | 8  |
| 3   | 101 | F1 | 3   | WAKLEY / HILDIGE   | Ryde F1 - WPS Racing                            | 2    | 4:57.056 | 13.191   | 8.102  | 71.95 | 2:40.120 | 2  | 7   | 4  |
| 4   | 37  | F2 | 1   | MORPHET / RYDER    | LCR/Suzuki SIDECAR -                            | 2    | 4:59.240 | 15.375   | 2.184  | 71.43 | 2:34.267 | 2  | 13  | 9  |
| 5   | 69  | F2 | 2   | LAMBERT / KING     | Honda LCR - Graham Anne Ward                    | 2    | 4:59.376 | 15.511   | 0.136  | 71.40 | 2:35.287 | 2  | 11  | 6  |
| 6   | 96  | F2 | 3   | J. GALE / B. GALE  | Ireson KTM 790 - 4everTT                        | 2    | 5:22.001 | 38.136   | 22.625 | 66.38 | 2:47.897 | 2  | 19  | 13 |
| 7   | 66  | F2 | 4   | A. CROWE / PARKER  | Suzuki GSXR - Sunchemical                       | 2    | 5:23.731 | 39.866   | 1.730  | 66.03 | 2:46.903 | 2  | 21  | 14 |
| 8   | 14  | F1 | 4   | BURNS / FAIRHURST  | Yamaha F1 PRE Injection - MRB Fencing Doncaster | 2    | 5:26.572 | 42.707   | 2.841  | 65.45 | 2:54.534 | 2  | 18  | 10 |
| 9   | 19  | F1 | 5   | MACBRIDE / EDWARDS | LCR Yamaha 600 - Lifesafety Motorsport          | 2    | 6:00.678 | 1:16.813 | 34.106 | 59.26 | 3:06.587 | 2  | 22  | 13 |
| 10  | 167 | F1 | 6   | PETTMAN / LEECH    | Baker 1000 Yamaha - Wesso Racing                | 2    | 6:06.985 | 1:23.120 | 6.307  | 58.24 | 3:10.784 | 2  | 23  | 13 |

#### NOT CLASSIFIED

|     |     |    |  |                      |                                                      |   |          |       |        |       |  |  |    |  |
|-----|-----|----|--|----------------------|------------------------------------------------------|---|----------|-------|--------|-------|--|--|----|--|
| DNF | 666 | F2 |  | HANKS / KIRK         | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing | 1 | 2:31.032 | 1 Lap | 1 Lap  | 70.76 |  |  | 16 |  |
| DNF | 72  | F2 |  | P. FOUNDS / WALMSLEY | LCF HONDA - Trustland Construction                   | 1 | 3:04.755 | 1 Lap | 33.723 | 57.84 |  |  | 2  |  |
| DNF | 71  | F1 |  | GRAY / MULDOON       | Yamaha R6 - POWERBIKING                              | 0 |          |       |        |       |  |  | 6  |  |
| DNF | 32  | F1 |  | W. SMITH / A. SMITH  | Ryde F1 HONDA CBR 600RR - TTSR Ltd                   | 0 |          |       |        |       |  |  | 9  |  |

#### FASTEST LAP

|  |    |    |  |                 |                                    |   |          |  |  |           |  |  |            |  |
|--|----|----|--|-----------------|------------------------------------|---|----------|--|--|-----------|--|--|------------|--|
|  | 65 | F1 |  | FAIERS / FOX    | Dean Ryde Yamaha R6 - AWRacing Ltd | 2 | 2:28.061 |  |  | 72.18 mph |  |  | 116.17 kph |  |
|  | 37 | F2 |  | MORPHET / RYDER | LCR/Suzuki SIDECAR -               | 2 | 2:34.267 |  |  | 69.28 mph |  |  | 111.50 kph |  |

Class F1 - 92.5% of Race Speed = 69.65 mph  
Class F2 - 92.5% of Race Speed = 66.07 mph

Red Flag (end of session): 18:14

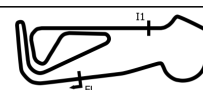
Weather / Track : Showers / Damp

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

Date: 04/05/2025 Start: 18:08 Finish: 18:12  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:23 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 20 - LAP CHART

| LAP 1 @ 18:10:19.203 |        |          | LAP 2 @ 18:12:47.264 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 65                   |        | 2:15.804 | 65                   |          | 2:28.061 |
| 101                  | 1.132  | 2:16.936 | 100                  | 5.089    | 2:31.186 |
| 100                  | 1.964  | 2:17.768 | 101                  | 13.191   | 2:40.120 |
| 69                   | 8.285  | 2:24.089 | 37                   | 15.375   | 2:34.267 |
| 37                   | 9.169  | 2:24.973 | 69                   | 15.511   | 2:35.287 |
| 666                  | 15.228 | 2:31.032 | 96                   | 38.136   | 2:47.897 |
| 14                   | 16.234 | 2:32.038 | 66                   | 39.866   | 2:46.903 |
| 96                   | 18.300 | 2:34.104 | 14                   | 42.707   | 2:54.534 |
| 66                   | 21.024 | 2:36.828 | 19                   | 1:16.813 | 3:06.587 |
| 19                   | 38.287 | 2:54.091 | 167                  | 1:23.120 | 3:10.784 |
| 167                  | 40.397 | 2:56.201 |                      |          |          |
| 72                   | 48.951 | 3:04.755 |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

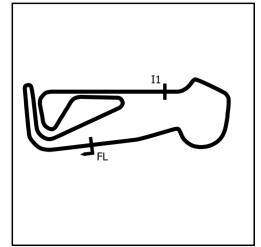
RACE 20 - POSITION CHART

| No  | Name                | Lap | ↖   | ↗   |
|-----|---------------------|-----|-----|-----|
|     |                     | Pos |     |     |
| 72  | P. FOUNDS / WALMSL  | 1   | 65  | 65  |
| 71  | GRAY / MULDOON      | 2   | 101 | 100 |
| 101 | WAKLEY / HILDIGE    | 3   | 100 | 101 |
| 65  | FAIERS / FOX        | 4   | 69  | 37  |
| 32  | W. SMITH / A. SMITH | 5   | 37  | 69  |
| 100 | HOLLAND / STEVENS   | 6   | 666 | 96  |
| 69  | LAMBERT / KING      | 7   | 14  | 66  |
| 37  | MORPHET / RYDER     | 8   | 96  | 14  |
| 666 | HANKS / KIRK        | 9   | 66  | 19  |
| 14  | BURNS / FAIRHURST   | 10  | 19  | 167 |
| 96  | J. GALE / B. GALE   | 11  | 167 |     |
| 66  | A. CROWE / PARKER   | 12  | 72  |     |
| 19  | MACBRIDE / EDWARD   | 13  |     |     |
| 167 | PETTMAN / LEECH     | 14  |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 20 - SECTOR ANALYSIS



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

|                              |                 |                                    |                     |                     |                     |
|------------------------------|-----------------|------------------------------------|---------------------|---------------------|---------------------|
| <b>P1 65 F1 FAIERS / FOX</b> |                 | Dean Ryde Yamaha R6 - AWracing ltd |                     |                     |                     |
| IDEAL LAP TIME : 2:16.988    |                 | BEST LAP TIME : 2:28.061           |                     | DIFFERENCE : 11.073 |                     |
| LAP                          | SECTOR 1        | SECTOR 2                           | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                          |                 | <b>43.743</b>                      | 2:15.804            | 78.70               | 18:10:19.203        |
| 2 -                          | <b>1:33.245</b> | 54.816                             | <b>2:28.061 (1)</b> | <b>72.18</b>        | <b>18:12:47.264</b> |

|                                    |                 |                          |                     |                     |                     |
|------------------------------------|-----------------|--------------------------|---------------------|---------------------|---------------------|
| <b>P2 100 F1 HOLLAND / STEVENS</b> |                 | - WPS Racing             |                     |                     |                     |
| IDEAL LAP TIME : 2:19.972          |                 | BEST LAP TIME : 2:31.186 |                     | DIFFERENCE : 11.214 |                     |
| LAP                                | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                                |                 | <b>43.582</b>            | 2:17.768            | 77.58               | 18:10:21.167        |
| 2 -                                | <b>1:36.390</b> | 54.796                   | <b>2:31.186 (1)</b> | <b>70.69</b>        | <b>18:12:52.353</b> |

|                                   |                 |                          |                     |                     |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|---------------------|---------------------|
| <b>P3 101 F1 WAKLEY / HILDIGE</b> |                 | Ryde F1 - WPS Racing     |                     |                     |                     |
| IDEAL LAP TIME : 2:26.406         |                 | BEST LAP TIME : 2:40.120 |                     | DIFFERENCE : 13.714 |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                               |                 | <b>43.766</b>            | 2:16.936            | 78.05               | 18:10:20.335        |
| 2 -                               | <b>1:42.640</b> | 57.480                   | <b>2:40.120 (1)</b> | <b>66.75</b>        | <b>18:13:00.455</b> |

|                                 |                 |                          |                     |                     |                     |
|---------------------------------|-----------------|--------------------------|---------------------|---------------------|---------------------|
| <b>P4 37 F2 MORPHET / RYDER</b> |                 | LCR/Suzuki SIDECAR -     |                     |                     |                     |
| IDEAL LAP TIME : 2:22.506       |                 | BEST LAP TIME : 2:34.267 |                     | DIFFERENCE : 11.761 |                     |
| LAP                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                             |                 | <b>46.329</b>            | 2:24.973            | 73.72               | 18:10:28.372        |
| 2 -                             | <b>1:36.177</b> | 58.090                   | <b>2:34.267 (1)</b> | <b>69.28</b>        | <b>18:13:02.639</b> |

|                                |                 |                              |                     |                     |                     |
|--------------------------------|-----------------|------------------------------|---------------------|---------------------|---------------------|
| <b>P5 69 F2 LAMBERT / KING</b> |                 | Honda LCR - Graham Anne Ward |                     |                     |                     |
| IDEAL LAP TIME : 2:23.507      |                 | BEST LAP TIME : 2:35.287     |                     | DIFFERENCE : 11.780 |                     |
| LAP                            | SECTOR 1        | SECTOR 2                     | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                            |                 | <b>46.784</b>                | 2:24.089            | 74.17               | 18:10:27.488        |
| 2 -                            | <b>1:36.723</b> | 58.564                       | <b>2:35.287 (1)</b> | <b>68.82</b>        | <b>18:13:02.775</b> |

|                                   |                 |                          |                     |                     |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|---------------------|---------------------|
| <b>P6 96 F2 J. GALE / B. GALE</b> |                 | Ireson KTM 790 - 4everTT |                     |                     |                     |
| IDEAL LAP TIME : 2:37.452         |                 | BEST LAP TIME : 2:47.897 |                     | DIFFERENCE : 10.445 |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                               |                 | <b>49.180</b>            | 2:34.104            | 69.35               | 18:10:37.503        |
| 2 -                               | <b>1:48.272</b> | 59.625                   | <b>2:47.897 (1)</b> | <b>63.65</b>        | <b>18:13:25.400</b> |

|                                   |                 |                           |                     |                     |                     |
|-----------------------------------|-----------------|---------------------------|---------------------|---------------------|---------------------|
| <b>P7 66 F2 A. CROWE / PARKER</b> |                 | Suzuki GSXR - Sunchemical |                     |                     |                     |
| IDEAL LAP TIME : 2:35.678         |                 | BEST LAP TIME : 2:46.903  |                     | DIFFERENCE : 11.225 |                     |
| LAP                               | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                               |                 | <b>49.933</b>             | 2:36.828            | 68.15               | 18:10:40.227        |
| 2 -                               | <b>1:45.745</b> | 1:01.158                  | <b>2:46.903 (1)</b> | <b>64.03</b>        | <b>18:13:27.130</b> |

|                                   |                 |                                                 |                     |                     |                     |
|-----------------------------------|-----------------|-------------------------------------------------|---------------------|---------------------|---------------------|
| <b>P8 14 F1 BURNS / FAIRHURST</b> |                 | Yamaha F1 PRE Injection - MRB Fencing Doncaster |                     |                     |                     |
| IDEAL LAP TIME : 2:37.811         |                 | BEST LAP TIME : 2:54.534                        |                     | DIFFERENCE : 16.723 |                     |
| LAP                               | SECTOR 1        | SECTOR 2                                        | LAP TIME            | MPH                 | DIFF TIME OF DAY    |
| 1 -                               |                 | <b>49.087</b>                                   | 2:32.038            | 70.29               | 18:10:35.437        |
| 2 -                               | <b>1:48.724</b> | 1:05.810                                        | <b>2:54.534 (1)</b> | <b>61.23</b>        | <b>18:13:29.971</b> |

|                                    |                 |                                        |                     |                    |                     |
|------------------------------------|-----------------|----------------------------------------|---------------------|--------------------|---------------------|
| <b>P9 19 F1 MACBRIDE / EDWARDS</b> |                 | LCR Yamaha 600 - Lifesafety Motorsport |                     |                    |                     |
| IDEAL LAP TIME : 3:01.318          |                 | BEST LAP TIME : 3:06.587               |                     | DIFFERENCE : 5.269 |                     |
| LAP                                | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF TIME OF DAY    |
| 1 -                                |                 | <b>57.889</b>                          | 2:54.091            | 61.39              | 18:10:57.490        |
| 2 -                                | <b>2:03.429</b> | 1:03.158                               | <b>3:06.587 (1)</b> | <b>57.28</b>       | <b>18:14:04.077</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 20 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                  |      |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|------|---------------------|
| <b>P10 167 F1</b>         |                 | <b>PETTMAN / LEECH</b>   |                     | Baker 1000 Yamaha - Wesso Racing |      |                     |
| IDEAL LAP TIME : 2:58.817 |                 | BEST LAP TIME : 3:10.784 |                     | DIFFERENCE : 11.967              |      |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF | TIME OF DAY         |
| 1 -                       |                 | <b>56.321</b>            | 2:56.201            | 60.65                            |      | 18:10:59.600        |
| 2 -                       | <b>2:02.496</b> | 1:08.288                 | <b>3:10.784 (1)</b> | <b>56.02</b>                     |      | <b>18:14:10.384</b> |

|                           |          |                     |          |                                                      |      |              |
|---------------------------|----------|---------------------|----------|------------------------------------------------------|------|--------------|
| <b>P11 666 F2</b>         |          | <b>HANKS / KIRK</b> |          | GLR Honda CBR 600 - JHM racing / Greg Lambert Racing |      |              |
| IDEAL LAP TIME : 5:58.045 |          | BEST LAP TIME :     |          | DIFFERENCE :                                         |      |              |
| LAP                       | SECTOR 1 | SECTOR 2            | LAP TIME | MPH                                                  | DIFF | TIME OF DAY  |
| 1 -                       |          | <b>49.363</b>       | 2:31.032 | 70.76                                                |      | 18:10:34.431 |

|                           |          |                             |          |                                    |      |              |
|---------------------------|----------|-----------------------------|----------|------------------------------------|------|--------------|
| <b>P12 72 F2</b>          |          | <b>P. FOUNDS / WALMSLEY</b> |          | LCF HONDA - Trustland Construction |      |              |
| IDEAL LAP TIME : 3:00.486 |          | BEST LAP TIME :             |          | DIFFERENCE :                       |      |              |
| LAP                       | SECTOR 1 | SECTOR 2                    | LAP TIME | MPH                                | DIFF | TIME OF DAY  |
| 1 -                       |          | <b>47.627</b>               | 3:04.755 | 57.84                              |      | 18:11:08.154 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 20 - BEST SECTORS

| SECTOR 1 |     |          |  | SECTOR 2 |        | IDEAL / BEST COMPARISON        |     |                      |          |          |        |
|----------|-----|----------|--|----------|--------|--------------------------------|-----|----------------------|----------|----------|--------|
| POS      | NO  | TIME     |  | NO       | TIME   | POS                            | NO  | NAME                 | IDEAL    | BEST     | DIFF   |
|          |     |          |  |          |        | <div>PERFECT LAP2:16.827</div> |     |                      |          |          |        |
| 1        | 65  | 1:33.245 |  | 100      | 43.582 | 1                              | 65  | FAIERS / FOX         | 2:16.988 | 2:28.061 | 11.073 |
| 2        | 37  | 1:36.177 |  | 65       | 43.743 | 2                              | 100 | HOLLAND / STEVENS    | 2:19.972 | 2:31.186 | 11.214 |
| 3        | 100 | 1:36.390 |  | 101      | 43.766 | 3                              | 37  | MORPHET / RYDER      | 2:22.506 | 2:34.267 | 11.761 |
| 4        | 69  | 1:36.723 |  | 37       | 46.329 | 4                              | 69  | LAMBERT / KING       | 2:23.507 | 2:35.287 | 11.780 |
| 5        | 101 | 1:42.640 |  | 69       | 46.784 | 5                              | 101 | WAKLEY / HILDIGE     | 2:26.406 | 2:40.120 | 13.714 |
| 6        | 66  | 1:45.745 |  | 72       | 47.627 | 6                              | 66  | A. CROWE / PARKER    | 2:35.678 | 2:46.903 | 11.225 |
| 7        | 96  | 1:48.272 |  | 14       | 49.087 | 7                              | 96  | J. GALE / B. GALE    | 2:37.452 | 2:47.897 | 10.445 |
| 8        | 14  | 1:48.724 |  | 96       | 49.180 | 8                              | 14  | BURNS / FAIRHURST    | 2:37.811 | 2:54.534 | 16.723 |
| 9        | 167 | 2:02.496 |  | 666      | 49.363 | 9                              | 167 | PETTMAN / LEECH      | 2:58.817 | 3:10.784 | 11.967 |
| 10       | 19  | 2:03.429 |  | 66       | 49.933 | 10                             | 72  | P. FOUNDS / WALMSLEY |          |          |        |
| 11       | 72  | 2:12.859 |  | 167      | 56.321 | 11                             | 19  | MACBRIDE / EDWARDS   | 3:01.318 | 3:06.587 | 5.269  |
| 12       | 666 | 5:08.682 |  | 19       | 57.889 | 12                             | 666 | HANKS / KIRK         |          |          |        |
| 13       |     |          |  |          |        |                                |     |                      |          |          |        |
| 14       |     |          |  |          |        |                                |     |                      |          |          |        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC F1 & F2 Sidecars

RACE 20 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 14                        |
| Planned Start          | 2025-05-04 @ 17:45:00.000 |
| Actual Start           | 2025-05-04 @ 18:08:03.398 |
| Finish Time            | 2025-05-04 @ 18:12:47.263 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 22                        |
| Total Distance Covered | 65.3160mi.                |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|----|----|--------------|----------|--------------|-----|---------------------|
| 65 | F1 | FAIERS / FOX | 2:28.061 | 18:12:47.264 | 2   | Dean Ryde Yamaha R6 |

Session Leader History

| NO | CL | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE             |
|----|----|--------------|----------|----------|------------|---------------------|
| 65 | F1 | FAIERS / FOX | 1        | 2        | 5.93 miles | Dean Ryde Yamaha R6 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 18:08:03.398 |
| FINISH | 18:12:47.263 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 2          | 14:11.618  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 20 - STATISTICS

CLASS : F1

8 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE             |
|----|--------------|----------|--------------|-----|---------------------|
| 65 | FAIERS / FOX | 2:28.061 | 18:12:47.264 | 2   | Dean Ryde Yamaha R6 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE             |
|----|--------------|----------|----------|------------|---------------------|
| 65 | FAIERS / FOX | 1        | 2        | 5.93 miles | Dean Ryde Yamaha R6 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC F1 & F2 Sidecars

### RACE 20 - STATISTICS

CLASS : F2

6 Starters

#### Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE            |
|----|-----------------|----------|--------------|-----|--------------------|
| 37 | MORPHET / RYDER | 2:34.267 | 18:13:02.639 | 2   | LCR/Suzuki SIDECAR |

#### Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE   | VEHICLE            |
|----|-----------------|----------|----------|------------|--------------------|
| 69 | LAMBERT / KING  | 1        | 1        | 2.96 miles | Honda LCR          |
| 37 | MORPHET / RYDER | 2        | 1        | 2.96 miles | LCR/Suzuki SIDECAR |





# FYNE AUDIO & SF PARTS THUNDERBIKE 500



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

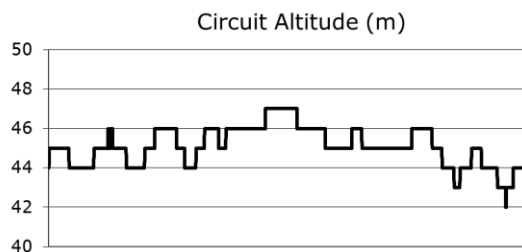
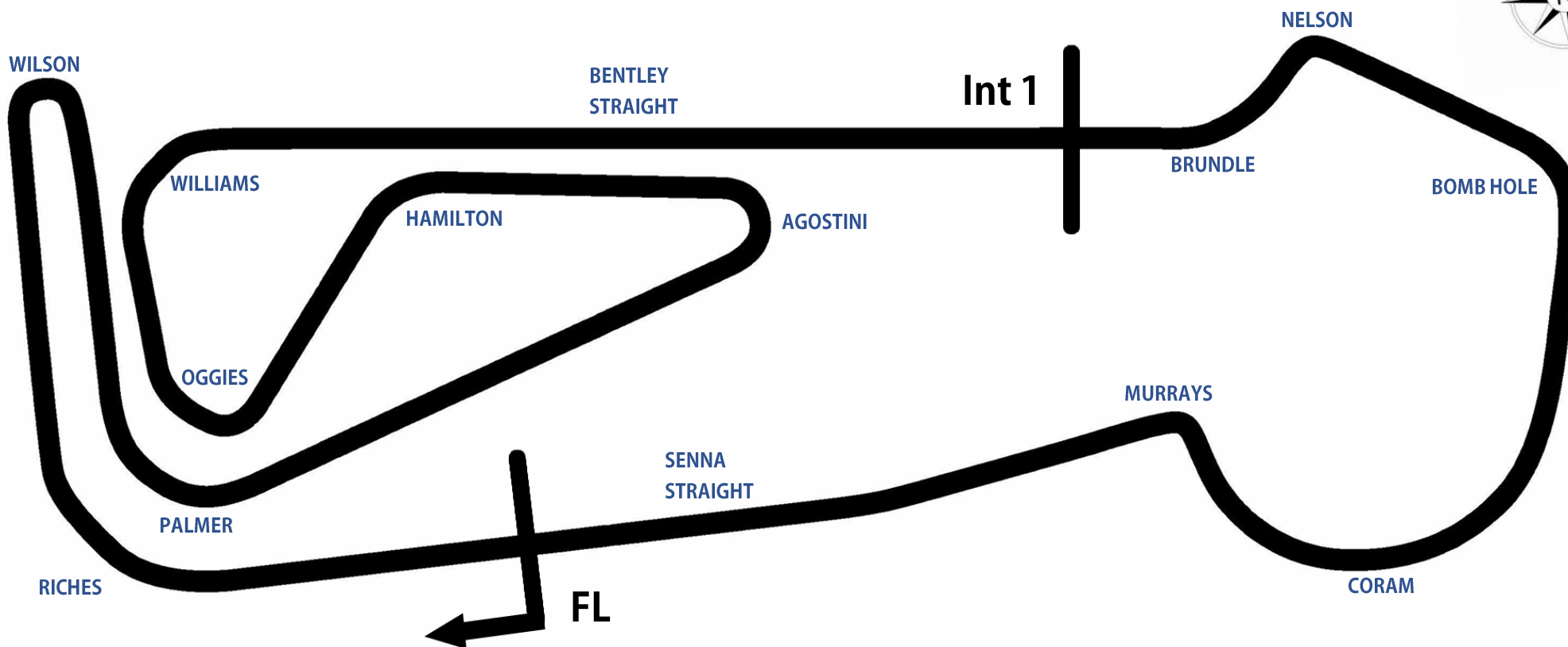
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - CLASSIFICATION



| POS | NO   | CL | PIC | NAME              | ENTRY                                               | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|----|-----|-------------------|-----------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 39   | C2 | 1   | Daniel NORTH      | Honda CB500 - 1on1 rider training                   | 2:16.439 | 5  | 5    |        |       | 78.33 |
| 2   | 75   | C2 | 2   | Peter WOODALL     | Honda CB500 - RevdCoin                              | 2:16.967 | 5  | 5    | 0.528  | 0.528 | 78.03 |
| 3   | 243  | C2 | 3   | Declan REEVE      | Honda CB500 - SF Parts                              | 2:17.184 | 5  | 5    | 0.745  | 0.217 | 77.91 |
| 4   | 16   | C2 | 4   | Luke MACRAE       | Honda CB500 - Northlands Fencing/ EPS Pumps         | 2:17.857 | 4  | 5    | 1.418  | 0.673 | 77.53 |
| 5   | 13   | C2 | 5   | Richard BLUNT     | Honda CB500 - Rapid Light Transport                 | 2:17.864 | 4  | 4    | 1.425  | 0.007 | 77.52 |
| 6   | 53   | C1 | 1   | Jake KOURTI       | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JV | 2:17.908 | 5  | 5    | 1.469  | 0.044 | 77.50 |
| 7   | 76   | C3 | 1   | Ian CARTER        | Honda CB500 -                                       | 2:17.995 | 5  | 5    | 1.556  | 0.087 | 77.45 |
| 8   | 7    | C2 | 6   | Shaun O'HARA      | Honda CB500 - Advanced Vehicle Alarms               | 2:18.182 | 4  | 5    | 1.743  | 0.187 | 77.34 |
| 9   | 73   | C2 | 7   | Oliver MACRAE     | Honda CB500 -                                       | 2:18.210 | 5  | 5    | 1.771  | 0.028 | 77.33 |
| 10  | 86   | C2 | 8   | Max MACRAE        | Honda CB500 - MacRae Racing                         | 2:18.945 | 4  | 5    | 2.506  | 0.735 | 76.92 |
| 11  | 29   | C2 | 9   | Robert CARVER     | Honda CB500 - SF PARTS LTD                          | 2:21.041 | 2  | 4    | 4.602  | 2.096 | 75.77 |
| 12  | 180  | C1 | 2   | Matt GOODMAN (R)  | Honda CB500 - JVS Auto solutions                    | 2:22.347 | 2  | 4    | 5.908  | 1.306 | 75.08 |
| 13  | 22   | C3 | 2   | Simon FINCH       | Honda CB500 -                                       | 2:22.412 | 3  | 4    | 5.973  | 0.065 | 75.05 |
| 14  | 11   | C2 | 10  | Mark OSBORNE      | Honda CB500 -                                       | 2:22.648 | 4  | 4    | 6.209  | 0.236 | 74.92 |
| 15  | 99   | C3 | 3   | Max MAUD          | Honda CB500 - WHAT MOTO                             | 2:23.015 | 4  | 4    | 6.576  | 0.367 | 74.73 |
| 16  | 626  | C2 | 11  | Jamie HORNER      | Honda CB500 - Trent Tractors & Mowers               | 2:23.074 | 4  | 4    | 6.635  | 0.059 | 74.70 |
| 17  | 36   | C3 | 4   | Joe BALDRY        | Honda CB500 - Chilton Motors                        | 2:23.688 | 4  | 5    | 7.249  | 0.614 | 74.38 |
| 18  | 31   | C1 | 3   | Abigail MARSHALL  | Honda CB500 -                                       | 2:23.767 | 3  | 5    | 7.328  | 0.079 | 74.34 |
| 19  | 59   | C3 | 5   | Calvin GRIMES     | Honda CB500 - Lustre Coatings Ltd                   | 2:23.891 | 4  | 4    | 7.452  | 0.124 | 74.27 |
| 20  | 26   | C3 | 6   | Colt DWYER        | Honda CB500 - Regal Aluminium                       | 2:24.077 | 4  | 4    | 7.638  | 0.186 | 74.18 |
| 21  | 60   | C3 | 7   | Danny GOUGH       | Honda CB500 - G Force Motorcycles                   | 2:24.109 | 4  | 4    | 7.670  | 0.032 | 74.16 |
| 22  | 93   | C3 | 8   | Ryan GREGORY (R)  | Honda CB500 - Rob flint                             | 2:24.158 | 4  | 4    | 7.719  | 0.049 | 74.14 |
| 23  | 27   | C3 | 9   | Richard HAYWARD   | Honda CB500 - BC vehicle repairs/ Snap on Tools     | 2:24.278 | 4  | 4    | 7.839  | 0.120 | 74.07 |
| 24  | 184  | C3 | 10  | Dean CARVER (R)   | Honda CB500 - Helmet city                           | 2:24.503 | 4  | 4    | 8.064  | 0.225 | 73.96 |
| 25  | 77   | C2 | 12  | Wayne DRAKE       | Honda CB500 - None                                  | 2:25.133 | 4  | 4    | 8.694  | 0.630 | 73.64 |
| 26  | 42   | C3 | 11  | Gary ADORJAN      | Honda CB500 -                                       | 2:25.282 | 2  | 4    | 8.843  | 0.149 | 73.56 |
| 27  | 23   | C1 | 4   | Adrian KERSHAW    | Honda CB500 - ADK Racing                            | 2:25.396 | 4  | 4    | 8.957  | 0.114 | 73.51 |
| 28  | 150  | C3 | 12  | Roy WILSON        | Honda CB500 - Rother Ride                           | 2:25.401 | 3  | 3    | 8.962  | 0.005 | 73.50 |
| 29  | 110* | C2 | 13  | Will KEARNEY (R)  | Honda CB500 - AustinjacobsLTD                       | 2:28.020 | 2  | 4    | 11.581 | 2.619 | 72.20 |
| 30  | 78   | C3 | 13  | Richard DWYER (R) | Honda CB500 - R flint building and joinery          | 2:29.860 | 3  | 4    | 13.421 | 1.840 | 71.32 |
| 31  | 64   | C3 | 14  | Robert FLINT (R)  | Honda CB500 - R Flint Building And Joinery          | 2:29.945 | 4  | 4    | 13.506 | 0.085 | 71.28 |
| 32  | 50   | C3 | 15  | Paul ROBSON       | Honda CB500 -                                       | 2:32.898 | 2  | 4    | 16.459 | 2.953 | 69.90 |
| 33  | 65   | C2 | 14  | Nigel TERRY       | Honda CB500 - NTrap Garage Doors                    | 2:33.480 | 2  | 4    | 17.041 | 0.582 | 69.63 |
| 34  | 138  | C2 | 15  | Philip HARKER     | Honda CB500 - Harker racing                         | 2:33.648 | 1  | 1    | 17.209 | 0.168 | 69.56 |

\* No. 110 - Please fit a working transponder

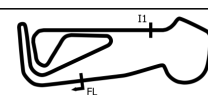
Weather / Track : Cloudy / Dry

Date: 03/05/2025 Start: 09:13 Finish: 09:23  
Snetterton 300: 2.9689 miles

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

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:28 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P1</b>                 | <b>39 C2</b>    | <b>Daniel NORTH</b>      | Honda CB500 - 1on1 rider training |              |        |                     |
| IDEAL LAP TIME : 2:16.439 |                 | BEST LAP TIME : 2:16.439 | DIFFERENCE : 0.000                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:42.970        | 49.349                   | 2:32.319                          | 70.16        | 15.880 | 09:16:42.089        |
| 2 -                       | 1:34.264        | 47.213                   | 2:21.477                          | 75.54        | 5.038  | 09:19:03.566        |
| 3 -                       | 1:33.241        | 46.057                   | 2:19.298 <b>(3)</b>               | 76.72        | 2.859  | 09:21:22.864        |
| 4 -                       | 1:32.438        | 45.543                   | 2:17.981 <b>(2)</b>               | 77.46        | 1.542  | 09:23:40.845        |
| 5 -                       | <b>1:31.289</b> | <b>45.150</b>            | <b>2:16.439 (1)</b>               | <b>78.33</b> |        | <b>09:25:57.284</b> |

|                           |                 |                          |                        |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|--------|---------------------|
| <b>P2</b>                 | <b>75 C2</b>    | <b>Peter WOODALL</b>     | Honda CB500 - RevdCoin |              |        |                     |
| IDEAL LAP TIME : 2:16.838 |                 | BEST LAP TIME : 2:16.967 | DIFFERENCE : 0.129     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.567        | 49.732                   | 2:31.299               | 70.64        | 14.332 | 09:16:43.257        |
| 2 -                       | 1:34.590        | 46.426                   | 2:21.016               | 75.79        | 4.049  | 09:19:04.273        |
| 3 -                       | 1:32.660        | 45.968                   | 2:18.628 <b>(3)</b>    | 77.09        | 1.661  | 09:21:22.901        |
| 4 -                       | 1:32.485        | <b>45.430</b>            | 2:17.915 <b>(2)</b>    | 77.49        | 0.948  | 09:23:40.816        |
| 5 -                       | <b>1:31.408</b> | 45.559                   | <b>2:16.967 (1)</b>    | <b>78.03</b> |        | <b>09:25:57.783</b> |

|                           |                 |                          |                        |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>243 C2</b>   | <b>Declan REEVE</b>      | Honda CB500 - SF Parts |              |       |                     |
| IDEAL LAP TIME : 2:16.516 |                 | BEST LAP TIME : 2:17.184 | DIFFERENCE : 0.668     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:38.743        | 47.565                   | 2:26.308               | 73.05        | 9.124 | 09:16:33.482        |
| 2 -                       | 1:33.806        | 46.949                   | 2:20.755               | 75.93        | 3.571 | 09:18:54.237        |
| 3 -                       | 1:31.885        | <b>45.411</b>            | 2:17.296 <b>(2)</b>    | 77.84        | 0.112 | 09:21:11.533        |
| 4 -                       | 1:32.433        | 45.677                   | 2:18.110 <b>(3)</b>    | 77.38        | 0.926 | 09:23:29.643        |
| 5 -                       | <b>1:31.105</b> | 46.079                   | <b>2:17.184 (1)</b>    | <b>77.91</b> |       | <b>09:25:46.827</b> |

|                           |                 |                          |                                             |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>16 C2</b>    | <b>Luke MACRAE</b>       | Honda CB500 - Northlands Fencing/ EPS Pumps |              |       |                     |
| IDEAL LAP TIME : 2:17.249 |                 | BEST LAP TIME : 2:17.857 | DIFFERENCE : 0.608                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:34.160        | 46.188                   | 2:20.348                                    | 76.15        | 2.491 | 09:16:28.185        |
| 2 -                       | 1:32.847        | 45.510                   | 2:18.357                                    | 77.25        | 0.500 | 09:18:46.542        |
| 3 -                       | 1:32.817        | 45.533                   | 2:18.350 <b>(3)</b>                         | 77.25        | 0.493 | 09:21:04.892        |
| 4 -                       | <b>1:31.920</b> | 45.937                   | <b>2:17.857 (1)</b>                         | <b>77.53</b> |       | <b>09:23:22.749</b> |
| 5 -                       | 1:32.868        | <b>45.329</b>            | 2:18.197 <b>(2)</b>                         | 77.33        | 0.340 | 09:25:40.946        |

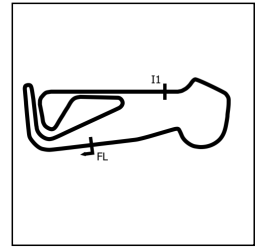
|                           |                 |                          |                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>13 C2</b>    | <b>Richard BLUNT</b>     | Honda CB500 - Rapid Light Transport |              |       |                     |
| IDEAL LAP TIME : 2:17.690 |                 | BEST LAP TIME : 2:17.864 | DIFFERENCE : 0.174                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.819        | 46.909                   | 2:27.728                            | 72.34        | 9.864 | 09:17:06.210        |
| 2 -                       | 1:33.475        | <b>45.818</b>            | 2:19.293 <b>(3)</b>                 | 76.73        | 1.429 | 09:19:25.503        |
| 3 -                       | 1:31.888        | 46.199                   | 2:18.087 <b>(2)</b>                 | 77.40        | 0.223 | 09:21:43.590        |
| 4 -                       | <b>1:31.872</b> | 45.992                   | <b>2:17.864 (1)</b>                 | <b>77.52</b> |       | <b>09:24:01.454</b> |

|                           |                 |                          |                                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>53 C1</b>    | <b>Jake KOURTI</b>       | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG Moto |              |       |                     |
| IDEAL LAP TIME : 2:17.770 |                 | BEST LAP TIME : 2:17.908 | DIFFERENCE : 0.138                                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.834        | 47.280                   | 2:25.114                                                  | 73.65        | 7.206 | 09:16:32.590        |
| 2 -                       | 1:34.088        | 45.874                   | 2:19.962                                                  | 76.36        | 2.054 | 09:18:52.552        |
| 3 -                       | 1:33.516        | <b>45.351</b>            | 2:18.867 <b>(3)</b>                                       | 76.96        | 0.959 | 09:21:11.419        |
| 4 -                       | <b>1:32.419</b> | 45.754                   | 2:18.173 <b>(2)</b>                                       | 77.35        | 0.265 | 09:23:29.592        |
| 5 -                       | <b>1:32.419</b> | 45.489                   | <b>2:17.908 (1)</b>                                       | <b>77.50</b> |       | <b>09:25:47.500</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - SECTOR ANALYSIS



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

| P7 76 C3                  |          | Ian CARTER               |              | Honda CB500 -      |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:17.995 |          | BEST LAP TIME : 2:17.995 |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       | 1:39.274 | 47.954                   | 2:27.228     | 72.59              | 9.233 | 09:16:32.308 |
| 2 -                       | 1:34.964 | 49.097                   | 2:24.061     | 74.19              | 6.066 | 09:18:56.369 |
| 3 -                       | 1:32.926 | 46.724                   | 2:19.650 (2) | 76.53              | 1.655 | 09:21:16.019 |
| 4 -                       | 1:35.512 | 47.095                   | 2:22.607 (3) | 74.94              | 4.612 | 09:23:38.626 |
| 5 -                       | 1:32.430 | 45.565                   | 2:17.995 (1) | 77.45              |       | 09:25:56.621 |

| P8 7 C2                   |          | Shaun O'HARA             |              | Honda CB500 - Advanced Vehicle Alarms |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:18.182 |          | BEST LAP TIME : 2:18.182 |              | DIFFERENCE : 0.000                    |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                   | DIFF   | TIME OF DAY  |
| 1 -                       | 1:43.643 | 49.692                   | 2:33.335     | 69.70                                 | 15.153 | 09:16:42.790 |
| 2 -                       | 1:33.567 | 47.405                   | 2:20.972 (3) | 75.81                                 | 2.790  | 09:19:03.762 |
| 3 -                       | 1:33.362 | 46.112                   | 2:19.474 (2) | 76.63                                 | 1.292  | 09:21:23.236 |
| 4 -                       | 1:32.215 | 45.967                   | 2:18.182 (1) | 77.34                                 |        | 09:23:41.418 |
| 5 -                       | 1:34.176 | 47.549                   | 2:21.725     | 75.41                                 | 3.543  | 09:26:03.143 |

| P9 73 C2                  |          | Oliver MACRAE            |              | Honda CB500 -      |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:17.743 |          | BEST LAP TIME : 2:18.210 |              | DIFFERENCE : 0.467 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       | 1:35.893 | 46.430                   | 2:22.323     | 75.09              | 4.113 | 09:16:27.791 |
| 2 -                       | 1:33.879 | 45.878                   | 2:19.757     | 76.47              | 1.547 | 09:18:47.548 |
| 3 -                       | 1:32.881 | 45.940                   | 2:18.821 (3) | 76.99              | 0.611 | 09:21:06.369 |
| 4 -                       | 1:33.096 | 45.555                   | 2:18.651 (2) | 77.08              | 0.441 | 09:23:25.020 |
| 5 -                       | 1:32.188 | 46.022                   | 2:18.210 (1) | 77.33              |       | 09:25:43.230 |

| P10 86 C2                 |          | Max MACRAE               |              | Honda CB500 - MacRae Racing |       |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------|-------|--------------|
| IDEAL LAP TIME : 2:18.666 |          | BEST LAP TIME : 2:18.945 |              | DIFFERENCE : 0.279          |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                         | DIFF  | TIME OF DAY  |
| 1 -                       | 1:37.005 | 46.958                   | 2:23.963     | 74.24                       | 5.018 | 09:16:31.090 |
| 2 -                       | 1:34.155 | 46.097                   | 2:20.252     | 76.20                       | 1.307 | 09:18:51.342 |
| 3 -                       | 1:33.980 | 45.963                   | 2:19.943 (3) | 76.37                       | 0.998 | 09:21:11.285 |
| 4 -                       | 1:33.220 | 45.725                   | 2:18.945 (1) | 76.92                       |       | 09:23:30.230 |
| 5 -                       | 1:32.941 | 46.132                   | 2:19.073 (2) | 76.85                       | 0.128 | 09:25:49.303 |

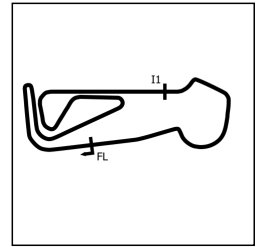
| P11 29 C2                 |          | Robert CARVER            |              | Honda CB500 - SF PARTS LTD |       |              |
|---------------------------|----------|--------------------------|--------------|----------------------------|-------|--------------|
| IDEAL LAP TIME : 2:21.041 |          | BEST LAP TIME : 2:21.041 |              | DIFFERENCE : 0.000         |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                        | DIFF  | TIME OF DAY  |
| 1 -                       | 1:37.926 | 47.288                   | 2:25.214     | 73.60                      | 4.173 | 09:16:32.968 |
| 2 -                       | 1:34.259 | 46.782                   | 2:21.041 (1) | 75.77                      |       | 09:18:54.009 |
| 3 -                       | 1:34.345 | 47.371                   | 2:21.716 (2) | 75.41                      | 0.675 | 09:21:15.725 |
| 4 -                       | 1:34.812 | 46.993                   | 2:21.805 (3) | 75.37                      | 0.764 | 09:23:37.530 |

| P12 180 C1                |          | Matt GOODMAN (R)         |              | Honda CB500 - JVS Auto solutions |       |              |
|---------------------------|----------|--------------------------|--------------|----------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:21.394 |          | BEST LAP TIME : 2:22.347 |              | DIFFERENCE : 0.953               |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                              | DIFF  | TIME OF DAY  |
| 1 -                       | 1:39.478 | 48.398                   | 2:27.876 (3) | 72.27                            | 5.529 | 09:17:12.544 |
| 2 -                       | 1:34.864 | 47.483                   | 2:22.347 (1) | 75.08                            |       | 09:19:34.891 |
| 3 -                       | 1:33.911 | 48.479                   | 2:22.390 (2) | 75.06                            | 0.043 | 09:21:57.281 |
| 4 -                       | 1:41.495 | 47.680                   | 2:29.175     | 71.64                            | 6.828 | 09:24:26.456 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>22 C3</b>    | <b>Simon FINCH</b>       | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:22.249 |                 | BEST LAP TIME : 2:22.412 | DIFFERENCE : 0.163  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:42.837        | 49.169                   | 2:32.006            | 70.31        | 9.594 | 09:16:45.128        |
| 2 -                       | 1:36.439        | <b>47.442</b>            | 2:23.881 <b>(3)</b> | 74.28        | 1.469 | 09:19:09.009        |
| 3 -                       | <b>1:34.807</b> | 47.605                   | <b>2:22.412 (1)</b> | <b>75.05</b> |       | <b>09:21:31.421</b> |
| 4 -                       | 1:35.518        | 48.345                   | 2:23.863 <b>(2)</b> | 74.29        | 1.451 | 09:23:55.284        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P14</b>                | <b>11 C2</b>    | <b>Mark OSBORNE</b>      | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:22.121 |                 | BEST LAP TIME : 2:22.648 | DIFFERENCE : 0.527  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.374        | 49.445                   | 2:29.819            | 71.33        | 7.171 | 09:16:56.762        |
| 2 -                       | 1:35.774        | 48.718                   | 2:24.492 <b>(3)</b> | 73.97        | 1.844 | 09:19:21.254        |
| 3 -                       | <b>1:34.422</b> | 48.433                   | 2:22.855 <b>(2)</b> | 74.81        | 0.207 | 09:21:44.109        |
| 4 -                       | 1:34.949        | <b>47.699</b>            | <b>2:22.648 (1)</b> | <b>74.92</b> |       | <b>09:24:06.757</b> |

|                           |                 |                          |                         |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>99 C3</b>    | <b>Max MAUD</b>          | Honda CB500 - WHAT MOTO |              |       |                     |
| IDEAL LAP TIME : 2:22.903 |                 | BEST LAP TIME : 2:23.015 | DIFFERENCE : 0.112      |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.386        | 50.741                   | 2:32.127                | 70.25        | 9.112 | 09:16:42.791        |
| 2 -                       | 1:38.025        | 48.237                   | 2:26.262 <b>(3)</b>     | 73.07        | 3.247 | 09:19:09.053        |
| 3 -                       | 1:35.718        | <b>47.630</b>            | 2:23.348 <b>(2)</b>     | 74.56        | 0.333 | 09:21:32.401        |
| 4 -                       | <b>1:35.273</b> | 47.742                   | <b>2:23.015 (1)</b>     | <b>74.73</b> |       | <b>09:23:55.416</b> |

|                           |                 |                          |                                       |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|-------|---------------------|
| <b>P16</b>                | <b>626 C2</b>   | <b>Jamie HORNER</b>      | Honda CB500 - Trent Tractors & Mowers |              |       |                     |
| IDEAL LAP TIME : 2:23.017 |                 | BEST LAP TIME : 2:23.074 | DIFFERENCE : 0.057                    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:43.718        | 48.334                   | 2:32.052                              | 70.29        | 8.978 | 09:18:50.812        |
| 2 -                       | 1:37.205        | <b>47.558</b>            | 2:24.763 <b>(3)</b>                   | 73.83        | 1.689 | 09:21:15.575        |
| 3 -                       | 1:36.714        | 47.586                   | 2:24.300 <b>(2)</b>                   | 74.06        | 1.226 | 09:23:39.875        |
| 4 -                       | <b>1:35.459</b> | 47.615                   | <b>2:23.074 (1)</b>                   | <b>74.70</b> |       | <b>09:26:02.949</b> |

|                           |                 |                          |                              |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>36 C3</b>    | <b>Joe BALDRY</b>        | Honda CB500 - Chilton Motors |              |       |                     |
| IDEAL LAP TIME : 2:23.271 |                 | BEST LAP TIME : 2:23.688 | DIFFERENCE : 0.417           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.033        | 48.181                   | 2:29.214                     | 71.62        | 5.526 | 09:16:39.930        |
| 2 -                       | <b>1:35.524</b> | 48.275                   | 2:23.799 <b>(2)</b>          | 74.32        | 0.111 | 09:19:03.729        |
| 3 -                       | 1:36.451        | 48.056                   | 2:24.507                     | 73.96        | 0.819 | 09:21:28.236        |
| 4 -                       | 1:35.641        | 48.047                   | <b>2:23.688 (1)</b>          | <b>74.38</b> |       | <b>09:23:51.924</b> |
| 5 -                       | 1:36.206        | <b>47.747</b>            | 2:23.953 <b>(3)</b>          | 74.24        | 0.265 | 09:26:15.877        |

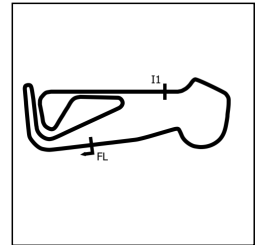
|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>31 C1</b>    | <b>Abigail MARSHALL</b>  | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:23.767 |                 | BEST LAP TIME : 2:23.767 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.202        | 48.866                   | 2:29.068            | 71.69        | 5.301 | 09:16:37.962        |
| 2 -                       | 1:36.307        | 49.379                   | 2:25.686            | 73.36        | 1.919 | 09:19:03.648        |
| 3 -                       | <b>1:35.601</b> | <b>48.166</b>            | <b>2:23.767 (1)</b> | <b>74.34</b> |       | <b>09:21:27.415</b> |
| 4 -                       | 1:35.724        | 48.822                   | 2:24.546 <b>(2)</b> | 73.94        | 0.779 | 09:23:51.961        |
| 5 -                       | 1:36.508        | 48.419                   | 2:24.927 <b>(3)</b> | 73.74        | 1.160 | 09:26:16.888        |

|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>59 C3</b>    | <b>Calvin GRIMES</b>     | Honda CB500 - Lustre Coatings Ltd |              |        |                     |
| IDEAL LAP TIME : 2:23.891 |                 | BEST LAP TIME : 2:23.891 | DIFFERENCE : 0.000                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:44.684        | 50.257                   | 2:34.941                          | 68.98        | 11.050 | 09:16:49.609        |
| 2 -                       | 1:39.045        | 49.695                   | 2:28.740 <b>(3)</b>               | 71.85        | 4.849  | 09:19:18.349        |
| 3 -                       | 1:37.619        | 49.175                   | 2:26.794 <b>(2)</b>               | 72.81        | 2.903  | 09:21:45.143        |
| 4 -                       | <b>1:36.208</b> | <b>47.683</b>            | <b>2:23.891 (1)</b>               | <b>74.27</b> |        | <b>09:24:09.034</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                               |                    |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------------|-------|---------------------|
| <b>P20</b>                | <b>26 C3</b>    | <b>Colt DWYER</b>        | Honda CB500 - Regal Aluminium |                    |       |                     |
| IDEAL LAP TIME : 2:23.190 |                 | BEST LAP TIME : 2:24.077 |                               | DIFFERENCE : 0.887 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:44.497        | 49.476                   | 2:33.973                      | 69.41              | 9.896 | 09:16:49.553        |
| 2 -                       | 1:36.452        | 48.140                   | 2:24.592 <b>(3)</b>           | 73.91              | 0.515 | 09:19:14.145        |
| 3 -                       | 1:37.482        | <b>47.059</b>            | 2:24.541 <b>(2)</b>           | 73.94              | 0.464 | 09:21:38.686        |
| 4 -                       | <b>1:36.131</b> | 47.946                   | <b>2:24.077 (1)</b>           | <b>74.18</b>       |       | <b>09:24:02.763</b> |

|                           |                 |                          |                                   |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------------|-------|---------------------|
| <b>P21</b>                | <b>60 C3</b>    | <b>Danny GOUGH</b>       | Honda CB500 - G Force Motorcycles |                    |       |                     |
| IDEAL LAP TIME : 2:23.686 |                 | BEST LAP TIME : 2:24.109 |                                   | DIFFERENCE : 0.423 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:43.490        | 49.155                   | 2:32.645                          | 70.01              | 8.536 | 09:16:49.690        |
| 2 -                       | 1:36.381        | 48.784                   | 2:25.165 <b>(3)</b>               | 73.62              | 1.056 | 09:19:14.855        |
| 3 -                       | 1:37.022        | <b>47.718</b>            | 2:24.740 <b>(2)</b>               | 73.84              | 0.631 | 09:21:39.595        |
| 4 -                       | <b>1:35.968</b> | 48.141                   | <b>2:24.109 (1)</b>               | <b>74.16</b>       |       | <b>09:24:03.704</b> |

|                           |                 |                          |                         |                    |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------|--------------------|--------|---------------------|
| <b>P22</b>                | <b>93 C3</b>    | <b>Ryan GREGORY (R)</b>  | Honda CB500 - Rob flint |                    |        |                     |
| IDEAL LAP TIME : 2:24.158 |                 | BEST LAP TIME : 2:24.158 |                         | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:45.089        | 49.836                   | 2:34.925                | 68.98              | 10.767 | 09:16:51.900        |
| 2 -                       | 1:37.428        | 49.014                   | 2:26.442 <b>(3)</b>     | 72.98              | 2.284  | 09:19:18.342        |
| 3 -                       | 1:37.075        | 48.885                   | 2:25.960 <b>(2)</b>     | 73.22              | 1.802  | 09:21:44.302        |
| 4 -                       | <b>1:35.900</b> | <b>48.258</b>            | <b>2:24.158 (1)</b>     | <b>74.14</b>       |        | <b>09:24:08.460</b> |

|                           |                 |                          |                                                 |                    |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------------|--------|---------------------|
| <b>P23</b>                | <b>27 C3</b>    | <b>Richard HAYWARD</b>   | Honda CB500 - BC vehicle repairs/ Snap on Tools |                    |        |                     |
| IDEAL LAP TIME : 2:24.278 |                 | BEST LAP TIME : 2:24.278 |                                                 | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:45.742        | 49.388                   | 2:35.130                                        | 68.89              | 10.852 | 09:16:51.545        |
| 2 -                       | 1:37.417        | 49.061                   | 2:26.478 <b>(3)</b>                             | 72.96              | 2.200  | 09:19:18.023        |
| 3 -                       | 1:37.538        | 48.413                   | 2:25.951 <b>(2)</b>                             | 73.23              | 1.673  | 09:21:43.974        |
| 4 -                       | <b>1:36.082</b> | <b>48.196</b>            | <b>2:24.278 (1)</b>                             | <b>74.07</b>       |        | <b>09:24:08.252</b> |

|                           |                 |                          |                           |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------------|-------|---------------------|
| <b>P24</b>                | <b>184 C3</b>   | <b>Dean CARVER (R)</b>   | Honda CB500 - Helmet city |                    |       |                     |
| IDEAL LAP TIME : 2:24.503 |                 | BEST LAP TIME : 2:24.503 |                           | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:43.004        | 49.604                   | 2:32.608                  | 70.03              | 8.105 | 09:16:45.484        |
| 2 -                       | 1:38.159        | 49.654                   | 2:27.813 <b>(3)</b>       | 72.30              | 3.310 | 09:19:13.297        |
| 3 -                       | 1:36.825        | 48.918                   | 2:25.743 <b>(2)</b>       | 73.33              | 1.240 | 09:21:39.040        |
| 4 -                       | <b>1:36.183</b> | <b>48.320</b>            | <b>2:24.503 (1)</b>       | <b>73.96</b>       |       | <b>09:24:03.543</b> |

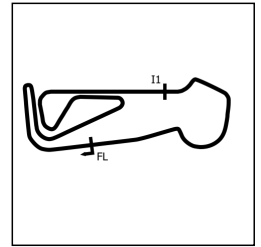
|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P25</b>                | <b>77 C2</b>    | <b>Wayne DRAKE</b>       | Honda CB500 - None  |                    |       |                     |
| IDEAL LAP TIME : 2:25.133 |                 | BEST LAP TIME : 2:25.133 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:42.502        | 50.753                   | 2:33.255            | 69.74              | 8.122 | 09:16:44.175        |
| 2 -                       | 1:39.308        | 49.282                   | 2:28.590 <b>(3)</b> | 71.93              | 3.457 | 09:19:12.765        |
| 3 -                       | 1:39.210        | 48.716                   | 2:27.926 <b>(2)</b> | 72.25              | 2.793 | 09:21:40.691        |
| 4 -                       | <b>1:36.865</b> | <b>48.268</b>            | <b>2:25.133 (1)</b> | <b>73.64</b>       |       | <b>09:24:05.824</b> |

|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P26</b>                | <b>42 C3</b>    | <b>Gary ADORJAN</b>      | Honda CB500 -       |                    |       |                     |
| IDEAL LAP TIME : 2:24.737 |                 | BEST LAP TIME : 2:25.282 |                     | DIFFERENCE : 0.545 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:44.271        | 49.289                   | 2:33.560            | 69.60              | 8.278 | 09:16:46.088        |
| 2 -                       | 1:36.693        | 48.589                   | <b>2:25.282 (1)</b> | <b>73.56</b>       |       | <b>09:19:11.370</b> |
| 3 -                       | <b>1:36.678</b> | 48.668                   | 2:25.346 <b>(2)</b> | 73.53              | 0.064 | 09:21:36.716        |
| 4 -                       | 1:37.988        | <b>48.059</b>            | 2:26.047 <b>(3)</b> | 73.18              | 0.765 | 09:24:02.763        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                          |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|--------|---------------------|
| <b>P27</b>                | <b>23 C1</b>    | <b>Adrian KERSHAW</b>    | Honda CB500 - ADK Racing |              |        |                     |
| IDEAL LAP TIME : 2:25.396 |                 | BEST LAP TIME : 2:25.396 | DIFFERENCE : 0.000       |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:47.397        | 51.454                   | 2:38.851                 | 67.28        | 13.455 | 09:17:39.990        |
| 2 -                       | 1:41.691        | 49.957                   | 2:31.648 <b>(3)</b>      | 70.47        | 6.252  | 09:20:11.638        |
| 3 -                       | 1:38.857        | 48.564                   | 2:27.421 <b>(2)</b>      | 72.50        | 2.025  | 09:22:39.059        |
| 4 -                       | <b>1:36.855</b> | <b>48.541</b>            | <b>2:25.396 (1)</b>      | <b>73.51</b> |        | <b>09:25:04.455</b> |

|                           |                 |                          |                           |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| <b>P28</b>                | <b>150 C3</b>   | <b>Roy WILSON</b>        | Honda CB500 - Rother Ride |              |       |                     |
| IDEAL LAP TIME : 2:25.401 |                 | BEST LAP TIME : 2:25.401 | DIFFERENCE : 0.000        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP          | 49.166                   | 2:31.231                  | 70.67        | 5.830 | 09:20:57.461        |
| 2 -                       | 1:38.797        | 48.537                   | 2:27.334 <b>(2)</b>       | 72.54        | 1.933 | 09:23:24.795        |
| 3 -                       | <b>1:37.282</b> | <b>48.119</b>            | <b>2:25.401 (1)</b>       | <b>73.50</b> |       | <b>09:25:50.196</b> |

|                  |               |                          |                               |              |       |                     |
|------------------|---------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P29</b>       | <b>110 C2</b> | <b>Will KEARNEY (R)</b>  | Honda CB500 - AustinjacobsLTD |              |       |                     |
| IDEAL LAP TIME : |               | BEST LAP TIME : 2:28.020 | DIFFERENCE :                  |              |       |                     |
| LAP              | SECTOR 1      | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |               |                          | 2:36.222                      | 68.41        | 8.202 | 09:17:00.856        |
| 2 -              |               |                          | <b>2:28.020 (1)</b>           | <b>72.20</b> |       | <b>09:19:28.876</b> |
| 3 -              |               |                          | 2:28.921 <b>(2)</b>           | 71.77        | 0.901 | 09:21:57.797        |
| 4 -              |               |                          | 2:29.392 <b>(3)</b>           | 71.54        | 1.372 | 09:24:27.189        |

|                           |                 |                          |                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------|-------|---------------------|
| <b>P30</b>                | <b>78 C3</b>    | <b>Richard DWYER (R)</b> | Honda CB500 - R flint building and joinery |              |       |                     |
| IDEAL LAP TIME : 2:29.132 |                 | BEST LAP TIME : 2:29.860 | DIFFERENCE : 0.728                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:45.781        | <b>49.395</b>            | 2:35.176                                   | 68.87        | 5.316 | 09:16:56.133        |
| 2 -                       | 1:42.590        | 50.436                   | 2:33.026 <b>(3)</b>                        | 69.84        | 3.166 | 09:19:29.159        |
| 3 -                       | <b>1:39.737</b> | 50.123                   | <b>2:29.860 (1)</b>                        | <b>71.32</b> |       | <b>09:21:59.019</b> |
| 4 -                       | 1:40.081        | 50.209                   | 2:30.290 <b>(2)</b>                        | 71.11        | 0.430 | 09:24:29.309        |

|                           |                 |                          |                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------|-------|---------------------|
| <b>P31</b>                | <b>64 C3</b>    | <b>Robert FLINT (R)</b>  | Honda CB500 - R Flint Building And Joinery |              |       |                     |
| IDEAL LAP TIME : 2:29.945 |                 | BEST LAP TIME : 2:29.945 | DIFFERENCE : 0.000                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:43.528        | 52.708                   | 2:36.236                                   | 68.40        | 6.291 | 09:18:10.685        |
| 2 -                       | 1:42.557        | 51.907                   | 2:34.464 <b>(3)</b>                        | 69.19        | 4.519 | 09:20:45.149        |
| 3 -                       | 1:40.416        | 51.598                   | 2:32.014 <b>(2)</b>                        | 70.30        | 2.069 | 09:23:17.163        |
| 4 -                       | <b>1:39.560</b> | <b>50.385</b>            | <b>2:29.945 (1)</b>                        | <b>71.28</b> |       | <b>09:25:47.108</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P32</b>                | <b>50 C3</b>    | <b>Paul ROBSON</b>       | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:32.316 |                 | BEST LAP TIME : 2:32.898 | DIFFERENCE : 0.582  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:47.663        | 51.617                   | 2:39.280            | 67.10        | 6.382 | 09:16:58.253        |
| 2 -                       | 1:42.202        | <b>50.696</b>            | <b>2:32.898 (1)</b> | <b>69.90</b> |       | <b>09:19:31.151</b> |
| 3 -                       | <b>1:41.620</b> | 51.623                   | 2:33.243 <b>(2)</b> | 69.74        | 0.345 | 09:22:04.394        |
| 4 -                       | 1:41.956        | 51.766                   | 2:33.722 <b>(3)</b> | 69.52        | 0.824 | 09:24:38.116        |

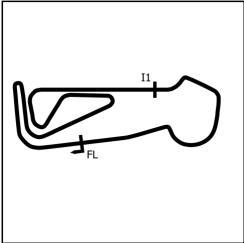
|                           |                 |                          |                                  |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------|--------------|-------|---------------------|
| <b>P33</b>                | <b>65 C2</b>    | <b>Nigel TERRY</b>       | Honda CB500 - NTrap Garage Doors |              |       |                     |
| IDEAL LAP TIME : 2:32.637 |                 | BEST LAP TIME : 2:33.480 | DIFFERENCE : 0.843               |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                         | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:45.533        | 51.033                   | 2:36.566                         | 68.26        | 3.086 | 09:16:49.039        |
| 2 -                       | <b>1:41.930</b> | 51.550                   | <b>2:33.480 (1)</b>              | <b>69.63</b> |       | <b>09:19:22.519</b> |
| 3 -                       | 1:41.985        | 51.583                   | 2:33.568 <b>(3)</b>              | 69.59        | 0.088 | 09:21:56.087        |
| 4 -                       | 1:42.793        | <b>50.707</b>            | 2:33.500 <b>(2)</b>              | 69.62        | 0.020 | 09:24:29.587        |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

QUALIFYING - SECTOR ANALYSIS



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

|                  |  |          |    |                 |  |                             |  |                    |      |              |
|------------------|--|----------|----|-----------------|--|-----------------------------|--|--------------------|------|--------------|
| P34              |  | 138      | C2 | Philip HARKER   |  | Honda CB500 - Harker racing |  |                    |      |              |
| IDEAL LAP TIME : |  | 2:33.648 |    | BEST LAP TIME : |  | 2:33.648                    |  | DIFFERENCE : 0.000 |      |              |
| LAP              |  | SECTOR 1 |    | SECTOR 2        |  | LAP TIME                    |  | MPH                | DIFF | TIME OF DAY  |
| 1 -              |  | 1:42.265 |    | 51.383          |  | 2:33.648 (1)                |  | 69.56              |      | 09:16:42.030 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |             |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME        | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |             | PERFECT LAP | 2:16.255 |       |
| 1        | 243 | 1:31.105 | 39       | 45.150 | 1                       | 39  | NORTH       | 2:16.439    | 2:16.439 | 0.000 |
| 2        | 39  | 1:31.289 | 16       | 45.329 | 2                       | 243 | REEVE       | 2:16.516    | 2:17.184 | 0.668 |
| 3        | 75  | 1:31.408 | 53       | 45.351 | 3                       | 75  | WOODALL     | 2:16.838    | 2:16.967 | 0.129 |
| 4        | 13  | 1:31.872 | 243      | 45.411 | 4                       | 16  | MACRAE      | 2:17.249    | 2:17.857 | 0.608 |
| 5        | 16  | 1:31.920 | 75       | 45.430 | 5                       | 13  | BLUNT       | 2:17.690    | 2:17.864 | 0.174 |
| 6        | 73  | 1:32.188 | 73       | 45.555 | 6                       | 73  | MACRAE      | 2:17.743    | 2:18.210 | 0.467 |
| 7        | 7   | 1:32.215 | 76       | 45.565 | 7                       | 53  | KOURTI      | 2:17.770    | 2:17.908 | 0.138 |
| 8        | 53  | 1:32.419 | 86       | 45.725 | 8                       | 76  | CARTER      | 2:17.995    | 2:17.995 | 0.000 |
| 9        | 76  | 1:32.430 | 13       | 45.818 | 9                       | 7   | O'HARA      | 2:18.182    | 2:18.182 | 0.000 |
| 10       | 86  | 1:32.941 | 7        | 45.967 | 10                      | 86  | MACRAE      | 2:18.666    | 2:18.945 | 0.279 |
| 11       | 180 | 1:33.911 | 29       | 46.782 | 11                      | 29  | CARVER      | 2:21.041    | 2:21.041 | 0.000 |
| 12       | 29  | 1:34.259 | 26       | 47.059 | 12                      | 180 | GOODMAN (R) | 2:21.394    | 2:22.347 | 0.953 |
| 13       | 11  | 1:34.422 | 22       | 47.442 | 13                      | 11  | OSBORNE     | 2:22.121    | 2:22.648 | 0.527 |
| 14       | 22  | 1:34.807 | 180      | 47.483 | 14                      | 22  | FINCH       | 2:22.249    | 2:22.412 | 0.163 |
| 15       | 99  | 1:35.273 | 626      | 47.558 | 15                      | 99  | MAUD        | 2:22.903    | 2:23.015 | 0.112 |
| 16       | 626 | 1:35.459 | 99       | 47.630 | 16                      | 626 | HORNER      | 2:23.017    | 2:23.074 | 0.057 |
| 17       | 36  | 1:35.524 | 59       | 47.683 | 17                      | 26  | DWYER       | 2:23.190    | 2:24.077 | 0.887 |
| 18       | 31  | 1:35.601 | 11       | 47.699 | 18                      | 36  | BALDRY      | 2:23.271    | 2:23.688 | 0.417 |
| 19       | 93  | 1:35.900 | 60       | 47.718 | 19                      | 60  | GOUGH       | 2:23.686    | 2:24.109 | 0.423 |
| 20       | 60  | 1:35.968 | 36       | 47.747 | 20                      | 31  | MARSHALL    | 2:23.767    | 2:23.767 | 0.000 |
| 21       | 27  | 1:36.082 | 42       | 48.059 | 21                      | 59  | GRIMES      | 2:23.891    | 2:23.891 | 0.000 |
| 22       | 26  | 1:36.131 | 150      | 48.119 | 22                      | 93  | GREGORY (R) | 2:24.158    | 2:24.158 | 0.000 |
| 23       | 184 | 1:36.183 | 31       | 48.166 | 23                      | 27  | HAYWARD     | 2:24.278    | 2:24.278 | 0.000 |
| 24       | 59  | 1:36.208 | 27       | 48.196 | 24                      | 184 | CARVER (R)  | 2:24.503    | 2:24.503 | 0.000 |
| 25       | 42  | 1:36.678 | 93       | 48.258 | 25                      | 42  | ADORJAN     | 2:24.737    | 2:25.282 | 0.545 |
| 26       | 23  | 1:36.855 | 77       | 48.268 | 26                      | 77  | DRAKE       | 2:25.133    | 2:25.133 | 0.000 |
| 27       | 77  | 1:36.865 | 184      | 48.320 | 27                      | 23  | KERSHAW     | 2:25.396    | 2:25.396 | 0.000 |
| 28       | 150 | 1:37.282 | 23       | 48.541 | 28                      | 150 | WILSON      | 2:25.401    | 2:25.401 | 0.000 |
| 29       | 64  | 1:39.560 | 78       | 49.395 | 29                      | 78  | DWYER (R)   | 2:29.132    | 2:29.860 | 0.728 |
| 30       | 78  | 1:39.737 | 64       | 50.385 | 30                      | 64  | FLINT (R)   | 2:29.945    | 2:29.945 | 0.000 |
| 31       | 50  | 1:41.620 | 50       | 50.696 | 31                      | 50  | ROBSON      | 2:32.316    | 2:32.898 | 0.582 |
| 32       | 65  | 1:41.930 | 65       | 50.707 | 32                      | 65  | TERRY       | 2:32.637    | 2:33.480 | 0.843 |
| 33       | 138 | 1:42.265 | 138      | 51.383 | 33                      | 138 | HARKER      | 2:33.648    | 2:33.648 | 0.000 |
| 34       |     |          |          |        | 34                      | 110 | KEARNEY (R) |             | 2:28.020 |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

QUALIFYING - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2025-05-03 @ 09:13:00.000 |
| Actual Start           | 2025-05-03 @ 09:13:53.594 |
| Finish Time            | 2025-05-03 @ 09:23:52.891 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 143                       |
| Total Distance Covered | 424.5543mi.               |

Session Fastest Lap History

| NO  | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|---------------|----------|--------------|-----|-------------|
| 73  | C2 | Oliver MACRAE | 2:22.323 | 09:16:27.791 | 1   | Honda CB500 |
| 16  | C2 | Luke MACRAE   | 2:20.348 | 09:16:28.185 | 1   | Honda CB500 |
| 16  | C2 | Luke MACRAE   | 2:18.357 | 09:18:46.542 | 2   | Honda CB500 |
| 16  | C2 | Luke MACRAE   | 2:18.350 | 09:21:04.892 | 3   | Honda CB500 |
| 243 | C2 | Declan REEVE  | 2:17.296 | 09:21:11.533 | 3   | Honda CB500 |
| 243 | C2 | Declan REEVE  | 2:17.184 | 09:25:46.827 | 5   | Honda CB500 |
| 39  | C2 | Daniel NORTH  | 2:16.439 | 09:25:57.284 | 5   | Honda CB500 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:13:53.594 |
| FINISH | 09:23:52.891 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:37.521  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - STATISTICS

CLASS : C1

4 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|-------------|----------|--------------|-----|-------------|
| 53 | Jake KOURTI | 2:25.114 | 09:16:32.590 | 1   | Honda CB500 |
| 53 | Jake KOURTI | 2:19.962 | 09:18:52.552 | 2   | Honda CB500 |
| 53 | Jake KOURTI | 2:18.867 | 09:21:11.419 | 3   | Honda CB500 |
| 53 | Jake KOURTI | 2:18.173 | 09:23:29.592 | 4   | Honda CB500 |
| 53 | Jake KOURTI | 2:17.908 | 09:25:47.500 | 5   | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - STATISTICS

CLASS : C2

15 Starters

#### Fastest Lap History

| NO  | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|---------------|----------|--------------|-----|-------------|
| 73  | Oliver MACRAE | 2:22.323 | 09:16:27.791 | 1   | Honda CB500 |
| 16  | Luke MACRAE   | 2:20.348 | 09:16:28.185 | 1   | Honda CB500 |
| 16  | Luke MACRAE   | 2:18.357 | 09:18:46.542 | 2   | Honda CB500 |
| 16  | Luke MACRAE   | 2:18.350 | 09:21:04.892 | 3   | Honda CB500 |
| 243 | Declan REEVE  | 2:17.296 | 09:21:11.533 | 3   | Honda CB500 |
| 243 | Declan REEVE  | 2:17.184 | 09:25:46.827 | 5   | Honda CB500 |
| 39  | Daniel NORTH  | 2:16.439 | 09:25:57.284 | 5   | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### QUALIFYING - STATISTICS

CLASS : C3

15 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|------------|----------|--------------|-----|-------------|
| 76 | Ian CARTER | 2:27.228 | 09:16:32.308 | 1   | Honda CB500 |
| 76 | Ian CARTER | 2:24.061 | 09:18:56.369 | 2   | Honda CB500 |
| 36 | Joe BALDRY | 2:23.799 | 09:19:03.729 | 2   | Honda CB500 |
| 76 | Ian CARTER | 2:19.650 | 09:21:16.019 | 3   | Honda CB500 |
| 76 | Ian CARTER | 2:17.995 | 09:25:56.621 | 5   | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - GRID (5 Laps)

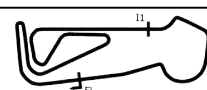
|        |    |                      |          |    |                      |             |
|--------|----|----------------------|----------|----|----------------------|-------------|
| ROW 12 | 35 | 172 Bobby CAMPBELL   | 2:33.648 | 34 | 138 Philip HARKER    |             |
| ROW 11 | 33 | 65 Nigel TERRY       | 2:33.480 | 32 | 50 Paul ROBSON       | 2:32.898    |
| ROW 10 | 30 | 78 Richard DWYER (R) | 2:29.860 | 29 | 110 Will KEARNEY (R) | 2:28.020    |
| ROW 9  | 27 | 23 Adrian KERSHAW    | 2:25.396 | 26 | 42 Gary ADORJAN      | 2:25.282    |
| ROW 8  | 24 | 184 Dean CARVER (R)  | 2:24.503 | 23 | 27 Richard HAYWARD   | 2:24.278    |
| ROW 7  | 21 | 60 Danny GOUGH       | 2:24.109 | 20 | 26 Colt DWYER        | 2:24.077    |
| ROW 6  | 18 | 31 Abigail MARSHALL  | 2:23.767 | 17 | 36 Joe BALDRY        | 2:23.688    |
| ROW 5  | 15 | 99 Max MAUD          | 2:23.015 | 14 | 11 Mark OSBORNE      | 2:22.648    |
| ROW 4  | 12 | 180 Matt GOODMAN (R) | 2:22.347 | 11 | 29 Robert CARVER     | 2:21.041    |
| ROW 3  | 9  | 73 Oliver MACRAE     | 2:18.210 | 8  | 7 Shaun O'HARA       | 2:18.182    |
| ROW 2  | 6  | 53 Jake KOURTI       | 2:17.908 | 5  | 13 Richard BLUNT     | 2:17.864    |
| ROW 1  | 3  | 243 Declan REEVE     | 2:17.184 | 2  | 75 Peter WOODALL     | 2:16.967    |
|        |    |                      |          | 1  | 39 Daniel NORTH      | 2:16.439    |
|        |    |                      |          |    |                      | <b>Pole</b> |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:29 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - CLASSIFICATION - AMENDED

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME                 | ENTRY                                                  | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|----------------------|--------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 16  | C2 | 1   | Luke MACRAE          | Honda CB500 - Northlands Fencing/ EPS Pumps            | 5    | 11:29.157 |          |        | 77.54 | 2:15.089 | 5  | 4   | 3  |
| 2   | 39  | C2 | 2   | Daniel NORTH         | Honda CB500 - 1on1 rider training                      | 5    | 11:29.243 | 0.086    | 0.086  | 77.53 | 2:14.795 | 5  | 1   | -1 |
| 3   | 53  | C1 | 1   | Jake KOURTI          | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG N | 5    | 11:30.399 | 1.242    | 1.156  | 77.40 | 2:15.762 | 5  | 6   | 3  |
| 4   | 243 | C2 | 3   | Declan REEVE         | Honda CB500 - SF Parts                                 | 5    | 11:30.879 | 1.722    | 0.480  | 77.35 | 2:16.079 | 5  | 3   | -1 |
| 5   | 75  | C2 | 4   | Peter WOODALL        | Honda CB500 - RevdCoin                                 | 5    | 11:31.397 | 2.240    | 0.518  | 77.29 | 2:16.588 | 5  | 2   | -3 |
| 6   | 13  | C2 | 5   | Richard BLUNT        | Honda CB500 - Rapid Light Transport                    | 5    | 11:37.584 | 8.427    | 6.187  | 76.60 | 2:18.190 | 5  | 5   | -1 |
| 7   | 7   | C2 | 6   | Shaun O'HARA         | Honda CB500 - Advanced Vehicle Alarms                  | 5    | 11:37.742 | 8.585    | 0.158  | 76.59 | 2:16.298 | 2  | 8   | 1  |
| 8   | 23  | C2 | 7   | Adrian KERSHAW       | Honda CB500 - ADK Racing                               | 5    | 11:44.492 | 15.335   | 6.750  | 75.85 | 2:17.746 | 3  | 27  | 19 |
| 9   | 76  | C3 | 1   | Ian CARTER           | Honda CB500 -                                          | 5    | 11:45.351 | 16.194   | 0.859  | 75.76 | 2:19.234 | 4  | 7   | -2 |
| 10  | 11  | C2 | 8   | Mark OSBORNE         | Honda CB500 -                                          | 5    | 11:47.265 | 18.108   | 1.914  | 75.55 | 2:19.128 | 3  | 14  | 4  |
| 11  | 626 | C2 | 9   | Jamie HORNER         | Honda CB500 - Trent Tractors & Mowers                  | 5    | 11:47.685 | 18.528   | 0.420  | 75.51 | 2:18.923 | 5  | 16  | 5  |
| 12  | 86* | C3 | 2   | Max MACRAE           | Honda CB500 - MacRae Racing                            | 5    | 11:47.968 | 18.811   | 0.283  | 75.48 | 2:16.995 | 2  | 10  | -2 |
| 13  | 29  | C2 | 10  | Robert CARVER        | Honda CB500 - SF PARTS LTD                             | 5    | 11:48.867 | 19.710   | 0.899  | 75.38 | 2:20.104 | 3  | 11  | -2 |
| 14  | 26  | C3 | 3   | Colt DWYER           | Honda CB500 - Regal Aluminium                          | 5    | 11:56.333 | 27.176   | 7.466  | 74.60 | 2:20.343 | 3  | 20  | 6  |
| 15  | 27  | C3 | 4   | Richard HAYWARD      | Honda CB500 - BC vehicle repairs/ Snap on Tools        | 5    | 12:00.868 | 31.711   | 4.535  | 74.13 | 2:21.733 | 2  | 23  | 8  |
| 16  | 36  | C3 | 5   | Joe BALDRY           | Honda CB500 - Chilton Motors                           | 5    | 12:00.968 | 31.811   | 0.100  | 74.12 | 2:21.022 | 2  | 17  | 1  |
| 17  | 77  | C2 | 11  | Wayne DRAKE          | Honda CB500 - None                                     | 5    | 12:01.211 | 32.054   | 0.243  | 74.09 | 2:20.373 | 2  | 25  | 8  |
| 18  | 31  | C1 | 2   | Abigail MARSHALL (R) | Honda CB500 -                                          | 5    | 12:01.997 | 32.840   | 0.786  | 74.01 | 2:21.561 | 2  | 18  | 0  |
| 19  | 180 | C1 | 3   | Matt GOODMAN (R)     | Honda CB500 - JVS Auto solutions                       | 5    | 12:02.688 | 33.531   | 0.691  | 73.94 | 2:21.638 | 2  | 12  | -7 |
| 20  | 93  | C3 | 6   | Ryan GREGORY (R)     | Honda CB500 - Rob flint                                | 5    | 12:02.786 | 33.629   | 0.098  | 73.93 | 2:21.310 | 3  | 22  | 2  |
| 21  | 22  | C3 | 7   | Simon FINCH          | Honda CB500 -                                          | 5    | 12:04.263 | 35.106   | 1.477  | 73.78 | 2:20.646 | 5  | 13  | -8 |
| 22  | 150 | C3 | 8   | Roy WILSON           | Honda CB500 - Rother Ride                              | 5    | 12:08.525 | 39.368   | 4.262  | 73.35 | 2:22.599 | 3  | 28  | 6  |
| 23  | 110 | C2 | 12  | Will KEARNEY (R)     | Honda CB500 - AustinjacobsLTD                          | 5    | 12:09.464 | 40.307   | 0.939  | 73.25 | 2:22.997 | 5  | 29  | 6  |
| 24  | 99  | C3 | 9   | Max MAUD             | Honda CB500 - WHAT MOTO                                | 5    | 12:09.489 | 40.332   | 0.025  | 73.25 | 2:23.058 | 5  | 15  | -9 |
| 25  | 184 | C3 | 10  | Dean CARVER (R)      | Honda CB500 - Helmet city                              | 5    | 12:10.763 | 41.606   | 1.274  | 73.12 | 2:22.831 | 3  | 24  | -1 |
| 26  | 59  | C3 | 11  | Calvin GRIMES        | Honda CB500 - Lustre Coatings Ltd                      | 5    | 12:11.450 | 42.293   | 0.687  | 73.06 | 2:23.902 | 3  | 19  | -7 |
| 27  | 60  | C3 | 12  | Danny GOUGH          | Honda CB500 - G Force Motorcycles                      | 5    | 12:14.628 | 45.471   | 3.178  | 72.74 | 2:23.180 | 3  | 21  | -6 |
| 28  | 42  | C3 | 13  | Gary ADORJAN         | Honda CB500 -                                          | 5    | 12:14.648 | 45.491   | 0.020  | 72.74 | 2:23.843 | 4  | 26  | -2 |
| 29  | 138 | C2 | 13  | Philip HARKER        | Honda CB500 - Harker racing                            | 5    | 12:17.964 | 48.807   | 3.316  | 72.41 | 2:24.311 | 4  | 34  | 5  |
| 30  | 78  | C3 | 14  | Richard DWYER (R)    | Honda CB500 - R flint building and joinery             | 5    | 12:20.836 | 51.679   | 2.872  | 72.13 | 2:25.447 | 3  | 30  | 0  |
| 31  | 64  | C3 | 15  | Robert FLINT (R)     | Honda CB500 - R Flint Building And Joinery             | 5    | 12:24.475 | 55.318   | 3.639  | 71.78 | 2:25.431 | 5  | 31  | 0  |
| 32  | 50  | C3 | 16  | Paul ROBSON          | Honda CB500 -                                          | 5    | 12:36.019 | 1:06.862 | 11.544 | 70.68 | 2:27.691 | 3  | 32  | 0  |
| 33  | 65  | C2 | 14  | Nigel TERRY          | Honda CB500 - NTrap Garage Doors                       | 5    | 12:55.073 | 1:25.916 | 19.054 | 68.94 | 2:30.113 | 2  | 33  | 0  |

NOT CLASSIFIED

|     |    |    |  |               |               |   |          |        |        |       |  |  |   |
|-----|----|----|--|---------------|---------------|---|----------|--------|--------|-------|--|--|---|
| DNF | 73 | C3 |  | Oliver MACRAE | Honda CB500 - | 1 | 2:25.092 | 4 Laps | 4 Laps | 73.66 |  |  | 9 |
|-----|----|----|--|---------------|---------------|---|----------|--------|--------|-------|--|--|---|

#### FASTEST LAP

|    |    |  |              |                                                        |   |          |  |  |           |  |            |
|----|----|--|--------------|--------------------------------------------------------|---|----------|--|--|-----------|--|------------|
| 39 | C2 |  | Daniel NORTH | Honda CB500 - 1on1 rider training                      | 5 | 2:14.795 |  |  | 79.29 mph |  | 127.60 kph |
| 53 | C1 |  | Jake KOURTI  | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG N | 5 | 2:15.762 |  |  | 78.72 mph |  | 126.69 kph |
| 86 | C3 |  | Max MACRAE   | Honda CB500 - MacRae Racing                            | 2 | 2:16.995 |  |  | 78.01 mph |  | 125.55 kph |

\* No. 86 - 10 second penalty applied - jump start

Result Amended - Change of class to No. 23, 31, 73 & 86

Class C2 - 92.5% of Race Speed = 71.72 mph  
 Class C1 - 92.5% of Race Speed = 71.59 mph  
 Class C3 - 92.5% of Race Speed = 70.07 mph

Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 12:13 Finish: 12:25  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:33 Saturday, 03 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - LAP CHART

| LAP 1 @ 12:16:05.985 |        |          | LAP 2 @ 12:18:23.145 |        |          | LAP 3 @ 12:20:39.716 |        |          | LAP 4 @ 12:22:56.881 |          |          | LAP 5 @ 12:25:11.970 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 53                   |        | 2:23.172 | 53                   |        | 2:17.160 | 16                   |        | 2:16.551 | 16                   |          | 2:17.165 | 16                   |          | 2:15.089 |
| 39                   | 0.152  | 2:23.324 | 39                   | 0.013  | 2:17.021 | 53                   | 0.211  | 2:16.782 | 39                   | 0.380    | 2:16.835 | 39                   | 0.086    | 2:14.795 |
| 16                   | 0.651  | 2:23.823 | 16                   | 0.020  | 2:16.529 | 243                  | 0.514  | 2:16.933 | 53                   | 0.569    | 2:17.523 | 53                   | 1.242    | 2:15.762 |
| 13                   | 0.724  | 2:23.896 | 243                  | 0.152  | 2:16.083 | 39                   | 0.710  | 2:17.268 | 243                  | 0.732    | 2:17.383 | 243                  | 1.722    | 2:16.079 |
| 243                  | 1.229  | 2:24.401 | 75                   | 0.808  | 2:16.647 | 75                   | 1.107  | 2:16.870 | 75                   | 0.741    | 2:16.799 | 75                   | 2.240    | 2:16.588 |
| 75                   | 1.321  | 2:24.493 | 86                   | 1.721  | 2:16.995 | 86                   | 2.854  | 2:17.704 | 13                   | 5.326    | 2:18.813 | 13                   | 8.427    | 2:18.190 |
| 86                   | 1.886  | 2:25.058 | 7                    | 1.777  | 2:16.298 | 7                    | 3.041  | 2:17.835 | 86                   | 5.361    | 2:19.672 | 7                    | 8.585    | 2:18.127 |
| 73                   | 1.920  | 2:25.092 | 13                   | 1.788  | 2:18.224 | 13                   | 3.678  | 2:18.461 | 7                    | 5.547    | 2:19.671 | 86                   | 8.811    | 2:18.539 |
| 7                    | 2.639  | 2:25.811 | 76                   | 6.816  | 2:20.010 | 76                   | 9.810  | 2:19.565 | 76                   | 11.879   | 2:19.234 | 23                   | 15.335   | 2:18.464 |
| 29                   | 3.881  | 2:27.053 | 29                   | 7.147  | 2:20.426 | 29                   | 10.680 | 2:20.104 | 23                   | 11.960   | 2:18.084 | 76                   | 16.194   | 2:19.404 |
| 76                   | 3.966  | 2:27.138 | 11                   | 8.232  | 2:20.788 | 11                   | 10.789 | 2:19.128 | 11                   | 13.091   | 2:19.467 | 11                   | 18.108   | 2:20.106 |
| 11                   | 4.604  | 2:27.776 | 626                  | 9.227  | 2:20.721 | 23                   | 11.041 | 2:17.746 | 29                   | 14.055   | 2:20.540 | 626                  | 18.528   | 2:18.923 |
| 626                  | 5.666  | 2:28.838 | 23                   | 9.866  | 2:19.061 | 626                  | 11.973 | 2:19.317 | 626                  | 14.694   | 2:19.886 | 29                   | 19.710   | 2:20.744 |
| 27                   | 6.427  | 2:29.599 | 27                   | 11.000 | 2:21.733 | 26                   | 15.337 | 2:20.343 | 26                   | 19.530   | 2:21.358 | 26                   | 27.176   | 2:22.735 |
| 180                  | 7.316  | 2:30.488 | 26                   | 11.565 | 2:20.776 | 27                   | 17.835 | 2:23.406 | 27                   | 23.950   | 2:23.280 | 27                   | 31.711   | 2:22.850 |
| 26                   | 7.949  | 2:31.121 | 180                  | 11.794 | 2:21.638 | 180                  | 17.924 | 2:22.701 | 36                   | 24.095   | 2:22.382 | 36                   | 31.811   | 2:22.805 |
| 23                   | 7.965  | 2:31.137 | 36                   | 12.303 | 2:21.022 | 77                   | 18.607 | 2:22.728 | 77                   | 24.726   | 2:23.284 | 77                   | 32.054   | 2:22.417 |
| 36                   | 8.441  | 2:31.613 | 77                   | 12.450 | 2:20.373 | 36                   | 18.878 | 2:23.146 | 180                  | 24.962   | 2:24.203 | 31                   | 32.840   | 2:22.579 |
| 22                   | 9.129  | 2:32.301 | 22                   | 13.696 | 2:21.727 | 22                   | 19.470 | 2:22.345 | 31                   | 25.350   | 2:21.636 | 180                  | 33.531   | 2:23.658 |
| 77                   | 9.237  | 2:32.409 | 31                   | 15.254 | 2:21.561 | 31                   | 20.879 | 2:22.196 | 93                   | 26.368   | 2:22.103 | 93                   | 33.629   | 2:22.350 |
| 93                   | 10.438 | 2:33.610 | 93                   | 16.691 | 2:23.413 | 93                   | 21.430 | 2:21.310 | 22                   | 29.549   | 2:27.244 | 22                   | 35.106   | 2:20.646 |
| 110                  | 10.487 | 2:33.659 | 99                   | 16.870 | 2:23.521 | 110                  | 24.042 | 2:23.159 | 150                  | 30.964   | 2:23.855 | 150                  | 39.368   | 2:23.493 |
| 99                   | 10.509 | 2:33.681 | 110                  | 17.454 | 2:24.127 | 150                  | 24.274 | 2:22.599 | 99                   | 32.363   | 2:24.653 | 110                  | 40.307   | 2:22.997 |
| 31                   | 10.853 | 2:34.025 | 150                  | 18.246 | 2:23.765 | 99                   | 24.875 | 2:24.576 | 184                  | 32.376   | 2:24.479 | 99                   | 40.332   | 2:23.058 |
| 59                   | 11.033 | 2:34.205 | 59                   | 18.518 | 2:24.645 | 184                  | 25.062 | 2:22.831 | 110                  | 32.399   | 2:25.522 | 184                  | 41.606   | 2:24.319 |
| 150                  | 11.641 | 2:34.813 | 184                  | 18.802 | 2:23.906 | 59                   | 25.849 | 2:23.902 | 59                   | 32.708   | 2:24.024 | 59                   | 42.293   | 2:24.674 |
| 184                  | 12.056 | 2:35.228 | 42                   | 21.530 | 2:24.939 | 42                   | 29.622 | 2:24.663 | 42                   | 36.300   | 2:23.843 | 60                   | 45.471   | 2:24.069 |
| 138                  | 12.995 | 2:36.167 | 138                  | 23.031 | 2:27.196 | 60                   | 29.780 | 2:23.180 | 60                   | 36.491   | 2:23.876 | 42                   | 45.491   | 2:24.280 |
| 42                   | 13.751 | 2:36.923 | 60                   | 23.171 | 2:26.556 | 138                  | 31.715 | 2:25.255 | 138                  | 38.861   | 2:24.311 | 138                  | 48.807   | 2:25.035 |
| 60                   | 13.775 | 2:36.947 | 78                   | 23.301 | 2:25.755 | 78                   | 32.177 | 2:25.447 | 78                   | 40.768   | 2:25.756 | 78                   | 51.679   | 2:26.000 |
| 78                   | 14.706 | 2:37.878 | 64                   | 26.687 | 2:28.107 | 64                   | 36.649 | 2:26.533 | 64                   | 44.976   | 2:25.492 | 64                   | 55.318   | 2:25.431 |
| 64                   | 15.740 | 2:38.912 | 50                   | 27.579 | 2:27.974 | 50                   | 38.699 | 2:27.691 | 50                   | 51.556   | 2:30.022 | 50                   | 1:06.862 | 2:30.395 |
| 50                   | 16.765 | 2:39.937 | 65                   | 29.857 | 2:30.113 | 65                   | 46.928 | 2:33.642 | 65                   | 1:04.725 | 2:34.962 | 65                   | 1:25.916 | 2:36.280 |
| 65                   | 16.904 | 2:40.076 |                      |        |          |                      |        |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

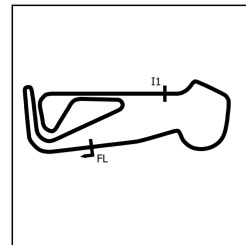
RACE 2 - POSITION CHART

| No  | Name        | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|-------------|-----|-----|-----|-----|-----|-----|
|     |             | Pos |     |     |     |     |     |
| 39  | NORTH       | 1   | 53  | 53  | 16  | 16  | 16  |
| 75  | WOODALL     | 2   | 39  | 39  | 53  | 39  | 39  |
| 243 | REEVE       | 3   | 16  | 16  | 243 | 53  | 53  |
| 16  | MACRAE      | 4   | 13  | 243 | 39  | 243 | 243 |
| 13  | BLUNT       | 5   | 243 | 75  | 75  | 75  | 75  |
| 53  | KOURTI      | 6   | 75  | 86  | 86  | 13  | 13  |
| 76  | CARTER      | 7   | 86  | 7   | 7   | 86  | 7   |
| 7   | O'HARA      | 8   | 73  | 13  | 13  | 7   | 86  |
| 73  | MACRAE      | 9   | 7   | 76  | 76  | 76  | 23  |
| 86  | MACRAE      | 10  | 29  | 29  | 29  | 23  | 76  |
| 29  | CARVER      | 11  | 76  | 11  | 11  | 11  | 11  |
| 180 | GOODMAN (R) | 12  | 11  | 626 | 23  | 29  | 626 |
| 22  | FINCH       | 13  | 626 | 23  | 626 | 626 | 29  |
| 11  | OSBORNE     | 14  | 27  | 27  | 26  | 26  | 26  |
| 99  | MAUD        | 15  | 180 | 26  | 27  | 27  | 27  |
| 626 | HORNER      | 16  | 26  | 180 | 180 | 36  | 36  |
| 36  | BALDRY      | 17  | 23  | 36  | 77  | 77  | 77  |
| 31  | MARSHALL    | 18  | 36  | 77  | 36  | 180 | 31  |
| 59  | GRIMES      | 19  | 22  | 22  | 22  | 31  | 180 |
| 26  | DWYER       | 20  | 77  | 31  | 31  | 93  | 93  |
| 60  | GOUGH       | 21  | 93  | 93  | 93  | 22  | 22  |
| 93  | GREGORY (R) | 22  | 110 | 99  | 110 | 150 | 150 |
| 27  | HAYWARD     | 23  | 99  | 110 | 150 | 99  | 110 |
| 184 | CARVER (R)  | 24  | 31  | 150 | 99  | 184 | 99  |
| 77  | DRAKE       | 25  | 59  | 59  | 184 | 110 | 184 |
| 42  | ADORJAN     | 26  | 150 | 184 | 59  | 59  | 59  |
| 23  | KERSHAW     | 27  | 184 | 42  | 42  | 42  | 60  |
| 150 | WILSON      | 28  | 138 | 138 | 60  | 60  | 42  |
| 110 | KEARNEY (R) | 29  | 42  | 60  | 138 | 138 | 138 |
| 78  | DWYER (R)   | 30  | 60  | 78  | 78  | 78  | 78  |
| 64  | FLINT (R)   | 31  | 78  | 64  | 64  | 64  | 64  |
| 50  | ROBSON      | 32  | 64  | 50  | 50  | 50  | 50  |
| 65  | TERRY       | 33  | 50  | 65  | 65  | 65  | 65  |
| 138 | HARKER      | 34  | 65  |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P1                        | 16 C2    | Luke MACRAE              |              | Honda CB500 - Northlands Fencing/ EPS Pumps |       |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.089 |          | BEST LAP TIME : 2:15.089 |              | DIFFERENCE : 0.000                          |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                         | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.580                   | 2:23.823     | 74.31                                       | 8.734 | 12:16:06.636 |
| 2 -                       | 1:31.244 | 45.285                   | 2:16.529 (2) | 78.28                                       | 1.440 | 12:18:23.165 |
| 3 -                       | 1:31.371 | 45.180                   | 2:16.551 (3) | 78.27                                       | 1.462 | 12:20:39.716 |
| 4 -                       | 1:32.282 | 44.883                   | 2:17.165     | 77.92                                       | 2.076 | 12:22:56.881 |
| 5 -                       | 1:30.825 | 44.264                   | 2:15.089 (1) | 79.11                                       |       | 12:25:11.970 |

| P2                        | 39 C2    | Daniel NORTH             |              | Honda CB500 - 1on1 rider training |       |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:14.795 |          | BEST LAP TIME : 2:14.795 |              | DIFFERENCE : 0.000                |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                               | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.488                   | 2:23.324     | 74.57                             | 8.529 | 12:16:06.137 |
| 2 -                       | 1:31.567 | 45.454                   | 2:17.021 (3) | 78.00                             | 2.226 | 12:18:23.158 |
| 3 -                       | 1:32.226 | 45.042                   | 2:17.268     | 77.86                             | 2.473 | 12:20:40.426 |
| 4 -                       | 1:31.638 | 45.197                   | 2:16.835 (2) | 78.10                             | 2.040 | 12:22:57.261 |
| 5 -                       | 1:30.526 | 44.269                   | 2:14.795 (1) | 79.29                             |       | 12:25:12.056 |

| P3                        | 53 C1    | Jake KOURTI              |              | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG Motoi |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.762 |          | BEST LAP TIME : 2:15.762 |              | DIFFERENCE : 0.000                                         |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                        | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.386                   | 2:23.172     | 74.65                                                      | 7.410 | 12:16:05.985 |
| 2 -                       | 1:31.765 | 45.395                   | 2:17.160 (3) | 77.92                                                      | 1.398 | 12:18:23.145 |
| 3 -                       | 1:31.690 | 45.092                   | 2:16.782 (2) | 78.13                                                      | 1.020 | 12:20:39.927 |
| 4 -                       | 1:31.983 | 45.540                   | 2:17.523     | 77.71                                                      | 1.761 | 12:22:57.450 |
| 5 -                       | 1:31.130 | 44.632                   | 2:15.762 (1) | 78.72                                                      |       | 12:25:13.212 |

| P4                        | 243 C2   | Declan REEVE             |              | Honda CB500 - SF Parts |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.521 |          | BEST LAP TIME : 2:16.079 |              | DIFFERENCE : 0.558     |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                    | DIFF  | TIME OF DAY  |
| 1 -                       |          | 46.275                   | 2:24.401     | 74.01                  | 8.322 | 12:16:07.214 |
| 2 -                       | 1:31.652 | 44.431                   | 2:16.083 (2) | 78.54                  | 0.004 | 12:18:23.297 |
| 3 -                       | 1:31.679 | 45.254                   | 2:16.933 (3) | 78.05                  | 0.854 | 12:20:40.230 |
| 4 -                       | 1:32.363 | 45.020                   | 2:17.383     | 77.79                  | 1.304 | 12:22:57.613 |
| 5 -                       | 1:31.090 | 44.989                   | 2:16.079 (1) | 78.54                  |       | 12:25:13.692 |

| P5                        | 75 C2    | Peter WOODALL            |              | Honda CB500 - RevdCoin |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------|-------|--------------|
| IDEAL LAP TIME : 2:16.001 |          | BEST LAP TIME : 2:16.588 |              | DIFFERENCE : 0.587     |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                    | DIFF  | TIME OF DAY  |
| 1 -                       |          | 46.505                   | 2:24.493     | 73.96                  | 7.905 | 12:16:07.306 |
| 2 -                       | 1:30.889 | 45.758                   | 2:16.647 (2) | 78.21                  | 0.059 | 12:18:23.953 |
| 3 -                       | 1:31.456 | 45.414                   | 2:16.870     | 78.08                  | 0.282 | 12:20:40.823 |
| 4 -                       | 1:31.687 | 45.112                   | 2:16.799 (3) | 78.12                  | 0.211 | 12:22:57.622 |
| 5 -                       | 1:31.298 | 45.290                   | 2:16.588 (1) | 78.25                  |       | 12:25:14.210 |

| P6                        | 13 C2    | Richard BLUNT            |              | Honda CB500 - Rapid Light Transport |       |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:17.749 |          | BEST LAP TIME : 2:18.190 |              | DIFFERENCE : 0.441                  |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                 | DIFF  | TIME OF DAY  |
| 1 -                       |          | 46.028                   | 2:23.896     | 74.27                               | 5.706 | 12:16:06.709 |
| 2 -                       | 1:32.223 | 46.001                   | 2:18.224 (2) | 77.32                               | 0.034 | 12:18:24.933 |
| 3 -                       | 1:32.935 | 45.526                   | 2:18.461 (3) | 77.19                               | 0.271 | 12:20:43.394 |
| 4 -                       | 1:33.144 | 45.669                   | 2:18.813     | 76.99                               | 0.623 | 12:23:02.207 |
| 5 -                       | 1:32.584 | 45.606                   | 2:18.190 (1) | 77.34                               |       | 12:25:20.397 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P7 7 C2 Shaun O'HARA      |                 | Honda CB500 - Advanced Vehicle Alarms |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.187 |                 | BEST LAP TIME : 2:16.298              |                     | DIFFERENCE : 0.111 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                              | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.834                                | 2:25.811            | 73.30              | 9.513 | 12:16:08.624        |
| 2 -                       | <b>1:31.146</b> | 45.152                                | <b>2:16.298 (1)</b> | <b>78.41</b>       |       | <b>12:18:24.922</b> |
| 3 -                       | 1:32.794        | <b>45.041</b>                         | 2:17.835 (2)        | 77.54              | 1.537 | 12:20:42.757        |
| 4 -                       | 1:33.964        | 45.707                                | 2:19.671            | 76.52              | 3.373 | 12:23:02.428        |
| 5 -                       | 1:32.871        | 45.256                                | 2:18.127 (3)        | 77.37              | 1.829 | 12:25:20.555        |

| P8 23 C1 Adrian KERSHAW   |                 | Honda CB500 - ADK Racing |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.450 |                 | BEST LAP TIME : 2:17.746 |                     | DIFFERENCE : 0.296 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.836                   | 2:31.137            | 70.71              | 13.391 | 12:16:13.950        |
| 2 -                       | 1:32.783        | 46.278                   | 2:19.061            | 76.85              | 1.315  | 12:18:33.011        |
| 3 -                       | 1:32.314        | 45.432                   | <b>2:17.746 (1)</b> | <b>77.59</b>       |        | <b>12:20:50.757</b> |
| 4 -                       | 1:32.891        | <b>45.193</b>            | 2:18.084 (2)        | 77.40              | 0.338  | 12:23:08.841        |
| 5 -                       | <b>1:32.257</b> | 46.207                   | 2:18.464 (3)        | 77.19              | 0.718  | 12:25:27.305        |

| P9 76 C3 Ian CARTER       |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.149 |                 | BEST LAP TIME : 2:19.234 |                     | DIFFERENCE : 0.085 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.510                   | 2:27.138            | 72.63              | 7.904 | 12:16:09.951        |
| 2 -                       | 1:33.389        | 46.621                   | 2:20.010            | 76.33              | 0.776 | 12:18:29.961        |
| 3 -                       | 1:33.497        | <b>46.068</b>            | 2:19.565 (3)        | 76.58              | 0.331 | 12:20:49.526        |
| 4 -                       | <b>1:33.081</b> | 46.153                   | <b>2:19.234 (1)</b> | <b>76.76</b>       |       | <b>12:23:08.760</b> |
| 5 -                       | 1:33.328        | 46.076                   | 2:19.404 (2)        | 76.66              | 0.170 | 12:25:28.164        |

| P10 11 C2 Mark OSBORNE    |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.078 |                 | BEST LAP TIME : 2:19.128 |                     | DIFFERENCE : 0.050 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.588                   | 2:27.776            | 72.32              | 8.648 | 12:16:10.589        |
| 2 -                       | 1:33.792        | 46.996                   | 2:20.788            | 75.91              | 1.660 | 12:18:31.377        |
| 3 -                       | 1:33.115        | <b>46.013</b>            | <b>2:19.128 (1)</b> | <b>76.82</b>       |       | <b>12:20:50.505</b> |
| 4 -                       | <b>1:33.065</b> | 46.402                   | 2:19.467 (2)        | 76.63              | 0.339 | 12:23:09.972        |
| 5 -                       | 1:33.175        | 46.931                   | 2:20.106 (3)        | 76.28              | 0.978 | 12:25:30.078        |

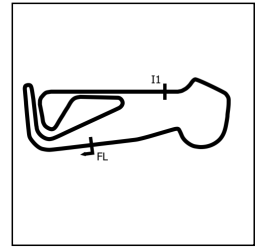
| P11 626 C2 Jamie HORNER   |                 | Honda CB500 - Trent Tractors & Mowers |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.869 |                 | BEST LAP TIME : 2:18.923              |                     | DIFFERENCE : 0.054 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                              | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.185                                | 2:28.838            | 71.80              | 9.915 | 12:16:11.651        |
| 2 -                       | 1:33.491        | 47.230                                | 2:20.721            | 75.95              | 1.798 | 12:18:32.372        |
| 3 -                       | <b>1:32.915</b> | 46.402                                | 2:19.317 (2)        | 76.71              | 0.394 | 12:20:51.689        |
| 4 -                       | 1:33.219        | 46.667                                | 2:19.886 (3)        | 76.40              | 0.963 | 12:23:11.575        |
| 5 -                       | 1:32.969        | <b>45.954</b>                         | <b>2:18.923 (1)</b> | <b>76.93</b>       |       | <b>12:25:30.498</b> |

| P12 86 C2 Max MACRAE      |                 | Honda CB500 - MacRae Racing |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.846 |                 | BEST LAP TIME : 2:16.995    |                     | DIFFERENCE : 0.149 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.027                      | 2:25.058            | 73.68              | 8.063 | 12:16:07.871        |
| 2 -                       | <b>1:31.607</b> | 45.388                      | <b>2:16.995 (1)</b> | <b>78.01</b>       |       | <b>12:18:24.866</b> |
| 3 -                       | 1:32.465        | <b>45.239</b>               | 2:17.704 (2)        | 77.61              | 0.709 | 12:20:42.570        |
| 4 -                       | 1:34.143        | 45.529                      | 2:19.672            | 76.52              | 2.677 | 12:23:02.242        |
| 5 -                       | 1:33.102        | 45.437                      | 2:18.539 (3)        | 77.14              | 1.544 | 12:25:20.781        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P13 29 C2                 |                 | Robert CARVER            |                     | Honda CB500 - SF PARTS LTD |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.887 |                 | BEST LAP TIME : 2:20.104 |                     | DIFFERENCE : 0.217         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.491                   | 2:27.053            | 72.68                      | 6.949 | 12:16:09.866        |
| 2 -                       | 1:33.868        | 46.558                   | 2:20.426 (2)        | 76.11                      | 0.322 | 12:18:30.292        |
| 3 -                       | <b>1:33.746</b> | 46.358                   | <b>2:20.104 (1)</b> | <b>76.28</b>               |       | <b>12:20:50.396</b> |
| 4 -                       | 1:34.399        | <b>46.141</b>            | 2:20.540 (3)        | 76.05                      | 0.436 | 12:23:10.936        |
| 5 -                       | 1:33.860        | 46.884                   | 2:20.744            | 75.93                      | 0.640 | 12:25:31.680        |

| P14 26 C3                 |                 | Colt DWYER               |                     | Honda CB500 - Regal Aluminium |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.340 |                 | BEST LAP TIME : 2:20.343 |                     | DIFFERENCE : 0.003            |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                           | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.129                   | 2:31.121            | 70.72                         | 10.778 | 12:16:13.934        |
| 2 -                       | <b>1:34.028</b> | 46.748                   | 2:20.776 (2)        | 75.92                         | 0.433  | 12:18:34.710        |
| 3 -                       | 1:34.031        | <b>46.312</b>            | <b>2:20.343 (1)</b> | <b>76.15</b>                  |        | <b>12:20:55.053</b> |
| 4 -                       | 1:34.416        | 46.942                   | 2:21.358 (3)        | 75.61                         | 1.015  | 12:23:16.411        |
| 5 -                       | 1:35.606        | 47.129                   | 2:22.735            | 74.88                         | 2.392  | 12:25:39.146        |

| P15 27 C3                 |                 | Richard HAYWARD          |                     | Honda CB500 - BC vehicle repairs/ Snap on Tools |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.212 |                 | BEST LAP TIME : 2:21.733 |                     | DIFFERENCE : 0.521                              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                             | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.768</b>            | 2:29.599            | 71.44                                           | 7.866 | 12:16:12.412        |
| 2 -                       | <b>1:34.444</b> | 47.289                   | <b>2:21.733 (1)</b> | <b>75.40</b>                                    |       | <b>12:18:34.145</b> |
| 3 -                       | 1:35.888        | 47.518                   | 2:23.406            | 74.53                                           | 1.673 | 12:20:57.551        |
| 4 -                       | 1:35.317        | 47.963                   | 2:23.280 (3)        | 74.59                                           | 1.547 | 12:23:20.831        |
| 5 -                       | 1:35.708        | 47.142                   | 2:22.850 (2)        | 74.82                                           | 1.117 | 12:25:43.681        |

| P16 36 C3                 |                 | Joe BALDRY               |                     | Honda CB500 - Chilton Motors |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:21.022 |                 | BEST LAP TIME : 2:21.022 |                     | DIFFERENCE : 0.000           |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.833                   | 2:31.613            | 70.49                        | 10.591 | 12:16:14.426        |
| 2 -                       | <b>1:34.119</b> | <b>46.903</b>            | <b>2:21.022 (1)</b> | <b>75.79</b>                 |        | <b>12:18:35.448</b> |
| 3 -                       | 1:35.379        | 47.767                   | 2:23.146            | 74.66                        | 2.124  | 12:20:58.594        |
| 4 -                       | 1:34.528        | 47.854                   | 2:22.382 (2)        | 75.06                        | 1.360  | 12:23:20.976        |
| 5 -                       | 1:35.659        | 47.146                   | 2:22.805 (3)        | 74.84                        | 1.783  | 12:25:43.781        |

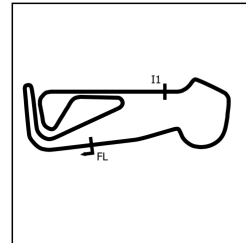
| P17 77 C2                 |                 | Wayne DRAKE              |                     | Honda CB500 - None |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.373 |                 | BEST LAP TIME : 2:20.373 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.554                   | 2:32.409            | 70.12              | 12.036 | 12:16:15.222        |
| 2 -                       | <b>1:33.941</b> | <b>46.432</b>            | <b>2:20.373 (1)</b> | <b>76.14</b>       |        | <b>12:18:35.595</b> |
| 3 -                       | 1:34.607        | 48.121                   | 2:22.728 (3)        | 74.88              | 2.355  | 12:20:58.323        |
| 4 -                       | 1:35.329        | 47.955                   | 2:23.284            | 74.59              | 2.911  | 12:23:21.607        |
| 5 -                       | 1:35.744        | 46.673                   | 2:22.417 (2)        | 75.04              | 2.044  | 12:25:44.024        |

| P18 31 C1                 |                 | Abigail MARSHALL         |                     | Honda CB500 -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.873 |                 | BEST LAP TIME : 2:21.561 |                     | DIFFERENCE : 1.688 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.736                   | 2:34.025            | 69.39              | 12.464 | 12:16:16.838        |
| 2 -                       | 1:34.866        | <b>46.695</b>            | <b>2:21.561 (1)</b> | <b>75.50</b>       |        | <b>12:18:38.399</b> |
| 3 -                       | 1:35.182        | 47.014                   | 2:22.196 (3)        | 75.16              | 0.635  | 12:21:00.595        |
| 4 -                       | <b>1:33.178</b> | 48.458                   | 2:21.636 (2)        | 75.46              | 0.075  | 12:23:22.231        |
| 5 -                       | 1:35.425        | 47.154                   | 2:22.579            | 74.96              | 1.018  | 12:25:44.810        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P19 180 C1                |                 | Matt GOODMAN (R)         |                     | Honda CB500 - JVS Auto solutions |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.937 |                 | BEST LAP TIME : 2:21.638 |                     | DIFFERENCE : 0.701               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.690</b>            | 2:30.488            | 71.02                            | 8.850 | 12:16:13.301        |
| 2 -                       | <b>1:34.247</b> | 47.391                   | <b>2:21.638 (1)</b> | <b>75.46</b>                     |       | <b>12:18:34.939</b> |
| 3 -                       | 1:35.036        | 47.665                   | 2:22.701 (2)        | 74.89                            | 1.063 | 12:20:57.640        |
| 4 -                       | 1:35.710        | 48.493                   | 2:24.203            | 74.11                            | 2.565 | 12:23:21.843        |
| 5 -                       | 1:36.326        | 47.332                   | 2:23.658 (3)        | 74.39                            | 2.020 | 12:25:45.501        |

| P20 93 C3                 |                 | Ryan GREGORY (R)         |                     | Honda CB500 - Rob flint |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.653 |                 | BEST LAP TIME : 2:21.310 |                     | DIFFERENCE : 0.657      |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                     | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.001                   | 2:33.610            | 69.57                   | 12.300 | 12:16:16.423        |
| 2 -                       | 1:35.649        | 47.764                   | 2:23.413            | 74.52                   | 2.103  | 12:18:39.836        |
| 3 -                       | 1:34.826        | <b>46.484</b>            | <b>2:21.310 (1)</b> | <b>75.63</b>            |        | <b>12:21:01.146</b> |
| 4 -                       | <b>1:34.169</b> | 47.934                   | 2:22.103 (2)        | 75.21                   | 0.793  | 12:23:23.249        |
| 5 -                       | 1:35.153        | 47.197                   | 2:22.350 (3)        | 75.08                   | 1.040  | 12:25:45.599        |

| P21 22 C3                 |                 | Simon FINCH              |                     | Honda CB500 -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.646 |                 | BEST LAP TIME : 2:20.646 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.139                   | 2:32.301            | 70.17              | 11.655 | 12:16:15.114        |
| 2 -                       | 1:34.395        | 47.332                   | 2:21.727 (2)        | 75.41              | 1.081  | 12:18:36.841        |
| 3 -                       | 1:33.917        | 48.428                   | 2:22.345 (3)        | 75.08              | 1.699  | 12:20:59.186        |
| 4 -                       | 1:34.381        | 52.863                   | 2:27.244            | 72.58              | 6.598  | 12:23:26.430        |
| 5 -                       | <b>1:33.631</b> | <b>47.015</b>            | <b>2:20.646 (1)</b> | <b>75.99</b>       |        | <b>12:25:47.076</b> |

| P22 150 C3                |                 | Roy WILSON               |                     | Honda CB500 - Rother Ride |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.599 |                 | BEST LAP TIME : 2:22.599 |                     | DIFFERENCE : 0.000        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.015                   | 2:34.813            | 69.03                     | 12.214 | 12:16:17.626        |
| 2 -                       | 1:35.517        | 48.248                   | 2:23.765 (3)        | 74.34                     | 1.166  | 12:18:41.391        |
| 3 -                       | <b>1:35.361</b> | <b>47.238</b>            | <b>2:22.599 (1)</b> | <b>74.95</b>              |        | <b>12:21:03.990</b> |
| 4 -                       | 1:35.987        | 47.868                   | 2:23.855            | 74.29                     | 1.256  | 12:23:27.845        |
| 5 -                       | 1:35.866        | 47.627                   | 2:23.493 (2)        | 74.48                     | 0.894  | 12:25:51.338        |

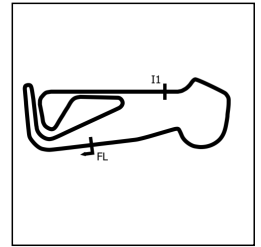
| P23 110 C2                |                 | Will KEARNEY (R)         |                     | Honda CB500 - AustinjacobsLTD |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:21.841 |                 | BEST LAP TIME : 2:22.997 |                     | DIFFERENCE : 1.156            |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                           | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.624                   | 2:33.659            | 69.55                         | 10.662 | 12:16:16.472        |
| 2 -                       | 1:35.824        | 48.303                   | 2:24.127 (3)        | 74.15                         | 1.130  | 12:18:40.599        |
| 3 -                       | <b>1:35.092</b> | 48.067                   | 2:23.159 (2)        | 74.65                         | 0.162  | 12:21:03.758        |
| 4 -                       | 1:36.377        | 49.145                   | 2:25.522            | 73.44                         | 2.525  | 12:23:29.280        |
| 5 -                       | 1:36.248        | <b>46.749</b>            | <b>2:22.997 (1)</b> | <b>74.74</b>                  |        | <b>12:25:52.277</b> |

| P24 99 C3                 |                 | Max MAUD                 |                     | Honda CB500 - WHAT MOTO |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.551 |                 | BEST LAP TIME : 2:23.058 |                     | DIFFERENCE : 0.507      |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                     | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.960                   | 2:33.681            | 69.54                   | 10.623 | 12:16:16.494        |
| 2 -                       | <b>1:35.128</b> | 48.393                   | 2:23.521 (2)        | 74.47                   | 0.463  | 12:18:40.015        |
| 3 -                       | 1:36.660        | 47.916                   | 2:24.576 (3)        | 73.92                   | 1.518  | 12:21:04.591        |
| 4 -                       | 1:36.048        | 48.605                   | 2:24.653            | 73.88                   | 1.595  | 12:23:29.244        |
| 5 -                       | 1:35.635        | <b>47.423</b>            | <b>2:23.058 (1)</b> | <b>74.71</b>            |        | <b>12:25:52.302</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

|                           |                 |                          |                           |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>184 C3</b>   | <b>Dean CARVER (R)</b>   | Honda CB500 - Helmet city |              |        |                     |
| IDEAL LAP TIME : 2:22.831 |                 | BEST LAP TIME : 2:22.831 | DIFFERENCE : 0.000        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.110                   | 2:35.228                  | 68.85        | 12.397 | 12:16:18.041        |
| 2 -                       | 1:35.871        | 48.035                   | 2:23.906 (2)              | 74.27        | 1.075  | 12:18:41.947        |
| 3 -                       | <b>1:35.119</b> | <b>47.712</b>            | <b>2:22.831 (1)</b>       | <b>74.83</b> |        | <b>12:21:04.778</b> |
| 4 -                       | 1:35.889        | 48.590                   | 2:24.479                  | 73.97        | 1.648  | 12:23:29.257        |
| 5 -                       | 1:36.559        | 47.760                   | 2:24.319 (3)              | 74.05        | 1.488  | 12:25:53.576        |

|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P26</b>                | <b>59 C3</b>    | <b>Calvin GRIMES</b>     | Honda CB500 - Lustre Coatings ltd |              |        |                     |
| IDEAL LAP TIME : 2:23.783 |                 | BEST LAP TIME : 2:23.902 | DIFFERENCE : 0.119                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.567                   | 2:34.205                          | 69.31        | 10.303 | 12:16:17.018        |
| 2 -                       | 1:36.606        | 48.039                   | 2:24.645 (3)                      | 73.89        | 0.743  | 12:18:41.663        |
| 3 -                       | 1:36.507        | 47.395                   | <b>2:23.902 (1)</b>               | <b>74.27</b> |        | <b>12:21:05.565</b> |
| 4 -                       | <b>1:36.421</b> | 47.603                   | 2:24.024 (2)                      | 74.21        | 0.122  | 12:23:29.589        |
| 5 -                       | 1:37.312        | <b>47.362</b>            | 2:24.674                          | 73.87        | 0.772  | 12:25:54.263        |

|                           |                 |                          |                                   |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|--------|---------------------|
| <b>P27</b>                | <b>60 C3</b>    | <b>Danny GOUGH</b>       | Honda CB500 - G Force Motorcycles |              |        |                     |
| IDEAL LAP TIME : 2:23.040 |                 | BEST LAP TIME : 2:23.180 | DIFFERENCE : 0.140                |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.266                   | 2:36.947                          | 68.09        | 13.767 | 12:16:19.760        |
| 2 -                       | 1:37.647        | 48.909                   | 2:26.556                          | 72.92        | 3.376  | 12:18:46.316        |
| 3 -                       | <b>1:35.407</b> | 47.773                   | <b>2:23.180 (1)</b>               | <b>74.64</b> |        | <b>12:21:09.496</b> |
| 4 -                       | 1:36.243        | <b>47.633</b>            | 2:23.876 (2)                      | 74.28        | 0.696  | 12:23:33.372        |
| 5 -                       | 1:35.919        | 48.150                   | 2:24.069 (3)                      | 74.18        | 0.889  | 12:25:57.441        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P28</b>                | <b>42 C3</b>    | <b>Gary ADORJAN</b>      | Honda CB500 -       |              |        |                     |
| IDEAL LAP TIME : 2:23.719 |                 | BEST LAP TIME : 2:23.843 | DIFFERENCE : 0.124  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.052                   | 2:36.923            | 68.11        | 13.080 | 12:16:19.736        |
| 2 -                       | 1:36.749        | 48.190                   | 2:24.939            | 73.74        | 1.096  | 12:18:44.675        |
| 3 -                       | 1:36.449        | 48.214                   | 2:24.663 (3)        | 73.88        | 0.820  | 12:21:09.338        |
| 4 -                       | 1:36.071        | <b>47.772</b>            | <b>2:23.843 (1)</b> | <b>74.30</b> |        | <b>12:23:33.181</b> |
| 5 -                       | <b>1:35.947</b> | 48.333                   | 2:24.280 (2)        | 74.07        | 0.437  | 12:25:57.461        |

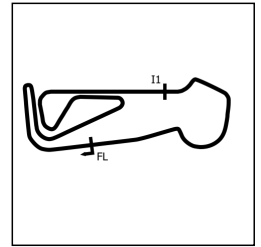
|                           |                 |                          |                             |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|--------|---------------------|
| <b>P29</b>                | <b>138 C2</b>   | <b>Philip HARKER</b>     | Honda CB500 - Harker racing |              |        |                     |
| IDEAL LAP TIME : 2:24.311 |                 | BEST LAP TIME : 2:24.311 | DIFFERENCE : 0.000          |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.836                   | 2:36.167                    | 68.43        | 11.856 | 12:16:18.980        |
| 2 -                       | 1:38.125        | 49.071                   | 2:27.196                    | 72.61        | 2.885  | 12:18:46.176        |
| 3 -                       | 1:36.756        | 48.499                   | 2:25.255 (3)                | 73.58        | 0.944  | 12:21:11.431        |
| 4 -                       | <b>1:36.449</b> | <b>47.862</b>            | <b>2:24.311 (1)</b>         | <b>74.06</b> |        | <b>12:23:35.742</b> |
| 5 -                       | 1:36.701        | 48.334                   | 2:25.035 (2)                | 73.69        | 0.724  | 12:26:00.777        |

|                           |                 |                          |                                            |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------------|--------------|--------|---------------------|
| <b>P30</b>                | <b>78 C3</b>    | <b>Richard DWYER (R)</b> | Honda CB500 - R flint building and joinery |              |        |                     |
| IDEAL LAP TIME : 2:25.054 |                 | BEST LAP TIME : 2:25.447 | DIFFERENCE : 0.393                         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.470                   | 2:37.878                                   | 67.69        | 12.431 | 12:16:20.691        |
| 2 -                       | 1:37.611        | 48.144                   | 2:25.755 (2)                               | 73.32        | 0.308  | 12:18:46.446        |
| 3 -                       | <b>1:37.539</b> | 47.908                   | <b>2:25.447 (1)</b>                        | <b>73.48</b> |        | <b>12:21:11.893</b> |
| 4 -                       | 1:37.649        | 48.107                   | 2:25.756 (3)                               | 73.32        | 0.309  | 12:23:37.649        |
| 5 -                       | 1:38.485        | <b>47.515</b>            | 2:26.000                                   | 73.20        | 0.553  | 12:26:03.649        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                            |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------|--------|---------------------|
| <b>P31 64 C3</b>          |                 | <b>Robert FLINT (R)</b>  |                     | Honda CB500 - R Flint Building And Joinery |        |                     |
| IDEAL LAP TIME : 2:25.283 |                 | BEST LAP TIME : 2:25.431 |                     | DIFFERENCE : 0.148                         |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                        | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.178                   | 2:38.912            | 67.25                                      | 13.481 | 12:16:21.725        |
| 2 -                       | 1:38.528        | 49.579                   | 2:28.107            | 72.16                                      | 2.676  | 12:18:49.832        |
| 3 -                       | 1:37.455        | 49.078                   | 2:26.533 (3)        | 72.93                                      | 1.102  | 12:21:16.365        |
| 4 -                       | 1:36.974        | <b>48.518</b>            | 2:25.492 (2)        | 73.46                                      | 0.061  | 12:23:41.857        |
| 5 -                       | <b>1:36.765</b> | 48.666                   | <b>2:25.431 (1)</b> | <b>73.49</b>                               |        | <b>12:26:07.288</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P32 50 C3</b>          |                 | <b>Paul ROBSON</b>       |                     | Honda CB500 -      |        |                     |
| IDEAL LAP TIME : 2:27.587 |                 | BEST LAP TIME : 2:27.691 |                     | DIFFERENCE : 0.104 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.335                   | 2:39.937            | 66.82              | 12.246 | 12:16:22.750        |
| 2 -                       | <b>1:38.097</b> | 49.877                   | 2:27.974 (2)        | 72.22              | 0.283  | 12:18:50.724        |
| 3 -                       | 1:38.201        | <b>49.490</b>            | <b>2:27.691 (1)</b> | <b>72.36</b>       |        | <b>12:21:18.415</b> |
| 4 -                       | 1:39.245        | 50.777                   | 2:30.022 (3)        | 71.24              | 2.331  | 12:23:48.437        |
| 5 -                       | 1:39.492        | 50.903                   | 2:30.395            | 71.06              | 2.704  | 12:26:18.832        |

|                           |                 |                          |                     |                                  |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| <b>P33 65 C2</b>          |                 | <b>Nigel TERRY</b>       |                     | Honda CB500 - NTrap Garage Doors |       |                     |
| IDEAL LAP TIME : 2:29.483 |                 | BEST LAP TIME : 2:30.113 |                     | DIFFERENCE : 0.630               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>49.646</b>            | 2:40.076            | 66.76                            | 9.963 | 12:16:22.889        |
| 2 -                       | <b>1:39.837</b> | 50.276                   | <b>2:30.113 (1)</b> | <b>71.20</b>                     |       | <b>12:18:53.002</b> |
| 3 -                       | 1:42.215        | 51.427                   | 2:33.642 (2)        | 69.56                            | 3.529 | 12:21:26.644        |
| 4 -                       | 1:43.674        | 51.288                   | 2:34.962 (3)        | 68.97                            | 4.849 | 12:24:01.606        |
| 5 -                       | 1:43.971        | 52.309                   | 2:36.280            | 68.39                            | 6.167 | 12:26:37.886        |

|                           |          |                      |          |               |      |              |
|---------------------------|----------|----------------------|----------|---------------|------|--------------|
| <b>P34 73 C2</b>          |          | <b>Oliver MACRAE</b> |          | Honda CB500 - |      |              |
| IDEAL LAP TIME : 2:17.654 |          | BEST LAP TIME :      |          | DIFFERENCE :  |      |              |
| LAP                       | SECTOR 1 | SECTOR 2             | LAP TIME | MPH           | DIFF | TIME OF DAY  |
| 1 -                       |          | <b>46.137</b>        | 2:25.092 | 73.66         |      | 12:16:07.905 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |             |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME        | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |             | PERFECT LAP | 2:14.790 |       |
| 1        | 39  | 1:30.526 | 16       | 44.264 | 1                       | 39  | NORTH       | 2:14.795    | 2:14.795 | 0.000 |
| 2        | 16  | 1:30.825 | 39       | 44.269 | 2                       | 16  | MACRAE      | 2:15.089    | 2:15.089 | 0.000 |
| 3        | 75  | 1:30.889 | 243      | 44.431 | 3                       | 243 | REEVE       | 2:15.521    | 2:16.079 | 0.558 |
| 4        | 243 | 1:31.090 | 53       | 44.632 | 4                       | 53  | KOURTI      | 2:15.762    | 2:15.762 | 0.000 |
| 5        | 53  | 1:31.130 | 7        | 45.041 | 5                       | 75  | WOODALL     | 2:16.001    | 2:16.588 | 0.587 |
| 6        | 7   | 1:31.146 | 75       | 45.112 | 6                       | 7   | O'HARA      | 2:16.187    | 2:16.298 | 0.111 |
| 7        | 73  | 1:31.517 | 23       | 45.193 | 7                       | 86  | MACRAE      | 2:16.846    | 2:16.995 | 0.149 |
| 8        | 86  | 1:31.607 | 86       | 45.239 | 8                       | 23  | KERSHAW     | 2:17.450    | 2:17.746 | 0.296 |
| 9        | 13  | 1:32.223 | 13       | 45.526 | 9                       | 73  | MACRAE      |             |          |       |
| 10       | 23  | 1:32.257 | 626      | 45.954 | 10                      | 13  | BLUNT       | 2:17.749    | 2:18.190 | 0.441 |
| 11       | 626 | 1:32.915 | 11       | 46.013 | 11                      | 626 | HORNER      | 2:18.869    | 2:18.923 | 0.054 |
| 12       | 11  | 1:33.065 | 76       | 46.068 | 12                      | 11  | OSBORNE     | 2:19.078    | 2:19.128 | 0.050 |
| 13       | 76  | 1:33.081 | 73       | 46.137 | 13                      | 76  | CARTER      | 2:19.149    | 2:19.234 | 0.085 |
| 14       | 31  | 1:33.178 | 29       | 46.141 | 14                      | 31  | MARSHALL    | 2:19.873    | 2:21.561 | 1.688 |
| 15       | 22  | 1:33.631 | 26       | 46.312 | 15                      | 29  | CARVER      | 2:19.887    | 2:20.104 | 0.217 |
| 16       | 29  | 1:33.746 | 77       | 46.432 | 16                      | 26  | DWYER       | 2:20.340    | 2:20.343 | 0.003 |
| 17       | 77  | 1:33.941 | 93       | 46.484 | 17                      | 77  | DRAKE       | 2:20.373    | 2:20.373 | 0.000 |
| 18       | 26  | 1:34.028 | 180      | 46.690 | 18                      | 22  | FINCH       | 2:20.646    | 2:20.646 | 0.000 |
| 19       | 36  | 1:34.119 | 31       | 46.695 | 19                      | 93  | GREGORY (R) | 2:20.653    | 2:21.310 | 0.657 |
| 20       | 93  | 1:34.169 | 110      | 46.749 | 20                      | 180 | GOODMAN (R) | 2:20.937    | 2:21.638 | 0.701 |
| 21       | 180 | 1:34.247 | 27       | 46.768 | 21                      | 36  | BALDRY      | 2:21.022    | 2:21.022 | 0.000 |
| 22       | 27  | 1:34.444 | 36       | 46.903 | 22                      | 27  | HAYWARD     | 2:21.212    | 2:21.733 | 0.521 |
| 23       | 110 | 1:35.092 | 22       | 47.015 | 23                      | 110 | KEARNEY (R) | 2:21.841    | 2:22.997 | 1.156 |
| 24       | 184 | 1:35.119 | 150      | 47.238 | 24                      | 99  | MAUD        | 2:22.551    | 2:23.058 | 0.507 |
| 25       | 99  | 1:35.128 | 59       | 47.362 | 25                      | 150 | WILSON      | 2:22.599    | 2:22.599 | 0.000 |
| 26       | 150 | 1:35.361 | 99       | 47.423 | 26                      | 184 | CARVER (R)  | 2:22.831    | 2:22.831 | 0.000 |
| 27       | 60  | 1:35.407 | 78       | 47.515 | 27                      | 60  | GOUGH       | 2:23.040    | 2:23.180 | 0.140 |
| 28       | 42  | 1:35.947 | 60       | 47.633 | 28                      | 42  | ADORJAN     | 2:23.719    | 2:23.843 | 0.124 |
| 29       | 59  | 1:36.421 | 184      | 47.712 | 29                      | 59  | GRIMES      | 2:23.783    | 2:23.902 | 0.119 |
| 30       | 138 | 1:36.449 | 42       | 47.772 | 30                      | 138 | HARKER      | 2:24.311    | 2:24.311 | 0.000 |
| 31       | 64  | 1:36.765 | 138      | 47.862 | 31                      | 78  | DWYER (R)   | 2:25.054    | 2:25.447 | 0.393 |
| 32       | 78  | 1:37.539 | 64       | 48.518 | 32                      | 64  | FLINT (R)   | 2:25.283    | 2:25.431 | 0.148 |
| 33       | 50  | 1:38.097 | 50       | 49.490 | 33                      | 50  | ROBSON      | 2:27.587    | 2:27.691 | 0.104 |
| 34       | 65  | 1:39.837 | 65       | 49.646 | 34                      | 65  | TERRY       | 2:29.483    | 2:30.113 | 0.630 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2025-05-03 @ 11:50:00.000 |
| Actual Start           | 2025-05-03 @ 12:13:42.812 |
| Finish Time            | 2025-05-03 @ 12:25:11.969 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 166                       |
| Total Distance Covered | 492.8393mi.               |

Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|--------------|----------|--------------|-----|-------------|
| 53  | C1 | Jake KOURTI  | 2:17.160 | 12:18:23.145 | 2   | Honda CB500 |
| 39  | C2 | Daniel NORTH | 2:17.021 | 12:18:23.158 | 2   | Honda CB500 |
| 16  | C2 | Luke MACRAE  | 2:16.529 | 12:18:23.165 | 2   | Honda CB500 |
| 243 | C2 | Declan REEVE | 2:16.083 | 12:18:23.297 | 2   | Honda CB500 |
| 16  | C2 | Luke MACRAE  | 2:15.089 | 12:25:11.970 | 5   | Honda CB500 |
| 39  | C2 | Daniel NORTH | 2:14.795 | 12:25:12.056 | 5   | Honda CB500 |

Session Leader History

| NO | CL | NAME        | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|----|----|-------------|----------|----------|------------|-------------|
| 53 | C1 | Jake KOURTI | 1        | 2        | 5.93 miles | Honda CB500 |
| 16 | C2 | Luke MACRAE | 3        | 3        | 8.90 miles | Honda CB500 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:13:42.812 |
| FINISH | 12:25:11.969 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:21.231  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - STATISTICS

**CLASS : C1**

4 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|-------------|----------|--------------|-----|-------------|
| 53 | Jake KOURTI | 2:17.160 | 12:18:23.145 | 2   | Honda CB500 |
| 53 | Jake KOURTI | 2:16.782 | 12:20:39.927 | 3   | Honda CB500 |
| 53 | Jake KOURTI | 2:15.762 | 12:25:13.212 | 5   | Honda CB500 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|-------------|----------|----------|-------------|-------------|
| 53 | Jake KOURTI | 1        | 5        | 14.84 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - STATISTICS

CLASS : C2

15 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|--------------|----------|--------------|-----|-------------|
| 39  | Daniel NORTH | 2:17.021 | 12:18:23.158 | 2   | Honda CB500 |
| 16  | Luke MACRAE  | 2:16.529 | 12:18:23.165 | 2   | Honda CB500 |
| 243 | Declan REEVE | 2:16.083 | 12:18:23.297 | 2   | Honda CB500 |
| 16  | Luke MACRAE  | 2:15.089 | 12:25:11.970 | 5   | Honda CB500 |
| 39  | Daniel NORTH | 2:14.795 | 12:25:12.056 | 5   | Honda CB500 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|----|--------------|----------|----------|------------|-------------|
| 39 | Daniel NORTH | 1        | 2        | 5.93 miles | Honda CB500 |
| 16 | Luke MACRAE  | 3        | 3        | 8.90 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - STATISTICS

**CLASS : C3**

15 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|------------|----------|--------------|-----|-------------|
| 76 | Ian CARTER | 2:20.010 | 12:18:29.961 | 2   | Honda CB500 |
| 76 | Ian CARTER | 2:19.565 | 12:20:49.526 | 3   | Honda CB500 |
| 76 | Ian CARTER | 2:19.234 | 12:23:08.760 | 4   | Honda CB500 |

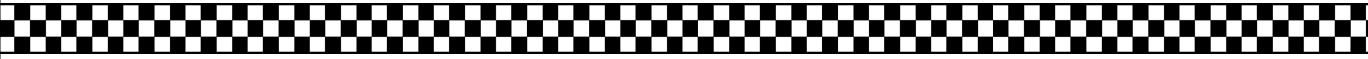
#### Leader History

| NO | NAME       | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|------------|----------|----------|-------------|-------------|
| 76 | Ian CARTER | 1        | 5        | 14.84 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - GRID (5 Laps)

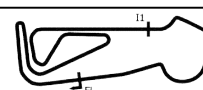
|                                                                                      |    |  |     |                  |          |    |    |             |                   |          |    |  |     |                  |          |
|--------------------------------------------------------------------------------------|----|--|-----|------------------|----------|----|----|-------------|-------------------|----------|----|--|-----|------------------|----------|
| ROW 12                                                                               | 35 |  | 172 | Bobby CAMPBELL   | 34       |    | 65 | Nigel TERRY | 2:30.113          |          |    |  |     |                  |          |
| ROW 11                                                                               | 33 |  | 50  | Paul ROBSON      | 2:27.691 | 32 |    | 78          | Richard DWYER (R) | 2:25.447 | 31 |  | 64  | Robert FLINT (R) | 2:25.431 |
| ROW 10                                                                               | 30 |  | 138 | Philip HARKER    | 2:24.311 | 29 |    | 59          | Calvin GRIMES     | 2:23.902 | 28 |  | 42  | Gary ADORJAN     | 2:23.843 |
| ROW 9                                                                                | 27 |  | 60  | Danny GOUGH      | 2:23.180 | 26 |    | 99          | Max MAUD          | 2:23.058 | 25 |  | 110 | Will KEARNEY (R) | 2:22.997 |
| ROW 8                                                                                | 24 |  | 184 | Dean CARVER (R)  | 2:22.831 | 23 |    | 150         | Roy WILSON        | 2:22.599 | 22 |  | 27  | Richard HAYWARD  | 2:21.733 |
| ROW 7                                                                                | 21 |  | 180 | Matt GOODMAN (R) | 2:21.638 | 20 |    | 31          | Abigail MARSHALL  | 2:21.561 | 19 |  | 93  | Ryan GREGORY (R) | 2:21.310 |
| ROW 6                                                                                | 18 |  | 36  | Joe BALDRY       | 2:21.022 | 17 |    | 22          | Simon FINCH       | 2:20.646 | 16 |  | 77  | Wayne DRAKE      | 2:20.373 |
| ROW 5                                                                                | 15 |  | 73  | Oliver MACRAE    | 2:20.343 | 14 |    | 26          | Colt DWYER        | 2:20.104 | 13 |  | 29  | Robert CARVER    | 2:20.104 |
| ROW 4                                                                                | 12 |  | 76  | Ian CARTER       | 2:19.234 | 11 |    | 11          | Mark OSBORNE      | 2:19.128 | 10 |  | 626 | Jamie HORNER     | 2:18.923 |
| ROW 3                                                                                | 9  |  | 13  | Richard BLUNT    | 2:18.190 | 8  |    | 23          | Adrian KERSHAW    | 2:17.746 | 7  |  | 86  | Max MACRAE       | 2:16.995 |
| ROW 2                                                                                | 6  |  | 75  | Peter WOODALL    | 2:16.588 | 5  |    | 7           | Shaun O'HARA      | 2:16.298 | 4  |  | 243 | Declan REEVE     | 2:16.079 |
| ROW 1                                                                                | 3  |  | 53  | Jake KOURTI      | 2:15.762 | 2  |    | 16          | Luke MACRAE       | 2:15.089 | 1  |  | 39  | Daniel NORTH     | 2:14.795 |
| Pole                                                                                 |    |  |     |                  |          |    |    |             |                   |          |    |  |     |                  |          |
|  |    |  |     |                  |          |    |    |             |                   |          |    |  |     |                  |          |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:29 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME                 | ENTRY                                                  | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|----------------------|--------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 243 | C2 | 1   | Declan REEVE         | Honda CB500 - SF Parts                                 | 5    | 11:31.978 |          |        | 77.22 | 2:16.024 | 5  | 4   | 3  |
| 2   | 39  | C2 | 2   | Daniel NORTH         | Honda CB500 - 1on1 rider training                      | 5    | 11:32.526 | 0.548    | 0.548  | 77.16 | 2:16.060 | 5  | 1   | -1 |
| 3   | 16  | C2 | 3   | Luke MACRAE          | Honda CB500 - Northlands Fencing/ EPS Pumps            | 5    | 11:32.569 | 0.591    | 0.043  | 77.16 | 2:16.632 | 5  | 2   | -1 |
| 4   | 75  | C2 | 4   | Peter WOODALL        | Honda CB500 - RevdCoin                                 | 5    | 11:34.146 | 2.168    | 1.577  | 76.98 | 2:16.854 | 5  | 6   | 2  |
| 5   | 53  | C1 | 1   | Jake KOURTI          | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG M | 5    | 11:34.682 | 2.704    | 0.536  | 76.92 | 2:16.703 | 5  | 3   | -2 |
| 6   | 73  | C3 | 1   | Oliver MACRAE        | Honda CB500 -                                          | 5    | 11:34.766 | 2.788    | 0.084  | 76.91 | 2:16.421 | 5  | 15  | 9  |
| 7   | 7   | C2 | 5   | Shaun O'HARA         | Honda CB500 - Advanced Vehicle Alarms                  | 5    | 11:35.765 | 3.787    | 0.999  | 76.80 | 2:17.461 | 5  | 5   | -2 |
| 8   | 76  | C3 | 2   | Ian CARTER           | Honda CB500 -                                          | 5    | 11:44.886 | 12.908   | 9.121  | 75.81 | 2:18.934 | 5  | 12  | 4  |
| 9   | 86  | C3 | 3   | Max MACRAE           | Honda CB500 - MacRae Racing                            | 5    | 11:44.933 | 12.955   | 0.047  | 75.80 | 2:19.286 | 4  | 7   | -2 |
| 10  | 13  | C2 | 6   | Richard BLUNT        | Honda CB500 - Rapid Light Transport                    | 5    | 11:46.199 | 14.221   | 1.266  | 75.67 | 2:19.710 | 3  | 9   | -1 |
| 11  | 11  | C2 | 7   | Mark OSBORNE         | Honda CB500 -                                          | 5    | 11:53.174 | 21.196   | 6.975  | 74.93 | 2:20.569 | 2  | 11  | 0  |
| 12  | 626 | C2 | 8   | Jamie HORNER         | Honda CB500 - Trent Tractors & Mowers                  | 5    | 11:53.960 | 21.982   | 0.786  | 74.85 | 2:20.655 | 4  | 10  | -2 |
| 13  | 29  | C2 | 9   | Robert CARVER        | Honda CB500 - SF PARTS LTD                             | 5    | 11:54.719 | 22.741   | 0.759  | 74.77 | 2:21.096 | 4  | 13  | 0  |
| 14  | 27  | C3 | 4   | Richard HAYWARD      | Honda CB500 - BC vehicle repairs/ Snap on Tools        | 5    | 11:55.121 | 23.143   | 0.402  | 74.72 | 2:20.519 | 4  | 22  | 8  |
| 15  | 22  | C3 | 5   | Simon FINCH          | Honda CB500 -                                          | 5    | 12:00.507 | 28.529   | 5.386  | 74.17 | 2:21.932 | 4  | 17  | 2  |
| 16  | 36  | C3 | 6   | Joe BALDRY           | Honda CB500 - Chilton Motors                           | 5    | 12:00.618 | 28.640   | 0.111  | 74.15 | 2:21.630 | 4  | 18  | 2  |
| 17  | 180 | C1 | 2   | Matt GOODMAN (R)     | Honda CB500 - JVS Auto solutions                       | 5    | 12:03.304 | 31.326   | 2.686  | 73.88 | 2:22.058 | 3  | 21  | 4  |
| 18  | 93  | C3 | 7   | Ryan GREGORY (R)     | Honda CB500 - Rob flint                                | 5    | 12:03.658 | 31.680   | 0.354  | 73.84 | 2:22.110 | 2  | 19  | 1  |
| 19  | 138 | C2 | 10  | Philip HARKER        | Honda CB500 - Harker racing                            | 5    | 12:14.681 | 42.703   | 11.023 | 72.73 | 2:24.106 | 4  | 30  | 11 |
| 20  | 42  | C3 | 8   | Gary ADORJAN         | Honda CB500 -                                          | 5    | 12:15.544 | 43.566   | 0.863  | 72.65 | 2:24.415 | 4  | 28  | 8  |
| 21  | 184 | C3 | 9   | Dean CARVER (R)      | Honda CB500 - Helmet city                              | 5    | 12:16.927 | 44.949   | 1.383  | 72.51 | 2:23.660 | 5  | 24  | 3  |
| 22  | 150 | C3 | 10  | Roy WILSON           | Honda CB500 - Rother Ride                              | 5    | 12:17.190 | 45.212   | 0.263  | 72.49 | 2:25.020 | 5  | 23  | 1  |
| 23  | 110 | C2 | 11  | Will KEARNEY (R)     | Honda CB500 - AustinjacobsLTD                          | 5    | 12:17.681 | 45.703   | 0.491  | 72.44 | 2:24.468 | 4  | 25  | 2  |
| 24  | 31  | C1 | 3   | Abigail MARSHALL (R) | Honda CB500 -                                          | 5    | 12:17.802 | 45.824   | 0.121  | 72.43 | 2:22.105 | 4  | 20  | -4 |
| 25  | 60  | C3 | 11  | Danny GOUGH          | Honda CB500 - G Force Motorcycles                      | 5    | 12:22.782 | 50.804   | 4.980  | 71.94 | 2:23.839 | 4  | 27  | 2  |
| 26  | 59  | C3 | 12  | Calvin GRIMES        | Honda CB500 - Lustre Coatings ltd                      | 5    | 12:27.205 | 55.227   | 4.423  | 71.52 | 2:25.450 | 2  | 29  | 3  |
| 27  | 78  | C3 | 13  | Richard DWYER (R)    | Honda CB500 - R flint building and joinery             | 5    | 12:30.202 | 58.224   | 2.997  | 71.23 | 2:25.343 | 3  | 32  | 5  |
| 28  | 64  | C3 | 14  | Robert FLINT (R)     | Honda CB500 - R Flint Building And Joinery             | 5    | 12:32.271 | 1:00.293 | 2.069  | 71.03 | 2:26.069 | 4  | 31  | 3  |
| 29  | 50  | C3 | 15  | Paul ROBSON          | Honda CB500 -                                          | 5    | 12:34.136 | 1:02.158 | 1.865  | 70.86 | 2:27.318 | 4  | 33  | 4  |
| 30  | 65  | C2 | 12  | Nigel TERRY          | Honda CB500 - NTrap Garage Doors                       | 5    | 13:00.802 | 1:28.824 | 26.666 | 68.44 | 2:31.784 | 3  | 34  | 4  |

#### NOT CLASSIFIED

|     |    |    |  |                |                               |   |          |       |        |       |          |   |    |  |
|-----|----|----|--|----------------|-------------------------------|---|----------|-------|--------|-------|----------|---|----|--|
| DNF | 23 | C2 |  | Adrian KERSHAW | Honda CB500 - ADK Racing      | 4 | 9:17.334 | 1 Lap | 1 Lap  | 76.70 | 2:15.826 | 4 | 8  |  |
| DNF | 26 | C3 |  | Colt DWYER     | Honda CB500 - Regal Aluminium | 4 | 9:26.549 | 1 Lap | 9.215  | 75.46 | 2:19.431 | 3 | 14 |  |
| DNF | 77 | C2 |  | Wayne DRAKE    | Honda CB500 - None            | 4 | 9:51.279 | 1 Lap | 24.730 | 72.30 | 2:24.374 | 2 | 16 |  |
| DNF | 99 | C3 |  | Max MAUD       | Honda CB500 - WHAT MOTO       | 4 | 9:51.638 | 1 Lap | 0.359  | 72.26 | 2:24.494 | 4 | 26 |  |

#### FASTEST LAP

|  |    |    |  |                |                                                        |   |          |  |  |           |  |            |  |  |
|--|----|----|--|----------------|--------------------------------------------------------|---|----------|--|--|-----------|--|------------|--|--|
|  | 23 | C2 |  | Adrian KERSHAW | Honda CB500 - ADK Racing                               | 4 | 2:15.826 |  |  | 78.68 mph |  | 126.63 kph |  |  |
|  | 73 | C3 |  | Oliver MACRAE  | Honda CB500 -                                          | 5 | 2:16.421 |  |  | 78.34 mph |  | 126.08 kph |  |  |
|  | 53 | C1 |  | Jake KOURTI    | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG M | 5 | 2:16.703 |  |  | 78.18 mph |  | 125.82 kph |  |  |

Class C2 - 92.5% of Race Speed = 71.42 mph  
 Class C1 - 92.5% of Race Speed = 71.15 mph  
 Class C3 - 92.5% of Race Speed = 71.14 mph

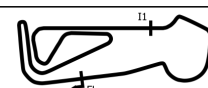
Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 16:29 Finish: 16:40  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:47 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 12 - LAP CHART

| LAP 1 @ 16:31:48.452 |        |          | LAP 2 @ 16:34:06.669 |        |          | LAP 3 @ 16:36:23.804 |        |          | LAP 4 @ 16:38:40.720 |          |          | LAP 5 @ 16:40:56.761 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 53                   |        | 2:23.669 | 39                   |        | 2:17.932 | 16                   |        | 2:16.944 | 16                   |          | 2:16.916 | 243                  |          | 2:16.024 |
| 16                   | 0.222  | 2:23.891 | 53                   | 0.148  | 2:18.365 | 53                   | 0.458  | 2:17.445 | 243                  | 0.017    | 2:16.400 | 39                   | 0.548    | 2:16.060 |
| 39                   | 0.285  | 2:23.954 | 16                   | 0.191  | 2:18.186 | 243                  | 0.533  | 2:16.902 | 39                   | 0.529    | 2:16.183 | 16                   | 0.591    | 2:16.632 |
| 23                   | 0.792  | 2:24.461 | 23                   | 0.727  | 2:18.152 | 75                   | 1.131  | 2:17.193 | 75                   | 1.355    | 2:17.140 | 75                   | 2.168    | 2:16.854 |
| 243                  | 0.858  | 2:24.527 | 243                  | 0.766  | 2:18.125 | 39                   | 1.262  | 2:18.397 | 23                   | 1.397    | 2:15.826 | 53                   | 2.704    | 2:16.703 |
| 75                   | 1.303  | 2:24.972 | 75                   | 1.073  | 2:17.987 | 7                    | 1.759  | 2:17.510 | 53                   | 2.042    | 2:18.500 | 73                   | 2.788    | 2:16.421 |
| 7                    | 1.732  | 2:25.401 | 7                    | 1.384  | 2:17.869 | 73                   | 2.428  | 2:17.356 | 7                    | 2.367    | 2:17.524 | 7                    | 3.787    | 2:17.461 |
| 73                   | 2.517  | 2:26.186 | 73                   | 2.207  | 2:17.907 | 23                   | 2.487  | 2:18.895 | 73                   | 2.408    | 2:16.896 | 76                   | 12.908   | 2:18.934 |
| 86                   | 2.698  | 2:26.367 | 86                   | 3.846  | 2:19.365 | 76                   | 6.432  | 2:19.290 | 86                   | 9.437    | 2:19.286 | 86                   | 12.955   | 2:19.559 |
| 13                   | 3.117  | 2:26.786 | 76                   | 4.277  | 2:19.282 | 86                   | 7.067  | 2:20.356 | 76                   | 10.015   | 2:20.499 | 13                   | 14.221   | 2:20.095 |
| 76                   | 3.212  | 2:26.881 | 13                   | 4.691  | 2:19.791 | 13                   | 7.266  | 2:19.710 | 13                   | 10.167   | 2:19.817 | 11                   | 21.196   | 2:20.643 |
| 26                   | 4.065  | 2:27.734 | 26                   | 5.578  | 2:19.730 | 26                   | 7.874  | 2:19.431 | 26                   | 10.612   | 2:19.654 | 626                  | 21.982   | 2:20.693 |
| 29                   | 4.812  | 2:28.481 | 29                   | 8.321  | 2:21.726 | 29                   | 12.384 | 2:21.198 | 29                   | 16.564   | 2:21.096 | 29                   | 22.741   | 2:22.218 |
| 626                  | 5.150  | 2:28.819 | 11                   | 8.868  | 2:20.569 | 11                   | 12.793 | 2:21.060 | 11                   | 16.594   | 2:20.717 | 27                   | 23.143   | 2:21.541 |
| 27                   | 5.869  | 2:29.538 | 626                  | 8.968  | 2:22.035 | 626                  | 13.591 | 2:21.758 | 626                  | 17.330   | 2:20.655 | 22                   | 28.529   | 2:22.954 |
| 11                   | 6.516  | 2:30.185 | 27                   | 9.268  | 2:21.616 | 27                   | 14.040 | 2:21.907 | 27                   | 17.643   | 2:20.519 | 36                   | 28.640   | 2:23.429 |
| 36                   | 6.844  | 2:30.513 | 36                   | 11.033 | 2:22.406 | 36                   | 16.538 | 2:22.640 | 36                   | 21.252   | 2:21.630 | 180                  | 31.326   | 2:22.537 |
| 22                   | 7.556  | 2:31.225 | 22                   | 11.448 | 2:22.109 | 22                   | 16.600 | 2:22.287 | 22                   | 21.616   | 2:21.932 | 93                   | 31.680   | 2:23.619 |
| 93                   | 8.010  | 2:31.679 | 93                   | 11.903 | 2:22.110 | 93                   | 17.743 | 2:22.975 | 93                   | 24.102   | 2:23.275 | 138                  | 42.703   | 2:26.576 |
| 138                  | 9.265  | 2:32.934 | 180                  | 14.668 | 2:22.220 | 180                  | 19.591 | 2:22.058 | 180                  | 24.830   | 2:22.155 | 42                   | 43.566   | 2:25.405 |
| 150                  | 10.096 | 2:33.765 | 138                  | 16.296 | 2:25.248 | 138                  | 24.978 | 2:25.817 | 138                  | 32.168   | 2:24.106 | 184                  | 44.949   | 2:23.660 |
| 180                  | 10.665 | 2:34.334 | 77                   | 17.581 | 2:24.374 | 77                   | 26.485 | 2:26.039 | 42                   | 34.202   | 2:24.415 | 150                  | 45.212   | 2:25.020 |
| 42                   | 10.772 | 2:34.441 | 150                  | 17.929 | 2:26.050 | 42                   | 26.703 | 2:25.245 | 60                   | 34.902   | 2:23.839 | 110                  | 45.703   | 2:25.354 |
| 77                   | 11.424 | 2:35.093 | 42                   | 18.593 | 2:26.038 | 150                  | 26.915 | 2:26.121 | 77                   | 35.342   | 2:25.773 | 31                   | 45.824   | 2:23.901 |
| 184                  | 11.914 | 2:35.583 | 184                  | 19.434 | 2:25.737 | 60                   | 27.979 | 2:25.336 | 99                   | 35.701   | 2:24.494 | 60                   | 50.804   | 2:31.943 |
| 60                   | 12.219 | 2:35.888 | 99                   | 19.587 | 2:24.891 | 99                   | 28.123 | 2:25.671 | 150                  | 36.233   | 2:26.234 | 59                   | 55.227   | 2:32.998 |
| 78                   | 12.895 | 2:36.564 | 60                   | 19.778 | 2:25.776 | 184                  | 28.462 | 2:26.163 | 110                  | 36.390   | 2:24.468 | 78                   | 58.224   | 2:36.706 |
| 99                   | 12.913 | 2:36.582 | 78                   | 20.382 | 2:25.704 | 78                   | 28.590 | 2:25.343 | 184                  | 37.330   | 2:25.784 | 64                   | 1:00.293 | 2:29.085 |
| 110                  | 13.171 | 2:36.840 | 110                  | 20.662 | 2:25.708 | 110                  | 28.838 | 2:25.311 | 78                   | 37.559   | 2:25.885 | 50                   | 1:02.158 | 2:27.594 |
| 59                   | 13.478 | 2:37.147 | 59                   | 20.711 | 2:25.450 | 59                   | 29.670 | 2:26.094 | 31                   | 37.964   | 2:22.105 | 65                   | 1:28.824 | 2:40.535 |
| 65                   | 16.640 | 2:40.309 | 31                   | 25.867 | 2:24.544 | 31                   | 32.775 | 2:24.043 | 59                   | 38.270   | 2:25.516 |                      |          |          |
| 64                   | 16.754 | 2:40.423 | 64                   | 27.643 | 2:29.106 | 64                   | 38.096 | 2:27.588 | 64                   | 47.249   | 2:26.069 |                      |          |          |
| 50                   | 17.249 | 2:40.918 | 50                   | 29.182 | 2:30.150 | 50                   | 40.203 | 2:28.156 | 50                   | 50.605   | 2:27.318 |                      |          |          |
| 31                   | 19.540 | 2:43.209 | 65                   | 30.344 | 2:31.921 | 65                   | 44.993 | 2:31.784 | 65                   | 1:04.330 | 2:36.253 |                      |          |          |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

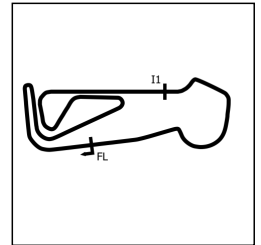
RACE 12 - POSITION CHART

| No  | Name         | Lap |     |     |     |     |     |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos | 1   | 2   | 3   | 4   | 5   |
| 39  | NORTH        | 1   | 53  | 39  | 16  | 16  | 243 |
| 16  | MACRAE       | 2   | 16  | 53  | 53  | 243 | 39  |
| 53  | KOURTI       | 3   | 39  | 16  | 243 | 39  | 16  |
| 243 | REEVE        | 4   | 23  | 23  | 75  | 75  | 75  |
| 7   | O'HARA       | 5   | 243 | 243 | 39  | 23  | 53  |
| 75  | WOODALL      | 6   | 75  | 75  | 7   | 53  | 73  |
| 86  | MACRAE       | 7   | 7   | 7   | 73  | 7   | 7   |
| 23  | KERSHAW      | 8   | 73  | 73  | 23  | 73  | 76  |
| 13  | BLUNT        | 9   | 86  | 86  | 76  | 86  | 86  |
| 626 | HORNER       | 10  | 13  | 76  | 86  | 76  | 13  |
| 11  | OSBORNE      | 11  | 76  | 13  | 13  | 13  | 11  |
| 76  | CARTER       | 12  | 26  | 26  | 26  | 26  | 626 |
| 29  | CARVER       | 13  | 29  | 29  | 29  | 29  | 29  |
| 26  | DWYER        | 14  | 626 | 11  | 11  | 11  | 27  |
| 73  | MACRAE       | 15  | 27  | 626 | 626 | 626 | 22  |
| 77  | DRAKE        | 16  | 11  | 27  | 27  | 27  | 36  |
| 22  | FINCH        | 17  | 36  | 36  | 36  | 36  | 180 |
| 36  | BALDRY       | 18  | 22  | 22  | 22  | 22  | 93  |
| 93  | GREGORY (R)  | 19  | 93  | 93  | 93  | 93  | 138 |
| 31  | MARSHALL (R) | 20  | 138 | 180 | 180 | 180 | 42  |
| 180 | GOODMAN (R)  | 21  | 150 | 138 | 138 | 138 | 184 |
| 27  | HAYWARD      | 22  | 180 | 77  | 77  | 42  | 150 |
| 150 | WILSON       | 23  | 42  | 150 | 42  | 60  | 110 |
| 184 | CARVER (R)   | 24  | 77  | 42  | 150 | 77  | 31  |
| 110 | KEARNEY (R)  | 25  | 184 | 184 | 60  | 99  | 60  |
| 99  | MAUD         | 26  | 60  | 99  | 99  | 150 | 59  |
| 60  | GOUGH        | 27  | 78  | 60  | 184 | 110 | 78  |
| 42  | ADORJAN      | 28  | 99  | 78  | 78  | 184 | 64  |
| 59  | GRIMES       | 29  | 110 | 110 | 110 | 78  | 50  |
| 138 | HARKER       | 30  | 59  | 59  | 59  | 31  | 65  |
| 64  | FLINT (R)    | 31  | 65  | 31  | 31  | 59  |     |
| 78  | DWYER (R)    | 32  | 64  | 64  | 64  | 64  |     |
| 50  | ROBSON       | 33  | 50  | 50  | 50  | 50  |     |
| 65  | TERRY        | 34  | 31  | 65  | 65  | 65  |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - SECTOR ANALYSIS



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

| P1 243 C2 Declan REEVE Honda CB500 - SF Parts |                 |                          |                     |                    |       |                     |
|-----------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.701                     |                 | BEST LAP TIME : 2:16.024 |                     | DIFFERENCE : 0.323 |       |                     |
| LAP                                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                           |                 | 45.914                   | 2:24.527            | 73.95              | 8.503 | 16:31:49.310        |
| 2 -                                           | 1:32.585        | 45.540                   | 2:18.125            | 77.37              | 2.101 | 16:34:07.435        |
| 3 -                                           | 1:31.808        | 45.094                   | 2:16.902 (3)        | 78.07              | 0.878 | 16:36:24.337        |
| 4 -                                           | 1:32.020        | <b>44.380</b>            | 2:16.400 (2)        | 78.35              | 0.376 | 16:38:40.737        |
| 5 -                                           | <b>1:31.321</b> | 44.703                   | <b>2:16.024 (1)</b> | <b>78.57</b>       |       | <b>16:40:56.761</b> |

| P2 39 C2 Daniel NORTH Honda CB500 - 1on1 rider training |                 |                          |                     |                    |       |                     |
|---------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.919                               |                 | BEST LAP TIME : 2:16.060 |                     | DIFFERENCE : 0.141 |       |                     |
| LAP                                                     | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                     |                 | 45.611                   | 2:23.954            | 74.24              | 7.894 | 16:31:48.737        |
| 2 -                                                     | 1:32.536        | 45.396                   | 2:17.932 (3)        | 77.48              | 1.872 | 16:34:06.669        |
| 3 -                                                     | 1:32.991        | 45.406                   | 2:18.397            | 77.22              | 2.337 | 16:36:25.066        |
| 4 -                                                     | 1:31.537        | <b>44.646</b>            | 2:16.183 (2)        | 78.48              | 0.123 | 16:38:41.249        |
| 5 -                                                     | <b>1:31.273</b> | 44.787                   | <b>2:16.060 (1)</b> | <b>78.55</b>       |       | <b>16:40:57.309</b> |

| P3 16 C2 Luke MACRAE Honda CB500 - Northlands Fencing/ EPS Pumps |                 |                          |                     |                    |       |                     |
|------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.414                                        |                 | BEST LAP TIME : 2:16.632 |                     | DIFFERENCE : 0.218 |       |                     |
| LAP                                                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                              |                 | 45.444                   | 2:23.891            | 74.27              | 7.259 | 16:31:48.674        |
| 2 -                                                              | 1:32.816        | 45.370                   | 2:18.186            | 77.34              | 1.554 | 16:34:06.860        |
| 3 -                                                              | 1:31.961        | 44.983                   | 2:16.944 (3)        | 78.04              | 0.312 | 16:36:23.804        |
| 4 -                                                              | <b>1:31.635</b> | 45.281                   | 2:16.916 (2)        | 78.06              | 0.284 | 16:38:40.720        |
| 5 -                                                              | 1:31.853        | <b>44.779</b>            | <b>2:16.632 (1)</b> | <b>78.22</b>       |       | <b>16:40:57.352</b> |

| P4 75 C2 Peter WOODALL Honda CB500 - RevdCoin |                 |                          |                     |                    |       |                     |
|-----------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.760                     |                 | BEST LAP TIME : 2:16.854 |                     | DIFFERENCE : 0.094 |       |                     |
| LAP                                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                           |                 | 45.821                   | 2:24.972            | 73.72              | 8.118 | 16:31:49.755        |
| 2 -                                           | 1:32.427        | 45.560                   | 2:17.987            | 77.45              | 1.133 | 16:34:07.742        |
| 3 -                                           | 1:31.927        | <b>45.266</b>            | 2:17.193 (3)        | 77.90              | 0.339 | 16:36:24.935        |
| 4 -                                           | 1:31.873        | 45.267                   | 2:17.140 (2)        | 77.93              | 0.286 | 16:38:42.075        |
| 5 -                                           | <b>1:31.494</b> | 45.360                   | <b>2:16.854 (1)</b> | <b>78.09</b>       |       | <b>16:40:58.929</b> |

| P5 53 C1 Jake KOURTI Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG Motoi |                 |                          |                     |                    |       |                     |
|---------------------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.966                                                       |                 | BEST LAP TIME : 2:16.703 |                     | DIFFERENCE : 0.737 |       |                     |
| LAP                                                                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                             |                 | 45.502                   | 2:23.669            | 74.39              | 6.966 | 16:31:48.452        |
| 2 -                                                                             | 1:32.823        | 45.542                   | 2:18.365 (3)        | 77.24              | 1.662 | 16:34:06.817        |
| 3 -                                                                             | 1:32.315        | <b>45.130</b>            | 2:17.445 (2)        | 77.76              | 0.742 | 16:36:24.262        |
| 4 -                                                                             | 1:32.379        | 46.121                   | 2:18.500            | 77.17              | 1.797 | 16:38:42.762        |
| 5 -                                                                             | <b>1:30.836</b> | 45.867                   | <b>2:16.703 (1)</b> | <b>78.18</b>       |       | <b>16:40:59.465</b> |

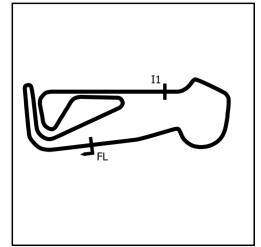
  

| P6 73 C3 Oliver MACRAE Honda CB500 - |                 |                          |                     |                    |       |                     |
|--------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.421            |                 | BEST LAP TIME : 2:16.421 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                  |                 | 45.735                   | 2:26.186            | 73.11              | 9.765 | 16:31:50.969        |
| 2 -                                  | 1:32.656        | 45.251                   | 2:17.907            | 77.50              | 1.486 | 16:34:08.876        |
| 3 -                                  | 1:32.284        | 45.072                   | 2:17.356 (3)        | 77.81              | 0.935 | 16:36:26.232        |
| 4 -                                  | 1:31.821        | 45.075                   | 2:16.896 (2)        | 78.07              | 0.475 | 16:38:43.128        |
| 5 -                                  | <b>1:31.558</b> | <b>44.863</b>            | <b>2:16.421 (1)</b> | <b>78.34</b>       |       | <b>16:40:59.549</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - SECTOR ANALYSIS



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

| P7 7 C2 Shaun O'HARA      |                 | Honda CB500 - Advanced Vehicle Alarms |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.706 |                 | BEST LAP TIME : 2:17.461              |                     | DIFFERENCE : 0.755 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                              | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.156                                | 2:25.401            | 73.50              | 7.940 | 16:31:50.184        |
| 2 -                       | 1:32.241        | 45.628                                | 2:17.869            | 77.52              | 0.408 | 16:34:08.053        |
| 3 -                       | 1:32.558        | <b>44.952</b>                         | 2:17.510 (2)        | 77.72              | 0.049 | 16:36:25.563        |
| 4 -                       | <b>1:31.754</b> | 45.770                                | 2:17.524 (3)        | 77.71              | 0.063 | 16:38:43.087        |
| 5 -                       | 1:32.084        | 45.377                                | <b>2:17.461 (1)</b> | <b>77.75</b>       |       | <b>16:41:00.548</b> |

| P8 76 C3 Ian CARTER       |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.797 |                 | BEST LAP TIME : 2:18.934 |                     | DIFFERENCE : 0.137 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.250                   | 2:26.881            | 72.76              | 7.947 | 16:31:51.664        |
| 2 -                       | 1:33.572        | <b>45.710</b>            | 2:19.282 (2)        | 76.73              | 0.348 | 16:34:10.946        |
| 3 -                       | 1:33.529        | 45.761                   | 2:19.290 (3)        | 76.73              | 0.356 | 16:36:30.236        |
| 4 -                       | 1:34.017        | 46.482                   | 2:20.499            | 76.07              | 1.565 | 16:38:50.735        |
| 5 -                       | <b>1:33.087</b> | 45.847                   | <b>2:18.934 (1)</b> | <b>76.92</b>       |       | <b>16:41:09.669</b> |

| P9 86 C3 Max MACRAE       |                 | Honda CB500 - MacRae Racing |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.252 |                 | BEST LAP TIME : 2:19.286    |                     | DIFFERENCE : 0.034 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.360                      | 2:26.367            | 73.02              | 7.081 | 16:31:51.150        |
| 2 -                       | 1:33.453        | 45.912                      | 2:19.365 (2)        | 76.69              | 0.079 | 16:34:10.515        |
| 3 -                       | 1:34.063        | 46.293                      | 2:20.356            | 76.14              | 1.070 | 16:36:30.871        |
| 4 -                       | <b>1:33.374</b> | 45.912                      | <b>2:19.286 (1)</b> | <b>76.73</b>       |       | <b>16:38:50.157</b> |
| 5 -                       | 1:33.681        | <b>45.878</b>               | 2:19.559 (3)        | 76.58              | 0.273 | 16:41:09.716        |

| P10 13 C2 Richard BLUNT   |                 | Honda CB500 - Rapid Light Transport |                     |                    |       |                     |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.584 |                 | BEST LAP TIME : 2:19.710            |                     | DIFFERENCE : 1.126 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.809                              | 2:26.786            | 72.81              | 7.076 | 16:31:51.569        |
| 2 -                       | 1:33.688        | 46.103                              | 2:19.791 (2)        | 76.45              | 0.081 | 16:34:11.360        |
| 3 -                       | 1:34.096        | <b>45.614</b>                       | <b>2:19.710 (1)</b> | <b>76.50</b>       |       | <b>16:36:31.070</b> |
| 4 -                       | 1:33.717        | 46.100                              | 2:19.817 (3)        | 76.44              | 0.107 | 16:38:50.887        |
| 5 -                       | <b>1:32.970</b> | 47.125                              | 2:20.095            | 76.29              | 0.385 | 16:41:10.982        |

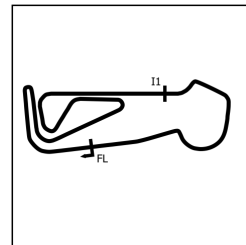
| P11 11 C2 Mark OSBORNE    |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.074 |                 | BEST LAP TIME : 2:20.569 |                     | DIFFERENCE : 0.495 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.828                   | 2:30.185            | 71.16              | 9.616 | 16:31:54.968        |
| 2 -                       | <b>1:33.640</b> | 46.929                   | <b>2:20.569 (1)</b> | <b>76.03</b>       |       | <b>16:34:15.537</b> |
| 3 -                       | 1:34.626        | <b>46.434</b>            | 2:21.060            | 75.76              | 0.491 | 16:36:36.597        |
| 4 -                       | 1:33.877        | 46.840                   | 2:20.717 (3)        | 75.95              | 0.148 | 16:38:57.314        |
| 5 -                       | 1:33.973        | 46.670                   | 2:20.643 (2)        | 75.99              | 0.074 | 16:41:17.957        |

| P12 626 C2 Jamie HORNER   |                 | Honda CB500 - Trent Tractors & Mowers |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.353 |                 | BEST LAP TIME : 2:20.655              |                     | DIFFERENCE : 1.302 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                              | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.950</b>                         | 2:28.819            | 71.81              | 8.164 | 16:31:53.602        |
| 2 -                       | 1:34.328        | 47.707                                | 2:22.035            | 75.24              | 1.380 | 16:34:15.637        |
| 3 -                       | 1:34.676        | 47.082                                | 2:21.758 (3)        | 75.39              | 1.103 | 16:36:37.395        |
| 4 -                       | <b>1:33.403</b> | 47.252                                | <b>2:20.655 (1)</b> | <b>75.98</b>       |       | <b>16:38:58.050</b> |
| 5 -                       | 1:34.480        | 46.213                                | 2:20.693 (2)        | 75.96              | 0.038 | 16:41:18.743        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - SECTOR ANALYSIS



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

| P13 29 C2                 |                 | Robert CARVER            |                     | Honda CB500 - SF PARTS LTD |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.741 |                 | BEST LAP TIME : 2:21.096 |                     | DIFFERENCE : 0.355         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.599</b>            | 2:28.481            | 71.98                      | 7.385 | 16:31:53.264        |
| 2 -                       | 1:34.351        | 47.375                   | 2:21.726 (3)        | 75.41                      | 0.630 | 16:34:14.990        |
| 3 -                       | <b>1:34.142</b> | 47.056                   | 2:21.198 (2)        | 75.69                      | 0.102 | 16:36:36.188        |
| 4 -                       | 1:34.189        | 46.907                   | <b>2:21.096 (1)</b> | <b>75.75</b>               |       | <b>16:38:57.284</b> |
| 5 -                       | 1:35.290        | 46.928                   | 2:22.218            | 75.15                      | 1.122 | 16:41:19.502        |

| P14 27 C3                 |                 | Richard HAYWARD          |                     | Honda CB500 - BC vehicle repairs/ Snap on Tools |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.519 |                 | BEST LAP TIME : 2:20.519 |                     | DIFFERENCE : 0.000                              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                             | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.770                   | 2:29.538            | 71.47                                           | 9.019 | 16:31:54.321        |
| 2 -                       | 1:34.576        | 47.040                   | 2:21.616 (3)        | 75.47                                           | 1.097 | 16:34:15.937        |
| 3 -                       | 1:34.870        | 47.037                   | 2:21.907            | 75.31                                           | 1.388 | 16:36:37.844        |
| 4 -                       | <b>1:34.209</b> | <b>46.310</b>            | <b>2:20.519 (1)</b> | <b>76.06</b>                                    |       | <b>16:38:58.363</b> |
| 5 -                       | 1:34.866        | 46.675                   | 2:21.541 (2)        | 75.51                                           | 1.022 | 16:41:19.904        |

| P15 22 C3                 |                 | Simon FINCH              |                     | Honda CB500 -      |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.932 |                 | BEST LAP TIME : 2:21.932 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.410                   | 2:31.225            | 70.67              | 9.293 | 16:31:56.008        |
| 2 -                       | 1:35.056        | 47.053                   | 2:22.109 (2)        | 75.21              | 0.177 | 16:34:18.117        |
| 3 -                       | 1:35.114        | 47.173                   | 2:22.287 (3)        | 75.11              | 0.355 | 16:36:40.404        |
| 4 -                       | <b>1:34.985</b> | <b>46.947</b>            | <b>2:21.932 (1)</b> | <b>75.30</b>       |       | <b>16:39:02.336</b> |
| 5 -                       | 1:35.551        | 47.403                   | 2:22.954            | 74.76              | 1.022 | 16:41:25.290        |

| P16 36 C3                 |                 | Joe BALDRY               |                     | Honda CB500 - Chilton Motors |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.630 |                 | BEST LAP TIME : 2:21.630 |                     | DIFFERENCE : 0.000           |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.113                   | 2:30.513            | 71.01                        | 8.883 | 16:31:55.296        |
| 2 -                       | 1:35.395        | 47.011                   | 2:22.406 (2)        | 75.05                        | 0.776 | 16:34:17.702        |
| 3 -                       | 1:35.348        | 47.292                   | 2:22.640 (3)        | 74.93                        | 1.010 | 16:36:40.342        |
| 4 -                       | <b>1:34.828</b> | <b>46.802</b>            | <b>2:21.630 (1)</b> | <b>75.46</b>                 |       | <b>16:39:01.972</b> |
| 5 -                       | 1:35.601        | 47.828                   | 2:23.429            | 74.51                        | 1.799 | 16:41:25.401        |

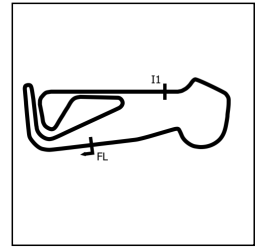
| P17 180 C1                |                 | Matt GOODMAN (R)         |                     | Honda CB500 - JVS Auto solutions |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:21.873 |                 | BEST LAP TIME : 2:22.058 |                     | DIFFERENCE : 0.185               |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.959                   | 2:34.334            | 69.25                            | 12.276 | 16:31:59.117        |
| 2 -                       | 1:34.853        | 47.367                   | 2:22.220 (3)        | 75.15                            | 0.162  | 16:34:21.337        |
| 3 -                       | 1:34.713        | 47.345                   | <b>2:22.058 (1)</b> | <b>75.23</b>                     |        | <b>16:36:43.395</b> |
| 4 -                       | 1:34.965        | <b>47.190</b>            | 2:22.155 (2)        | 75.18                            | 0.097  | 16:39:05.550        |
| 5 -                       | <b>1:34.683</b> | 47.854                   | 2:22.537            | 74.98                            | 0.479  | 16:41:28.087        |

| P18 93 C3                 |                 | Ryan GREGORY (R)         |                     | Honda CB500 - Rob flint |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.083 |                 | BEST LAP TIME : 2:22.110 |                     | DIFFERENCE : 0.027      |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                     | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.291                   | 2:31.679            | 70.46                   | 9.569 | 16:31:56.462        |
| 2 -                       | <b>1:35.010</b> | 47.100                   | <b>2:22.110 (1)</b> | <b>75.20</b>            |       | <b>16:34:18.572</b> |
| 3 -                       | 1:35.902        | <b>47.073</b>            | 2:22.975 (2)        | 74.75                   | 0.865 | 16:36:41.547        |
| 4 -                       | 1:35.747        | 47.528                   | 2:23.275 (3)        | 74.59                   | 1.165 | 16:39:04.822        |
| 5 -                       | 1:35.794        | 47.825                   | 2:23.619            | 74.41                   | 1.509 | 16:41:28.441        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - SECTOR ANALYSIS



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

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P19</b>                | <b>138 C2</b>   | <b>Philip HARKER</b>     | Honda CB500 - Harker racing |              |       |                     |
| IDEAL LAP TIME : 2:24.106 |                 | BEST LAP TIME : 2:24.106 | DIFFERENCE : 0.000          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.376                   | 2:32.934                    | 69.88        | 8.828 | 16:31:57.717        |
| 2 -                       | 1:37.176        | 48.072                   | 2:25.248 <b>(2)</b>         | 73.58        | 1.142 | 16:34:22.965        |
| 3 -                       | 1:37.680        | 48.137                   | 2:25.817 <b>(3)</b>         | 73.29        | 1.711 | 16:36:48.782        |
| <b>4 -</b>                | <b>1:36.636</b> | <b>47.470</b>            | <b>2:24.106 (1)</b>         | <b>74.16</b> |       | <b>16:39:12.888</b> |
| 5 -                       | 1:37.713        | 48.863                   | 2:26.576                    | 72.91        | 2.470 | 16:41:39.464        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>42 C3</b>    | <b>Gary ADORJAN</b>      | Honda CB500 -       |              |        |                     |
| IDEAL LAP TIME : 2:24.359 |                 | BEST LAP TIME : 2:24.415 | DIFFERENCE : 0.056  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.078                   | 2:34.441            | 69.20        | 10.026 | 16:31:59.224        |
| 2 -                       | 1:36.973        | 49.065                   | 2:26.038            | 73.18        | 1.623  | 16:34:25.262        |
| 3 -                       | 1:37.030        | 48.215                   | 2:25.245 <b>(2)</b> | 73.58        | 0.830  | 16:36:50.507        |
| <b>4 -</b>                | <b>1:36.527</b> | <b>47.888</b>            | <b>2:24.415 (1)</b> | <b>74.00</b> |        | <b>16:39:14.922</b> |
| 5 -                       | <b>1:36.471</b> | 48.934                   | 2:25.405 <b>(3)</b> | 73.50        | 0.990  | 16:41:40.327        |

|                           |                 |                          |                           |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>184 C3</b>   | <b>Dean CARVER (R)</b>   | Honda CB500 - Helmet city |              |        |                     |
| IDEAL LAP TIME : 2:23.660 |                 | BEST LAP TIME : 2:23.660 | DIFFERENCE : 0.000        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.558                   | 2:35.583                  | 68.69        | 11.923 | 16:32:00.366        |
| 2 -                       | 1:37.126        | 48.611                   | 2:25.737 <b>(2)</b>       | 73.33        | 2.077  | 16:34:26.103        |
| 3 -                       | 1:37.899        | 48.264                   | 2:26.163                  | 73.12        | 2.503  | 16:36:52.266        |
| 4 -                       | 1:36.265        | 49.519                   | 2:25.784 <b>(3)</b>       | 73.31        | 2.124  | 16:39:18.050        |
| <b>5 -</b>                | <b>1:36.153</b> | <b>47.507</b>            | <b>2:23.660 (1)</b>       | <b>74.39</b> |        | <b>16:41:41.710</b> |

|                           |                 |                          |                           |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| <b>P22</b>                | <b>150 C3</b>   | <b>Roy WILSON</b>        | Honda CB500 - Rother Ride |              |       |                     |
| IDEAL LAP TIME : 2:24.826 |                 | BEST LAP TIME : 2:25.020 | DIFFERENCE : 0.194        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>48.107</b>            | 2:33.765                  | 69.50        | 8.745 | 16:31:58.548        |
| 2 -                       | 1:37.451        | 48.599                   | 2:26.050 <b>(2)</b>       | 73.18        | 1.030 | 16:34:24.598        |
| 3 -                       | 1:37.933        | 48.188                   | 2:26.121 <b>(3)</b>       | 73.14        | 1.101 | 16:36:50.719        |
| 4 -                       | 1:37.674        | 48.560                   | 2:26.234                  | 73.08        | 1.214 | 16:39:16.953        |
| <b>5 -</b>                | <b>1:36.719</b> | 48.301                   | <b>2:25.020 (1)</b>       | <b>73.70</b> |       | <b>16:41:41.973</b> |

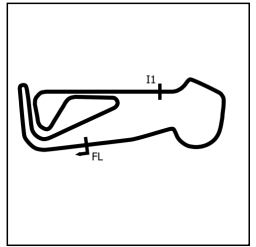
|                           |                 |                          |                               |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>110 C2</b>   | <b>Will KEARNEY (R)</b>  | Honda CB500 - AustinjacobsLTD |              |        |                     |
| IDEAL LAP TIME : 2:23.754 |                 | BEST LAP TIME : 2:24.468 | DIFFERENCE : 0.714            |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>47.905</b>            | 2:36.840                      | 68.14        | 12.372 | 16:32:01.623        |
| 2 -                       | 1:37.353        | 48.355                   | 2:25.708                      | 73.35        | 1.240  | 16:34:27.331        |
| 3 -                       | 1:37.396        | 47.915                   | 2:25.311 <b>(2)</b>           | 73.55        | 0.843  | 16:36:52.642        |
| <b>4 -</b>                | <b>1:35.849</b> | 48.619                   | <b>2:24.468 (1)</b>           | <b>73.98</b> |        | <b>16:39:17.110</b> |
| 5 -                       | 1:37.153        | 48.201                   | 2:25.354 <b>(3)</b>           | 73.53        | 0.886  | 16:41:42.464        |

|                           |                 |                             |                     |              |        |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------|--------|---------------------|
| <b>P24</b>                | <b>31 C1</b>    | <b>Abigail MARSHALL (R)</b> | Honda CB500 -       |              |        |                     |
| IDEAL LAP TIME : 2:22.003 |                 | BEST LAP TIME : 2:22.105    | DIFFERENCE : 0.102  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 55.255                      | 2:43.209            | 65.48        | 21.104 | 16:32:07.992        |
| 2 -                       | 1:36.032        | 48.512                      | 2:24.544            | 73.94        | 2.439  | 16:34:32.536        |
| 3 -                       | 1:36.223        | <b>47.820</b>               | 2:24.043 <b>(3)</b> | 74.20        | 1.938  | 16:36:56.579        |
| <b>4 -</b>                | <b>1:34.183</b> | 47.922                      | <b>2:22.105 (1)</b> | <b>75.21</b> |        | <b>16:39:18.684</b> |
| 5 -                       | 1:35.837        | 48.064                      | 2:23.901 <b>(2)</b> | 74.27        | 1.796  | 16:41:42.585        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - SECTOR ANALYSIS



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

| P25 60 C3                 |                 | Danny GOUGH              |                     | Honda CB500 - G Force Motorcycles |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.706 |                 | BEST LAP TIME : 2:23.839 |                     | DIFFERENCE : 0.133                |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                               | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.499                   | 2:35.888            | 68.56                             | 12.049 | 16:32:00.671        |
| 2 -                       | 1:37.117        | 48.659                   | 2:25.776 (3)        | 73.31                             | 1.937  | 16:34:26.447        |
| 3 -                       | 1:37.443        | <b>47.893</b>            | 2:25.336 (2)        | 73.54                             | 1.497  | 16:36:51.783        |
| 4 -                       | <b>1:35.813</b> | 48.026                   | <b>2:23.839 (1)</b> | <b>74.30</b>                      |        | <b>16:39:15.622</b> |
| 5 -                       | 1:41.277        | 50.666                   | 2:31.943            | 70.34                             | 8.104  | 16:41:47.565        |

| P26 59 C3                 |                 | Calvin GRIMES            |                     | Honda CB500 - Lustre Coatings Ltd |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.587 |                 | BEST LAP TIME : 2:25.450 |                     | DIFFERENCE : 0.863                |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                               | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>47.672</b>            | 2:37.147            | 68.01                             | 11.697 | 16:32:01.930        |
| 2 -                       | 1:36.997        | 48.453                   | <b>2:25.450 (1)</b> | <b>73.48</b>                      |        | <b>16:34:27.380</b> |
| 3 -                       | 1:38.387        | 47.707                   | 2:26.094 (3)        | 73.15                             | 0.644  | 16:36:53.474        |
| 4 -                       | <b>1:36.915</b> | 48.601                   | 2:25.516 (2)        | 73.44                             | 0.066  | 16:39:18.990        |
| 5 -                       | 1:43.057        | 49.941                   | 2:32.998            | 69.85                             | 7.548  | 16:41:51.988        |

| P27 78 C3                 |                 | Richard DWYER (R)        |                     | Honda CB500 - R flint building and joinery |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.754 |                 | BEST LAP TIME : 2:25.343 |                     | DIFFERENCE : 1.589                         |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                        | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.135                   | 2:36.564            | 68.26                                      | 11.221 | 16:32:01.347        |
| 2 -                       | 1:37.537        | 48.167                   | 2:25.704 (2)        | 73.35                                      | 0.361  | 16:34:27.051        |
| 3 -                       | <b>1:36.182</b> | 49.161                   | <b>2:25.343 (1)</b> | <b>73.53</b>                               |        | <b>16:36:52.394</b> |
| 4 -                       | 1:38.313        | <b>47.572</b>            | 2:25.885 (3)        | 73.26                                      | 0.542  | 16:39:18.279        |
| 5 -                       | 1:48.571        | 48.135                   | 2:36.706            | 68.20                                      | 11.363 | 16:41:54.985        |

| P28 64 C3                 |                 | Robert FLINT (R)         |                     | Honda CB500 - R Flint Building And Joinery |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.069 |                 | BEST LAP TIME : 2:26.069 |                     | DIFFERENCE : 0.000                         |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                        | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.052                   | 2:40.423            | 66.62                                      | 14.354 | 16:32:05.206        |
| 2 -                       | 1:39.092        | 50.014                   | 2:29.106            | 71.68                                      | 3.037  | 16:34:34.312        |
| 3 -                       | 1:38.599        | 48.989                   | 2:27.588 (2)        | 72.41                                      | 1.519  | 16:37:01.900        |
| 4 -                       | <b>1:37.442</b> | <b>48.627</b>            | <b>2:26.069 (1)</b> | <b>73.17</b>                               |        | <b>16:39:27.969</b> |
| 5 -                       | 1:40.403        | 48.682                   | 2:29.085 (3)        | 71.69                                      | 3.016  | 16:41:57.054        |

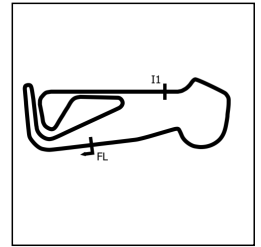
| P29 50 C3                 |                 | Paul ROBSON              |                     | Honda CB500 -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:27.288 |                 | BEST LAP TIME : 2:27.318 |                     | DIFFERENCE : 0.030 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.490                   | 2:40.918            | 66.41              | 13.600 | 16:32:05.701        |
| 2 -                       | 1:40.246        | 49.904                   | 2:30.150            | 71.18              | 2.832  | 16:34:35.851        |
| 3 -                       | 1:38.709        | 49.447                   | 2:28.156 (3)        | 72.14              | 0.838  | 16:37:04.007        |
| 4 -                       | <b>1:37.984</b> | 49.334                   | <b>2:27.318 (1)</b> | <b>72.55</b>       |        | <b>16:39:31.325</b> |
| 5 -                       | 1:38.290        | <b>49.304</b>            | 2:27.594 (2)        | 72.41              | 0.276  | 16:41:58.919        |

| P30 65 C2                 |                 | Nigel TERRY              |                     | Honda CB500 - NTrap Garage Doors |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:31.047 |                 | BEST LAP TIME : 2:31.784 |                     | DIFFERENCE : 0.737               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 50.182                   | 2:40.309            | 66.67                            | 8.525 | 16:32:05.092        |
| 2 -                       | 1:41.882        | <b>50.039</b>            | 2:31.921 (2)        | 70.35                            | 0.137 | 16:34:37.013        |
| 3 -                       | <b>1:41.008</b> | 50.776                   | <b>2:31.784 (1)</b> | <b>70.41</b>                     |       | <b>16:37:08.797</b> |
| 4 -                       | 1:44.282        | 51.971                   | 2:36.253 (3)        | 68.40                            | 4.469 | 16:39:45.050        |
| 5 -                       | 1:48.413        | 52.122                   | 2:40.535            | 66.57                            | 8.751 | 16:42:25.585        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - SECTOR ANALYSIS



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

| P31 23 C2                 |          | Adrian KERSHAW           |              | Honda CB500 - ADK Racing |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------------|-------|--------------|
| IDEAL LAP TIME : 2:15.826 |          | BEST LAP TIME : 2:15.826 |              | DIFFERENCE : 0.000       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                      | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.738                   | 2:24.461     | 73.98                    | 8.635 | 16:31:49.244 |
| 2 -                       | 1:32.321 | 45.831                   | 2:18.152 (2) | 77.36                    | 2.326 | 16:34:07.396 |
| 3 -                       | 1:33.766 | 45.129                   | 2:18.895 (3) | 76.95                    | 3.069 | 16:36:26.291 |
| 4 -                       | 1:30.865 | 44.961                   | 2:15.826 (1) | 78.68                    |       | 16:38:42.117 |

| P32 26 C3                 |          | Colt DWYER               |              | Honda CB500 - Regal Aluminium |       |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:18.794 |          | BEST LAP TIME : 2:19.431 |              | DIFFERENCE : 0.637            |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                           | DIFF  | TIME OF DAY  |
| 1 -                       |          | 46.266                   | 2:27.734     | 72.34                         | 8.303 | 16:31:52.517 |
| 2 -                       | 1:33.663 | 46.067                   | 2:19.730 (3) | 76.49                         | 0.299 | 16:34:12.247 |
| 3 -                       | 1:33.751 | 45.680                   | 2:19.431 (1) | 76.65                         |       | 16:36:31.678 |
| 4 -                       | 1:33.697 | 45.957                   | 2:19.654 (2) | 76.53                         | 0.223 | 16:38:51.332 |

| P33 77 C2                 |          | Wayne DRAKE              |              | Honda CB500 - None |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:24.374 |          | BEST LAP TIME : 2:24.374 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 48.199                   | 2:35.093     | 68.91              | 10.719 | 16:31:59.876 |
| 2 -                       | 1:36.451 | 47.923                   | 2:24.374 (1) | 74.03              |        | 16:34:24.250 |
| 3 -                       | 1:36.923 | 49.116                   | 2:26.039 (3) | 73.18              | 1.665  | 16:36:50.289 |
| 4 -                       | 1:37.207 | 48.566                   | 2:25.773 (2) | 73.32              | 1.399  | 16:39:16.062 |

| P34 99 C3                 |          | Max MAUD                 |              | Honda CB500 - WHAT MOTO |        |              |
|---------------------------|----------|--------------------------|--------------|-------------------------|--------|--------------|
| IDEAL LAP TIME : 2:24.287 |          | BEST LAP TIME : 2:24.494 |              | DIFFERENCE : 0.207      |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                     | DIFF   | TIME OF DAY  |
| 1 -                       |          | 48.957                   | 2:36.582     | 68.25                   | 12.088 | 16:32:01.365 |
| 2 -                       | 1:36.553 | 48.338                   | 2:24.891 (2) | 73.76                   | 0.397  | 16:34:26.256 |
| 3 -                       | 1:36.893 | 48.778                   | 2:25.671 (3) | 73.37                   | 1.177  | 16:36:51.927 |
| 4 -                       | 1:35.949 | 48.545                   | 2:24.494 (1) | 73.96                   |        | 16:39:16.421 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 12 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:15.216 |       |
| 1        | 53  | 1:30.836 | 243      | 44.380 | 1                       | 243 | REEVE        | 2:15.701    | 2:16.024 | 0.323 |
| 2        | 23  | 1:30.865 | 39       | 44.646 | 2                       | 23  | KERSHAW      | 2:15.826    | 2:15.826 | 0.000 |
| 3        | 39  | 1:31.273 | 16       | 44.779 | 3                       | 39  | NORTH        | 2:15.919    | 2:16.060 | 0.141 |
| 4        | 243 | 1:31.321 | 73       | 44.863 | 4                       | 53  | KOURTI       | 2:15.966    | 2:16.703 | 0.737 |
| 5        | 75  | 1:31.494 | 7        | 44.952 | 5                       | 16  | MACRAE       | 2:16.414    | 2:16.632 | 0.218 |
| 6        | 73  | 1:31.558 | 23       | 44.961 | 6                       | 73  | MACRAE       | 2:16.421    | 2:16.421 | 0.000 |
| 7        | 16  | 1:31.635 | 53       | 45.130 | 7                       | 7   | O'HARA       | 2:16.706    | 2:17.461 | 0.755 |
| 8        | 7   | 1:31.754 | 75       | 45.266 | 8                       | 75  | WOODALL      | 2:16.760    | 2:16.854 | 0.094 |
| 9        | 13  | 1:32.970 | 13       | 45.614 | 9                       | 13  | BLUNT        | 2:18.584    | 2:19.710 | 1.126 |
| 10       | 76  | 1:33.087 | 26       | 45.680 | 10                      | 26  | DWYER        | 2:18.794    | 2:19.431 | 0.637 |
| 11       | 26  | 1:33.114 | 76       | 45.710 | 11                      | 76  | CARTER       | 2:18.797    | 2:18.934 | 0.137 |
| 12       | 86  | 1:33.374 | 86       | 45.878 | 12                      | 86  | MACRAE       | 2:19.252    | 2:19.286 | 0.034 |
| 13       | 626 | 1:33.403 | 626      | 45.950 | 13                      | 626 | HORNER       | 2:19.353    | 2:20.655 | 1.302 |
| 14       | 11  | 1:33.640 | 27       | 46.310 | 14                      | 11  | OSBORNE      | 2:20.074    | 2:20.569 | 0.495 |
| 15       | 29  | 1:34.142 | 11       | 46.434 | 15                      | 27  | HAYWARD      | 2:20.519    | 2:20.519 | 0.000 |
| 16       | 31  | 1:34.183 | 29       | 46.599 | 16                      | 29  | CARVER       | 2:20.741    | 2:21.096 | 0.355 |
| 17       | 27  | 1:34.209 | 36       | 46.802 | 17                      | 36  | BALDRY       | 2:21.630    | 2:21.630 | 0.000 |
| 18       | 180 | 1:34.683 | 22       | 46.947 | 18                      | 180 | GOODMAN (R)  | 2:21.873    | 2:22.058 | 0.185 |
| 19       | 36  | 1:34.828 | 93       | 47.073 | 19                      | 22  | FINCH        | 2:21.932    | 2:21.932 | 0.000 |
| 20       | 22  | 1:34.985 | 180      | 47.190 | 20                      | 31  | MARSHALL (R) | 2:22.003    | 2:22.105 | 0.102 |
| 21       | 93  | 1:35.010 | 138      | 47.470 | 21                      | 93  | GREGORY (R)  | 2:22.083    | 2:22.110 | 0.027 |
| 22       | 60  | 1:35.813 | 184      | 47.507 | 22                      | 184 | CARVER (R)   | 2:23.660    | 2:23.660 | 0.000 |
| 23       | 110 | 1:35.849 | 78       | 47.572 | 23                      | 60  | GOUGH        | 2:23.706    | 2:23.839 | 0.133 |
| 24       | 99  | 1:35.949 | 59       | 47.672 | 24                      | 110 | KEARNEY (R)  | 2:23.754    | 2:24.468 | 0.714 |
| 25       | 184 | 1:36.153 | 31       | 47.820 | 25                      | 78  | DWYER (R)    | 2:23.754    | 2:25.343 | 1.589 |
| 26       | 78  | 1:36.182 | 42       | 47.888 | 26                      | 138 | HARKER       | 2:24.106    | 2:24.106 | 0.000 |
| 27       | 77  | 1:36.451 | 60       | 47.893 | 27                      | 99  | MAUD         | 2:24.287    | 2:24.494 | 0.207 |
| 28       | 42  | 1:36.471 | 110      | 47.905 | 28                      | 42  | ADORJAN      | 2:24.359    | 2:24.415 | 0.056 |
| 29       | 138 | 1:36.636 | 77       | 47.923 | 29                      | 77  | DRAKE        | 2:24.374    | 2:24.374 | 0.000 |
| 30       | 150 | 1:36.719 | 150      | 48.107 | 30                      | 59  | GRIMES       | 2:24.587    | 2:25.450 | 0.863 |
| 31       | 59  | 1:36.915 | 99       | 48.338 | 31                      | 150 | WILSON       | 2:24.826    | 2:25.020 | 0.194 |
| 32       | 64  | 1:37.442 | 64       | 48.627 | 32                      | 64  | FLINT (R)    | 2:26.069    | 2:26.069 | 0.000 |
| 33       | 50  | 1:37.984 | 50       | 49.304 | 33                      | 50  | ROBSON       | 2:27.288    | 2:27.318 | 0.030 |
| 34       | 65  | 1:41.008 | 65       | 50.039 | 34                      | 65  | TERRY        | 2:31.047    | 2:31.784 | 0.737 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 12 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2025-05-03 @ 15:45:00.000 |
| Actual Start           | 2025-05-03 @ 16:29:24.783 |
| Finish Time            | 2025-05-03 @ 16:40:56.760 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 166                       |
| Total Distance Covered | 492.8393mi.               |

Session Fastest Lap History

| NO  | CL | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|----------------|----------|--------------|-----|-------------|
| 39  | C2 | Daniel NORTH   | 2:17.932 | 16:34:06.669 | 2   | Honda CB500 |
| 7   | C2 | Shaun O'HARA   | 2:17.869 | 16:34:08.053 | 2   | Honda CB500 |
| 16  | C2 | Luke MACRAE    | 2:16.944 | 16:36:23.804 | 3   | Honda CB500 |
| 243 | C2 | Declan REEVE   | 2:16.902 | 16:36:24.337 | 3   | Honda CB500 |
| 243 | C2 | Declan REEVE   | 2:16.400 | 16:38:40.737 | 4   | Honda CB500 |
| 39  | C2 | Daniel NORTH   | 2:16.183 | 16:38:41.249 | 4   | Honda CB500 |
| 23  | C2 | Adrian KERSHAW | 2:15.826 | 16:38:42.117 | 4   | Honda CB500 |

Session Leader History

| NO  | CL | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|-----|----|--------------|----------|----------|------------|-------------|
| 53  | C1 | Jake KOURTI  | 1        | 1        | 2.96 miles | Honda CB500 |
| 39  | C2 | Daniel NORTH | 2        | 1        | 2.96 miles | Honda CB500 |
| 16  | C2 | Luke MACRAE  | 3        | 2        | 5.93 miles | Honda CB500 |
| 243 | C2 | Declan REEVE | 5        | 1        | 2.96 miles | Honda CB500 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 16:29:24.783 |
| FINISH | 16:40:56.760 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:15.045  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - STATISTICS

**CLASS : C1**

**3 Starters**

#### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE     |
|----|-------------|-----------------|--------------|-----|-------------|
| 53 | Jake KOURTI | <b>2:18.365</b> | 16:34:06.817 | 2   | Honda CB500 |
| 53 | Jake KOURTI | <b>2:17.445</b> | 16:36:24.262 | 3   | Honda CB500 |
| 53 | Jake KOURTI | <b>2:16.703</b> | 16:40:59.465 | 5   | Honda CB500 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|-------------|----------|----------|-------------|-------------|
| 53 | Jake KOURTI | 1        | 5        | 14.84 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - STATISTICS

CLASS : C2

14 Starters

#### Fastest Lap History

| NO  | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----------------|----------|--------------|-----|-------------|
| 39  | Daniel NORTH   | 2:17.932 | 16:34:06.669 | 2   | Honda CB500 |
| 7   | Shaun O'HARA   | 2:17.869 | 16:34:08.053 | 2   | Honda CB500 |
| 16  | Luke MACRAE    | 2:16.944 | 16:36:23.804 | 3   | Honda CB500 |
| 243 | Declan REEVE   | 2:16.902 | 16:36:24.337 | 3   | Honda CB500 |
| 243 | Declan REEVE   | 2:16.400 | 16:38:40.737 | 4   | Honda CB500 |
| 39  | Daniel NORTH   | 2:16.183 | 16:38:41.249 | 4   | Honda CB500 |
| 23  | Adrian KERSHAW | 2:15.826 | 16:38:42.117 | 4   | Honda CB500 |

#### Leader History

| NO  | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|-----|--------------|----------|----------|------------|-------------|
| 16  | Luke MACRAE  | 1        | 1        | 2.96 miles | Honda CB500 |
| 39  | Daniel NORTH | 2        | 1        | 2.96 miles | Honda CB500 |
| 16  | Luke MACRAE  | 3        | 2        | 5.93 miles | Honda CB500 |
| 243 | Declan REEVE | 5        | 1        | 2.96 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 12 - STATISTICS

CLASS : C3

17 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|---------------|----------|--------------|-----|-------------|
| 73 | Oliver MACRAE | 2:17.907 | 16:34:08.876 | 2   | Honda CB500 |
| 73 | Oliver MACRAE | 2:17.356 | 16:36:26.232 | 3   | Honda CB500 |
| 73 | Oliver MACRAE | 2:16.896 | 16:38:43.128 | 4   | Honda CB500 |
| 73 | Oliver MACRAE | 2:16.421 | 16:40:59.549 | 5   | Honda CB500 |

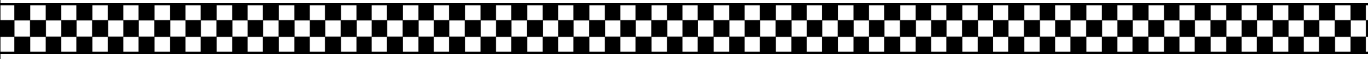
#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|---------------|----------|----------|-------------|-------------|
| 73 | Oliver MACRAE | 1        | 5        | 14.84 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - GRID (7 Laps)

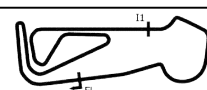
|                                                                                      |    |  |     |                  |    |  |     |                      |    |  |     |                  |
|--------------------------------------------------------------------------------------|----|--|-----|------------------|----|--|-----|----------------------|----|--|-----|------------------|
| ROW 12                                                                               | 35 |  | 15  | Bailey HARKER    | 34 |  | 172 | Bobby CAMPBELL       |    |  |     |                  |
| ROW 11                                                                               | 33 |  | 65  | Nigel TERRY      | 32 |  | 50  | Paul ROBSON          | 31 |  | 64  | Robert FLINT (R) |
| ROW 10                                                                               | 30 |  | 59  | Calvin GRIMES    | 29 |  | 78  | Richard DWYER (R)    | 28 |  | 150 | Roy WILSON       |
| ROW 9                                                                                | 27 |  | 110 | Will KEARNEY (R) | 26 |  | 42  | Gary ADORJAN         | 25 |  | 77  | Wayne DRAKE      |
| ROW 8                                                                                | 24 |  | 138 | Philip HARKER    | 23 |  | 60  | Danny GOUGH          | 22 |  | 184 | Dean CARVER (R)  |
| ROW 7                                                                                | 21 |  | 93  | Ryan GREGORY (R) | 20 |  | 31  | Abigail MARSHALL (R) | 19 |  | 180 | Matt GOODMAN (R) |
| ROW 6                                                                                | 18 |  | 22  | Simon FINCH      | 17 |  | 36  | Joe BALDRY           | 16 |  | 29  | Robert CARVER    |
| ROW 5                                                                                | 15 |  | 626 | Jamie HORNER     | 14 |  | 11  | Mark OSBORNE         | 13 |  | 27  | Richard HAYWARD  |
| ROW 4                                                                                | 12 |  | 13  | Richard BLUNT    | 11 |  | 26  | Colt DWYER           | 10 |  | 86  | Max MACRAE       |
| ROW 3                                                                                | 9  |  | 76  | Ian CARTER       | 8  |  | 7   | Shaun O'HARA         | 7  |  | 75  | Peter WOODALL    |
| ROW 2                                                                                | 6  |  | 53  | Jake KOURTI      | 5  |  | 16  | Luke MACRAE          | 4  |  | 73  | Oliver MACRAE    |
| ROW 1                                                                                | 3  |  | 39  | Daniel NORTH     | 2  |  | 243 | Declan REEVE         | 1  |  | 23  | Adrian KERSHAW   |
| Pole                                                                                 |    |  |     |                  |    |  |     |                      |    |  |     |                  |
|  |    |  |     |                  |    |  |     |                      |    |  |     |                  |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:48 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME                 | ENTRY                                                  | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|----------------------|--------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 39  | C2 | 1   | Daniel NORTH         | Honda CB500 - 1on1 rider training                      | 5    | 11:37.868 |          |        | 76.57 | 2:17.233 | 5  | 3   | 2  |
| 2   | 53  | C1 | 1   | Jake KOURTI          | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG M | 5    | 11:38.704 | 0.836    | 0.836  | 76.48 | 2:17.990 | 5  | 6   | 4  |
| 3   | 16  | C2 | 2   | Luke MACRAE          | Honda CB500 - Northlands Fencing/ EPS Pumps            | 5    | 11:38.806 | 0.938    | 0.102  | 76.47 | 2:17.037 | 5  | 5   | 2  |
| 4   | 243 | C2 | 3   | Declan REEVE         | Honda CB500 - SF Parts                                 | 5    | 11:39.174 | 1.306    | 0.368  | 76.43 | 2:17.926 | 5  | 2   | -2 |
| 5   | 73  | C3 | 1   | Oliver MACRAE        | Honda CB500 -                                          | 5    | 11:39.605 | 1.737    | 0.431  | 76.38 | 2:18.406 | 5  | 4   | -1 |
| 6   | 75  | C2 | 4   | Peter WOODALL        | Honda CB500 - RevdCoin                                 | 5    | 11:40.022 | 2.154    | 0.417  | 76.34 | 2:17.782 | 5  | 7   | 1  |
| 7   | 13  | C2 | 5   | Richard BLUNT        | Honda CB500 - Rapid Light Transport                    | 5    | 11:40.304 | 2.436    | 0.282  | 76.31 | 2:17.519 | 5  | 12  | 5  |
| 8   | 7   | C2 | 6   | Shaun O'HARA         | Honda CB500 - Advanced Vehicle Alarms                  | 5    | 11:40.550 | 2.682    | 0.246  | 76.28 | 2:17.358 | 5  | 8   | 0  |
| 9   | 76  | C3 | 2   | Ian CARTER           | Honda CB500 -                                          | 5    | 11:41.626 | 3.758    | 1.076  | 76.16 | 2:18.721 | 4  | 9   | 0  |
| 10  | 15  | C2 | 7   | Bailey HARKER        | Honda CB500 -                                          | 5    | 11:50.904 | 13.036   | 9.278  | 75.17 | 2:19.250 | 4  | 35  | 25 |
| 11  | 11  | C2 | 8   | Mark OSBORNE         | Honda CB500 -                                          | 5    | 11:58.949 | 21.081   | 8.045  | 74.33 | 2:21.170 | 4  | 14  | 3  |
| 12  | 626 | C2 | 9   | Jamie HORNER         | Honda CB500 - Trent Tractors & Mowers                  | 5    | 12:00.301 | 22.433   | 1.352  | 74.19 | 2:21.035 | 5  | 15  | 3  |
| 13  | 27  | C3 | 3   | Richard HAYWARD      | Honda CB500 - BC vehicle repairs/ Snap on Tools        | 5    | 12:01.625 | 23.757   | 1.324  | 74.05 | 2:22.489 | 2  | 13  | 0  |
| 14  | 29  | C2 | 10  | Robert CARVER        | Honda CB500 - SF PARTS LTD                             | 5    | 12:04.686 | 26.818   | 3.061  | 73.74 | 2:22.982 | 5  | 16  | 2  |
| 15  | 26  | C3 | 4   | Colt DWYER           | Honda CB500 - Regal Aluminium                          | 5    | 12:04.741 | 26.873   | 0.055  | 73.73 | 2:21.916 | 4  | 11  | -4 |
| 16  | 93  | C3 | 5   | Ryan GREGORY (R)     | Honda CB500 - Rob flint                                | 5    | 12:04.801 | 26.933   | 0.060  | 73.73 | 2:22.723 | 5  | 21  | 5  |
| 17  | 31  | C1 | 2   | Abigail MARSHALL (R) | Honda CB500 -                                          | 5    | 12:05.043 | 27.175   | 0.242  | 73.70 | 2:22.876 | 5  | 20  | 3  |
| 18  | 36  | C3 | 6   | Joe BALDRY           | Honda CB500 - Chilton Motors                           | 5    | 12:05.105 | 27.237   | 0.062  | 73.70 | 2:22.940 | 5  | 17  | -1 |
| 19  | 86  | C3 | 7   | Max MACRAE           | Honda CB500 - MacRae Racing                            | 5    | 12:07.816 | 29.948   | 2.711  | 73.42 | 2:20.556 | 5  | 10  | -9 |
| 20  | 60  | C3 | 8   | Danny GOUGH          | Honda CB500 - G Force Motorcycles                      | 5    | 12:09.838 | 31.970   | 2.022  | 73.22 | 2:23.226 | 4  | 23  | 3  |
| 21  | 180 | C1 | 3   | Matt GOODMAN (R)     | Honda CB500 - JVS Auto solutions                       | 5    | 12:10.132 | 32.264   | 0.294  | 73.19 | 2:23.213 | 4  | 19  | -2 |
| 22  | 184 | C3 | 9   | Dean CARVER (R)      | Honda CB500 - Helmet city                              | 5    | 12:10.167 | 32.299   | 0.035  | 73.18 | 2:24.145 | 3  | 22  | 0  |
| 23  | 150 | C3 | 10  | Roy WILSON           | Honda CB500 - Rother Ride                              | 5    | 12:10.315 | 32.447   | 0.148  | 73.17 | 2:23.209 | 5  | 28  | 5  |
| 24  | 138 | C2 | 11  | Philip HARKER        | Honda CB500 - Harker racing                            | 5    | 12:15.114 | 37.246   | 4.799  | 72.69 | 2:24.013 | 4  | 24  | 0  |
| 25  | 42  | C3 | 11  | Gary ADORJAN         | Honda CB500 -                                          | 5    | 12:16.285 | 38.417   | 1.171  | 72.58 | 2:25.072 | 4  | 26  | 1  |
| 26  | 22  | C3 | 12  | Simon FINCH          | Honda CB500 -                                          | 5    | 12:16.665 | 38.797   | 0.380  | 72.54 | 2:23.105 | 5  | 18  | -8 |
| 27  | 64  | C3 | 13  | Robert FLINT (R)     | Honda CB500 - R Flint Building And Joinery             | 5    | 12:43.923 | 1:06.055 | 27.258 | 69.95 | 2:29.037 | 5  | 31  | 4  |
| 28  | 77  | C2 | 12  | Wayne DRAKE          | Honda CB500 - None                                     | 5    | 12:44.625 | 1:06.757 | 0.702  | 69.89 | 2:29.624 | 4  | 25  | -3 |
| 29  | 50  | C3 | 14  | Paul ROBSON          | Honda CB500 -                                          | 5    | 12:44.814 | 1:06.946 | 0.189  | 69.87 | 2:30.121 | 4  | 32  | 3  |
| 30  | 59  | C3 | 15  | Calvin GRIMES        | Honda CB500 - Lustre Coatings ltd                      | 5    | 12:47.634 | 1:09.766 | 2.820  | 69.61 | 2:29.844 | 5  | 30  | 0  |
| 31  | 78  | C3 | 16  | Richard DWYER (R)    | Honda CB500 - R flint building and joinery             | 5    | 13:14.892 | 1:37.024 | 27.258 | 67.22 | 2:35.608 | 2  | 29  | -2 |
| 32  | 65  | C2 | 13  | Nigel TERRY          | Honda CB500 - NTrap Garage Doors                       | 5    | 13:14.913 | 1:37.045 | 0.021  | 67.22 | 2:33.335 | 2  | 33  | 1  |

#### NOT CLASSIFIED

|     |     |    |  |                  |                               |   |          |        |        |       |          |   |    |  |
|-----|-----|----|--|------------------|-------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 23  | C2 |  | Adrian KERSHAW   | Honda CB500 - ADK Racing      | 2 | 4:42.073 | 3 Laps | 3 Laps | 75.78 | 2:18.218 | 2 | 1  |  |
| DNF | 110 | C2 |  | Will KEARNEY (R) | Honda CB500 - AustinjacobsLTD | 1 | 2:32.498 | 4 Laps | 1 Lap  | 70.08 |          |   | 27 |  |

#### FASTEST LAP

|    |    |  |  |               |                                                        |   |          |  |  |           |  |            |  |  |
|----|----|--|--|---------------|--------------------------------------------------------|---|----------|--|--|-----------|--|------------|--|--|
| 16 | C2 |  |  | Luke MACRAE   | Honda CB500 - Northlands Fencing/ EPS Pumps            | 5 | 2:17.037 |  |  | 77.99 mph |  | 125.51 kph |  |  |
| 53 | C1 |  |  | Jake KOURTI   | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG M | 5 | 2:17.990 |  |  | 77.45 mph |  | 124.65 kph |  |  |
| 73 | C3 |  |  | Oliver MACRAE | Honda CB500 -                                          | 5 | 2:18.406 |  |  | 77.22 mph |  | 124.27 kph |  |  |

Class C2 - 92.5% of Race Speed = 70.82 mph  
 Class C1 - 92.5% of Race Speed = 70.74 mph  
 Class C3 - 92.5% of Race Speed = 70.65 mph

Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 11:00 Finish: 11:12  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 11:16 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - LAP CHART

| LAP 1 @ 11:03:06.338 |        |          | LAP 2 @ 11:05:24.725 |        |          | LAP 3 @ 11:07:44.617 |        |          | LAP 4 @ 11:10:03.287 |          |          | LAP 5 @ 11:12:20.520 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 16                   |        | 2:23.686 | 23                   |        | 2:18.218 | 53                   |        | 2:18.527 | 39                   |          | 2:17.755 | 39                   |          | 2:17.233 |
| 23                   | 0.169  | 2:23.855 | 73                   | 0.672  | 2:18.615 | 73                   | 0.316  | 2:19.536 | 53                   | 0.079    | 2:18.749 | 53                   | 0.836    | 2:17.990 |
| 39                   | 0.356  | 2:24.042 | 16                   | 1.055  | 2:19.442 | 243                  | 0.572  | 2:18.469 | 73                   | 0.564    | 2:18.918 | 16                   | 0.938    | 2:17.037 |
| 73                   | 0.444  | 2:24.130 | 53                   | 1.365  | 2:18.488 | 16                   | 0.665  | 2:19.502 | 243                  | 0.613    | 2:18.711 | 243                  | 1.306    | 2:17.926 |
| 53                   | 1.264  | 2:24.950 | 39                   | 1.552  | 2:19.583 | 39                   | 0.915  | 2:19.255 | 16                   | 1.134    | 2:19.139 | 73                   | 1.737    | 2:18.406 |
| 75                   | 1.357  | 2:25.043 | 243                  | 1.995  | 2:18.958 | 75                   | 1.547  | 2:19.279 | 75                   | 1.605    | 2:18.728 | 75                   | 2.154    | 2:17.782 |
| 243                  | 1.424  | 2:25.110 | 75                   | 2.160  | 2:19.190 | 76                   | 1.864  | 2:18.953 | 76                   | 1.915    | 2:18.721 | 13                   | 2.436    | 2:17.519 |
| 7                    | 1.847  | 2:25.533 | 7                    | 2.343  | 2:18.883 | 7                    | 2.157  | 2:19.706 | 13                   | 2.150    | 2:18.245 | 7                    | 2.682    | 2:17.358 |
| 76                   | 2.153  | 2:25.839 | 76                   | 2.803  | 2:19.037 | 13                   | 2.575  | 2:18.738 | 7                    | 2.557    | 2:19.070 | 76                   | 3.758    | 2:19.076 |
| 13                   | 2.804  | 2:26.490 | 13                   | 3.729  | 2:19.312 | 15                   | 8.853  | 2:21.099 | 15                   | 9.433    | 2:19.250 | 15                   | 13.036   | 2:20.836 |
| 86                   | 2.823  | 2:26.509 | 15                   | 7.646  | 2:20.307 | 27                   | 11.615 | 2:23.748 | 11                   | 16.225   | 2:21.170 | 11                   | 21.081   | 2:22.089 |
| 27                   | 3.657  | 2:27.343 | 27                   | 7.759  | 2:22.489 | 11                   | 13.725 | 2:22.860 | 27                   | 17.344   | 2:24.399 | 626                  | 22.433   | 2:21.035 |
| 31                   | 5.301  | 2:28.987 | 31                   | 10.742 | 2:23.828 | 626                  | 15.329 | 2:23.466 | 626                  | 18.631   | 2:21.972 | 27                   | 23.757   | 2:23.646 |
| 15                   | 5.726  | 2:29.412 | 11                   | 10.757 | 2:22.483 | 31                   | 15.688 | 2:24.838 | 29                   | 21.069   | 2:23.393 | 29                   | 26.818   | 2:22.982 |
| 29                   | 5.931  | 2:29.617 | 626                  | 11.755 | 2:23.626 | 29                   | 16.346 | 2:24.250 | 93                   | 21.443   | 2:23.521 | 26                   | 26.873   | 2:22.538 |
| 26                   | 6.204  | 2:29.890 | 29                   | 11.988 | 2:24.444 | 36                   | 16.487 | 2:23.227 | 36                   | 21.530   | 2:23.713 | 93                   | 26.933   | 2:22.723 |
| 626                  | 6.516  | 2:30.202 | 26                   | 13.112 | 2:25.295 | 93                   | 16.592 | 2:23.263 | 31                   | 21.532   | 2:24.514 | 31                   | 27.175   | 2:22.876 |
| 11                   | 6.661  | 2:30.347 | 36                   | 13.152 | 2:23.976 | 26                   | 18.322 | 2:25.102 | 26                   | 21.568   | 2:21.916 | 36                   | 27.237   | 2:22.940 |
| 60                   | 7.165  | 2:30.851 | 93                   | 13.221 | 2:24.335 | 184                  | 18.936 | 2:24.145 | 184                  | 24.617   | 2:24.351 | 86                   | 29.948   | 2:20.556 |
| 93                   | 7.273  | 2:30.959 | 184                  | 14.683 | 2:24.965 | 60                   | 20.664 | 2:25.703 | 60                   | 25.220   | 2:23.226 | 60                   | 31.970   | 2:23.983 |
| 36                   | 7.563  | 2:31.249 | 60                   | 14.853 | 2:26.075 | 180                  | 20.939 | 2:25.501 | 180                  | 25.482   | 2:23.213 | 180                  | 32.264   | 2:24.015 |
| 180                  | 7.887  | 2:31.573 | 180                  | 15.330 | 2:25.830 | 150                  | 21.298 | 2:23.741 | 150                  | 26.471   | 2:23.843 | 184                  | 32.299   | 2:24.915 |
| 184                  | 8.105  | 2:31.791 | 42                   | 17.434 | 2:26.390 | 42                   | 23.724 | 2:26.182 | 86                   | 26.625   | 2:21.064 | 150                  | 32.447   | 2:23.209 |
| 110                  | 8.812  | 2:32.498 | 150                  | 17.449 | 2:25.175 | 138                  | 24.058 | 2:24.823 | 138                  | 29.401   | 2:24.013 | 138                  | 37.246   | 2:25.078 |
| 42                   | 9.431  | 2:33.117 | 138                  | 19.127 | 2:26.963 | 86                   | 24.231 | 2:23.295 | 42                   | 30.126   | 2:25.072 | 42                   | 38.417   | 2:25.524 |
| 138                  | 10.551 | 2:34.237 | 22                   | 19.136 | 2:25.718 | 22                   | 26.076 | 2:26.832 | 22                   | 32.925   | 2:25.519 | 22                   | 38.797   | 2:23.105 |
| 150                  | 10.661 | 2:34.347 | 86                   | 20.828 | 2:36.392 | 77                   | 41.904 | 2:31.835 | 77                   | 52.858   | 2:29.624 | 64                   | 1:06.055 | 2:29.037 |
| 22                   | 11.805 | 2:35.491 | 59                   | 28.308 | 2:31.334 | 50                   | 42.528 | 2:33.238 | 50                   | 53.979   | 2:30.121 | 77                   | 1:06.757 | 2:31.132 |
| 59                   | 15.361 | 2:39.047 | 50                   | 29.182 | 2:31.548 | 59                   | 43.519 | 2:35.103 | 64                   | 54.251   | 2:29.326 | 50                   | 1:06.946 | 2:30.200 |
| 50                   | 16.021 | 2:39.707 | 77                   | 29.961 | 2:31.687 | 64                   | 43.595 | 2:31.517 | 59                   | 57.155   | 2:32.306 | 59                   | 1:09.766 | 2:29.844 |
| 77                   | 16.661 | 2:40.347 | 64                   | 31.970 | 2:32.197 | 65                   | 54.482 | 2:40.251 | 65                   | 1:15.464 | 2:39.652 | 78                   | 1:37.024 | 2:36.924 |
| 64                   | 18.160 | 2:41.846 | 65                   | 34.123 | 2:33.335 | 78                   | 56.265 | 2:40.034 | 78                   | 1:17.333 | 2:39.738 | 65                   | 1:37.045 | 2:38.814 |
| 78                   | 18.902 | 2:42.588 | 78                   | 36.123 | 2:35.608 |                      |        |          |                      |          |          |                      |          |          |
| 65                   | 19.175 | 2:42.861 |                      |        |          |                      |        |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - POSITION CHART

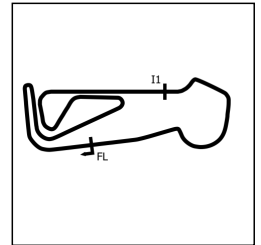
| No  | Name         | Lap |     |     |     |     |     |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos | 1   | 2   | 3   | 4   | 5   |
| 23  | KERSHAW      | 1   | 16  | 23  | 53  | 39  | 39  |
| 243 | REEVE        | 2   | 23  | 73  | 73  | 53  | 53  |
| 39  | NORTH        | 3   | 39  | 16  | 243 | 73  | 16  |
| 73  | MACRAE       | 4   | 73  | 53  | 16  | 243 | 243 |
| 16  | MACRAE       | 5   | 53  | 39  | 39  | 16  | 73  |
| 53  | KOURTI       | 6   | 75  | 243 | 75  | 75  | 75  |
| 75  | WOODALL      | 7   | 243 | 75  | 76  | 76  | 13  |
| 7   | O'HARA       | 8   | 7   | 7   | 7   | 13  | 7   |
| 76  | CARTER       | 9   | 76  | 76  | 13  | 7   | 76  |
| 86  | MACRAE       | 10  | 13  | 13  | 15  | 15  | 15  |
| 26  | DWYER        | 11  | 86  | 15  | 27  | 11  | 11  |
| 13  | BLUNT        | 12  | 27  | 27  | 11  | 27  | 626 |
| 27  | HAYWARD      | 13  | 31  | 31  | 626 | 626 | 27  |
| 11  | OSBORNE      | 14  | 15  | 11  | 31  | 29  | 29  |
| 626 | HORNER       | 15  | 29  | 626 | 29  | 93  | 26  |
| 29  | CARVER       | 16  | 26  | 29  | 36  | 36  | 93  |
| 36  | BALDRY       | 17  | 626 | 26  | 93  | 31  | 31  |
| 22  | FINCH        | 18  | 11  | 36  | 26  | 26  | 36  |
| 180 | GOODMAN (R)  | 19  | 60  | 93  | 184 | 184 | 86  |
| 31  | MARSHALL (R) | 20  | 93  | 184 | 60  | 60  | 60  |
| 93  | GREGORY (R)  | 21  | 36  | 60  | 180 | 180 | 180 |
| 184 | CARVER (R)   | 22  | 180 | 180 | 150 | 150 | 184 |
| 60  | GOUGH        | 23  | 184 | 42  | 42  | 86  | 150 |
| 138 | HARKER       | 24  | 110 | 150 | 138 | 138 | 138 |
| 77  | DRAKE        | 25  | 42  | 138 | 86  | 42  | 42  |
| 42  | ADORJAN      | 26  | 138 | 22  | 22  | 22  | 22  |
| 110 | KEARNEY (R)  | 27  | 150 | 86  | 77  | 77  | 64  |
| 150 | WILSON       | 28  | 22  | 59  | 50  | 50  | 77  |
| 78  | DWYER (R)    | 29  | 59  | 50  | 59  | 64  | 50  |
| 59  | GRIMES       | 30  | 50  | 77  | 64  | 59  | 59  |
| 64  | FLINT (R)    | 31  | 77  | 64  | 65  | 65  | 78  |
| 50  | ROBSON       | 32  | 64  | 65  | 78  | 78  | 65  |
| 65  | TERRY        | 33  | 78  | 78  |     |     |     |
| 15  | HARKER       | 34  | 65  |     |     |     |     |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P1 39 C2 Daniel NORTH     |                 | Honda CB500 - 1on1 rider training |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.972 |                 | BEST LAP TIME : 2:17.233          |                     | DIFFERENCE : 0.261 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.236                            | 2:24.042            | 74.20              | 6.809 | 11:03:06.694        |
| 2 -                       | 1:32.889        | 46.694                            | 2:19.583            | 76.57              | 2.350 | 11:05:26.277        |
| 3 -                       | <b>1:32.025</b> | 47.230                            | 2:19.255 (3)        | 76.75              | 2.022 | 11:07:45.532        |
| 4 -                       | 1:32.199        | 45.556                            | 2:17.755 (2)        | 77.58              | 0.522 | 11:10:03.287        |
| 5 -                       | 1:32.286        | <b>44.947</b>                     | <b>2:17.233 (1)</b> | <b>77.88</b>       |       | <b>11:12:20.520</b> |

| P2 53 C1 Jake KOURTI      |                 | Honda CB500 - Red Mist Ltd/ GK Tree Surgeons Ltd/JWG Motoi |                     |                    |       |                     |
|---------------------------|-----------------|------------------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.117 |                 | BEST LAP TIME : 2:17.990                                   |                     | DIFFERENCE : 0.873 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                                   | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.794                                                     | 2:24.950            | 73.73              | 6.960 | 11:03:07.602        |
| 2 -                       | 1:32.384        | 46.104                                                     | 2:18.488 (2)        | 77.17              | 0.498 | 11:05:26.090        |
| 3 -                       | <b>1:31.965</b> | 46.562                                                     | 2:18.527 (3)        | 77.15              | 0.537 | 11:07:44.617        |
| 4 -                       | 1:33.005        | 45.744                                                     | 2:18.749            | 77.03              | 0.759 | 11:10:03.366        |
| 5 -                       | 1:32.838        | <b>45.152</b>                                              | <b>2:17.990 (1)</b> | <b>77.45</b>       |       | <b>11:12:21.356</b> |

| P3 16 C2 Luke MACRAE      |                 | Honda CB500 - Northlands Fencing/ EPS Pumps |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.037 |                 | BEST LAP TIME : 2:17.037                    |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                    | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.579                                      | 2:23.686            | 74.38              | 6.649 | 11:03:06.338        |
| 2 -                       | 1:33.533        | 45.909                                      | 2:19.442 (3)        | 76.64              | 2.405 | 11:05:25.780        |
| 3 -                       | 1:32.532        | 46.970                                      | 2:19.502            | 76.61              | 2.465 | 11:07:45.282        |
| 4 -                       | 1:33.093        | 46.046                                      | 2:19.139 (2)        | 76.81              | 2.102 | 11:10:04.421        |
| 5 -                       | <b>1:32.065</b> | <b>44.972</b>                               | <b>2:17.037 (1)</b> | <b>77.99</b>       |       | <b>11:12:21.458</b> |

| P4 243 C2 Declan REEVE    |                 | Honda CB500 - SF Parts   |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.724 |                 | BEST LAP TIME : 2:17.926 |                     | DIFFERENCE : 1.202 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.994                   | 2:25.110            | 73.65              | 7.184 | 11:03:07.762        |
| 2 -                       | 1:32.249        | 46.709                   | 2:18.958            | 76.91              | 1.032 | 11:05:26.720        |
| 3 -                       | <b>1:31.779</b> | 46.690                   | 2:18.469 (2)        | 77.18              | 0.543 | 11:07:45.189        |
| 4 -                       | 1:33.124        | 45.587                   | 2:18.711 (3)        | 77.05              | 0.785 | 11:10:03.900        |
| 5 -                       | 1:32.981        | <b>44.945</b>            | <b>2:17.926 (1)</b> | <b>77.49</b>       |       | <b>11:12:21.826</b> |

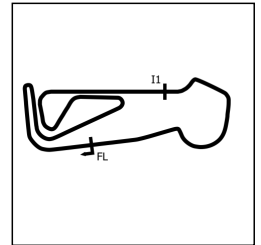
| P5 73 C3 Oliver MACRAE    |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.858 |                 | BEST LAP TIME : 2:18.406 |                     | DIFFERENCE : 0.548 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.045</b>            | 2:24.130            | 74.15              | 5.724 | 11:03:06.782        |
| 2 -                       | <b>1:32.813</b> | 45.802                   | 2:18.615 (2)        | 77.10              | 0.209 | 11:05:25.397        |
| 3 -                       | 1:32.843        | 46.693                   | 2:19.536            | 76.59              | 1.130 | 11:07:44.933        |
| 4 -                       | 1:32.870        | 46.048                   | 2:18.918 (3)        | 76.93              | 0.512 | 11:10:03.851        |
| 5 -                       | 1:33.271        | 45.135                   | <b>2:18.406 (1)</b> | <b>77.22</b>       |       | <b>11:12:22.257</b> |

| P6 75 C2 Peter WOODALL    |                 | Honda CB500 - RevdCoin   |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.677 |                 | BEST LAP TIME : 2:17.782 |                     | DIFFERENCE : 0.105 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.986                   | 2:25.043            | 73.68              | 7.261 | 11:03:07.695        |
| 2 -                       | <b>1:32.175</b> | 47.015                   | 2:19.190 (3)        | 76.78              | 1.408 | 11:05:26.885        |
| 3 -                       | 1:33.006        | 46.273                   | 2:19.279            | 76.73              | 1.497 | 11:07:46.164        |
| 4 -                       | 1:32.187        | 46.541                   | 2:18.728 (2)        | 77.04              | 0.946 | 11:10:04.892        |
| 5 -                       | 1:32.280        | <b>45.502</b>            | <b>2:17.782 (1)</b> | <b>77.57</b>       |       | <b>11:12:22.674</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P7 13 C2 Richard BLUNT    |          | Honda CB500 - Rapid Light Transport |              |                    |       |              |
|---------------------------|----------|-------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:17.519 |          | BEST LAP TIME : 2:17.519            |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                            | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.563                              | 2:26.490     | 72.96              | 8.971 | 11:03:09.142 |
| 2 -                       | 1:33.468 | 45.844                              | 2:19.312     | 76.72              | 1.793 | 11:05:28.454 |
| 3 -                       | 1:33.161 | 45.577                              | 2:18.738 (3) | 77.03              | 1.219 | 11:07:47.192 |
| 4 -                       | 1:32.334 | 45.911                              | 2:18.245 (2) | 77.31              | 0.726 | 11:10:05.437 |
| 5 -                       | 1:32.116 | 45.403                              | 2:17.519 (1) | 77.72              |       | 11:12:22.956 |

| P8 7 C2 Shaun O'HARA      |          | Honda CB500 - Advanced Vehicle Alarms |              |                    |       |              |
|---------------------------|----------|---------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:17.358 |          | BEST LAP TIME : 2:17.358              |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                              | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.952                                | 2:25.533     | 73.44              | 8.175 | 11:03:08.185 |
| 2 -                       | 1:32.231 | 46.652                                | 2:18.883 (2) | 76.95              | 1.525 | 11:05:27.068 |
| 3 -                       | 1:32.825 | 46.881                                | 2:19.706     | 76.50              | 2.348 | 11:07:46.774 |
| 4 -                       | 1:32.338 | 46.732                                | 2:19.070 (3) | 76.85              | 1.712 | 11:10:05.844 |
| 5 -                       | 1:31.807 | 45.551                                | 2:17.358 (1) | 77.81              |       | 11:12:23.202 |

| P9 76 C3 Ian CARTER       |          | Honda CB500 -            |              |                    |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:17.761 |          | BEST LAP TIME : 2:18.721 |              | DIFFERENCE : 0.960 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 46.044                   | 2:25.839     | 73.28              | 7.118 | 11:03:08.491 |
| 2 -                       | 1:32.501 | 46.536                   | 2:19.037 (3) | 76.87              | 0.316 | 11:05:27.528 |
| 3 -                       | 1:32.418 | 46.535                   | 2:18.953 (2) | 76.91              | 0.232 | 11:07:46.481 |
| 4 -                       | 1:32.199 | 46.522                   | 2:18.721 (1) | 77.04              |       | 11:10:05.202 |
| 5 -                       | 1:33.514 | 45.562                   | 2:19.076     | 76.85              | 0.355 | 11:12:24.278 |

| P10 15 C2 Bailey HARKER   |          | Honda CB500 -            |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:19.097 |          | BEST LAP TIME : 2:19.250 |              | DIFFERENCE : 0.153 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.769                   | 2:29.412     | 71.53              | 10.162 | 11:03:12.064 |
| 2 -                       | 1:33.702 | 46.605                   | 2:20.307 (2) | 76.17              | 1.057  | 11:05:32.371 |
| 3 -                       | 1:34.766 | 46.333                   | 2:21.099     | 75.74              | 1.849  | 11:07:53.470 |
| 4 -                       | 1:33.443 | 45.807                   | 2:19.250 (1) | 76.75              |        | 11:10:12.720 |
| 5 -                       | 1:33.290 | 47.546                   | 2:20.836 (3) | 75.89              | 1.586  | 11:12:33.556 |

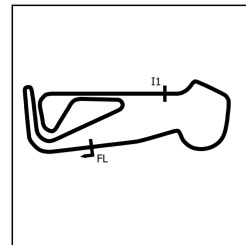
| P11 11 C2 Mark OSBORNE    |          | Honda CB500 -            |              |                    |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:21.170 |          | BEST LAP TIME : 2:21.170 |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.694                   | 2:30.347     | 71.08              | 9.177 | 11:03:12.999 |
| 2 -                       | 1:35.131 | 47.352                   | 2:22.483 (3) | 75.01              | 1.313 | 11:05:35.482 |
| 3 -                       | 1:35.282 | 47.578                   | 2:22.860     | 74.81              | 1.690 | 11:07:58.342 |
| 4 -                       | 1:34.384 | 46.786                   | 2:21.170 (1) | 75.71              |       | 11:10:19.512 |
| 5 -                       | 1:35.168 | 46.921                   | 2:22.089 (2) | 75.22              | 0.919 | 11:12:41.601 |

| P12 626 C2 Jamie HORNER   |          | Honda CB500 - Trent Tractors & Mowers |              |                    |       |              |
|---------------------------|----------|---------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:21.035 |          | BEST LAP TIME : 2:21.035              |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                              | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 47.563                                | 2:30.202     | 71.15              | 9.167 | 11:03:12.854 |
| 2 -                       | 1:35.569 | 48.057                                | 2:23.626     | 74.41              | 2.591 | 11:05:36.480 |
| 3 -                       | 1:35.179 | 48.287                                | 2:23.466 (3) | 74.49              | 2.431 | 11:07:59.946 |
| 4 -                       | 1:34.916 | 47.056                                | 2:21.972 (2) | 75.28              | 0.937 | 11:10:21.918 |
| 5 -                       | 1:34.422 | 46.613                                | 2:21.035 (1) | 75.78              |       | 11:12:42.953 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| <b>P13</b>                | <b>27 C3</b>    | <b>Richard HAYWARD</b>   | Honda CB500 - BC vehicle repairs/ Snap on Tools |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.368 |                 | BEST LAP TIME : 2:22.489 | DIFFERENCE : 1.121                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.290</b>            | 2:27.343                                        | 72.53        | 4.854 | 11:03:09.995        |
| 2 -                       | <b>1:35.078</b> | 47.411                   | <b>2:22.489 (1)</b>                             | <b>75.00</b> |       | <b>11:05:32.484</b> |
| 3 -                       | 1:36.328        | 47.420                   | 2:23.748 (3)                                    | 74.35        | 1.259 | 11:07:56.232        |
| 4 -                       | 1:36.533        | 47.866                   | 2:24.399                                        | 74.01        | 1.910 | 11:10:20.631        |
| 5 -                       | 1:36.103        | 47.543                   | 2:23.646 (2)                                    | 74.40        | 1.157 | 11:12:44.277        |

| <b>P14</b>                | <b>29 C2</b>    | <b>Robert CARVER</b>     | Honda CB500 - SF PARTS LTD |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.345 |                 | BEST LAP TIME : 2:22.982 | DIFFERENCE : 0.637         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.253</b>            | 2:29.617                   | 71.43        | 6.635 | 11:03:12.269        |
| 2 -                       | 1:36.178        | 48.266                   | 2:24.444                   | 73.99        | 1.462 | 11:05:36.713        |
| 3 -                       | 1:35.535        | 48.715                   | 2:24.250 (3)               | 74.09        | 1.268 | 11:08:00.963        |
| 4 -                       | 1:35.461        | 47.932                   | 2:23.393 (2)               | 74.53        | 0.411 | 11:10:24.356        |
| 5 -                       | <b>1:35.092</b> | 47.890                   | <b>2:22.982 (1)</b>        | <b>74.75</b> |       | <b>11:12:47.338</b> |

| <b>P15</b>                | <b>26 C3</b>    | <b>Colt DWYER</b>        | Honda CB500 - Regal Aluminium |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.916 |                 | BEST LAP TIME : 2:21.916 | DIFFERENCE : 0.000            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.989                   | 2:29.890                      | 71.30        | 7.974 | 11:03:12.542        |
| 2 -                       | 1:36.807        | 48.488                   | 2:25.295                      | 73.56        | 3.379 | 11:05:37.837        |
| 3 -                       | 1:36.559        | 48.543                   | 2:25.102 (3)                  | 73.65        | 3.186 | 11:08:02.939        |
| 4 -                       | <b>1:35.049</b> | <b>46.867</b>            | <b>2:21.916 (1)</b>           | <b>75.31</b> |       | <b>11:10:24.855</b> |
| 5 -                       | 1:35.277        | 47.261                   | 2:22.538 (2)                  | 74.98        | 0.622 | 11:12:47.393        |

| <b>P16</b>                | <b>93 C3</b>    | <b>Ryan GREGORY (R)</b>  | Honda CB500 - Rob flint |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.398 |                 | BEST LAP TIME : 2:22.723 | DIFFERENCE : 0.325      |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.805                   | 2:30.959                | 70.80        | 8.236 | 11:03:13.611        |
| 2 -                       | 1:35.724        | 48.611                   | 2:24.335                | 74.05        | 1.612 | 11:05:37.946        |
| 3 -                       | 1:35.280        | 47.983                   | 2:23.263 (2)            | 74.60        | 0.540 | 11:08:01.209        |
| 4 -                       | 1:36.007        | <b>47.514</b>            | 2:23.521 (3)            | 74.47        | 0.798 | 11:10:24.730        |
| 5 -                       | <b>1:34.884</b> | 47.839                   | <b>2:22.723 (1)</b>     | <b>74.88</b> |       | <b>11:12:47.453</b> |

| <b>P17</b>                | <b>31 C1</b>    | <b>Abigail MARSHALL (R)</b> | Honda CB500 -       |              |       |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.744 |                 | BEST LAP TIME : 2:22.876    | DIFFERENCE : 0.132  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.220                      | 2:28.987            | 71.73        | 6.111 | 11:03:11.639        |
| 2 -                       | <b>1:35.555</b> | 48.273                      | 2:23.828 (2)        | 74.31        | 0.952 | 11:05:35.467        |
| 3 -                       | 1:35.999        | 48.839                      | 2:24.838            | 73.79        | 1.962 | 11:08:00.305        |
| 4 -                       | 1:35.577        | 48.937                      | 2:24.514 (3)        | 73.95        | 1.638 | 11:10:24.819        |
| 5 -                       | 1:35.687        | <b>47.189</b>               | <b>2:22.876 (1)</b> | <b>74.80</b> |       | <b>11:12:47.695</b> |

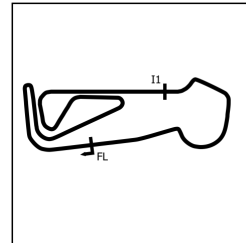
  

| <b>P18</b>                | <b>36 C3</b>    | <b>Joe BALDRY</b>        | Honda CB500 - Chilton Motors |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.635 |                 | BEST LAP TIME : 2:22.940 | DIFFERENCE : 1.305           |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.522                   | 2:31.249                     | 70.66        | 8.309 | 11:03:13.901        |
| 2 -                       | 1:35.705        | 48.271                   | 2:23.976                     | 74.23        | 1.036 | 11:05:37.877        |
| 3 -                       | <b>1:34.542</b> | 48.685                   | 2:23.227 (2)                 | 74.62        | 0.287 | 11:08:01.104        |
| 4 -                       | 1:35.800        | 47.913                   | 2:23.713 (3)                 | 74.37        | 0.773 | 11:10:24.817        |
| 5 -                       | 1:35.847        | <b>47.093</b>            | <b>2:22.940 (1)</b>          | <b>74.77</b> |       | <b>11:12:47.757</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P19 86 C3                 |                 | Max MACRAE               |                     | Honda CB500 - MacRae Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.389 |                 | BEST LAP TIME : 2:20.556 |                     | DIFFERENCE : 0.167          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>45.844</b>            | 2:26.509            | 72.95                       | 5.953  | 11:03:09.161        |
| 2 -                       | 1:49.190        | 47.202                   | 2:36.392            | 68.34                       | 15.836 | 11:05:45.553        |
| 3 -                       | 1:35.067        | 48.228                   | 2:23.295 (3)        | 74.58                       | 2.739  | 11:08:08.848        |
| 4 -                       | 1:34.860        | 46.204                   | 2:21.064 (2)        | 75.76                       | 0.508  | 11:10:29.912        |
| 5 -                       | <b>1:34.545</b> | 46.011                   | <b>2:20.556 (1)</b> | <b>76.04</b>                |        | <b>11:12:50.468</b> |

| P20 60 C3                 |                 | Danny GOUGH              |                     | Honda CB500 - G Force Motorcycles |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.170 |                 | BEST LAP TIME : 2:23.226 |                     | DIFFERENCE : 0.056                |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                               | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.605</b>            | 2:30.851            | 70.85                             | 7.625 | 11:03:13.503        |
| 2 -                       | 1:36.314        | 49.761                   | 2:26.075            | 73.16                             | 2.849 | 11:05:39.578        |
| 3 -                       | 1:36.796        | 48.907                   | 2:25.703 (3)        | 73.35                             | 2.477 | 11:08:05.281        |
| 4 -                       | <b>1:35.565</b> | 47.661                   | <b>2:23.226 (1)</b> | <b>74.62</b>                      |       | <b>11:10:28.507</b> |
| 5 -                       | 1:35.920        | 48.063                   | 2:23.983 (2)        | 74.23                             | 0.757 | 11:12:52.490        |

| P21 180 C1                |                 | Matt GOODMAN (R)         |                     | Honda CB500 - JVS Auto solutions |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.983 |                 | BEST LAP TIME : 2:23.213 |                     | DIFFERENCE : 0.230               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.149                   | 2:31.573            | 70.51                            | 8.360 | 11:03:14.225        |
| 2 -                       | <b>1:35.926</b> | 49.904                   | 2:25.830            | 73.29                            | 2.617 | 11:05:40.055        |
| 3 -                       | 1:37.076        | 48.425                   | 2:25.501 (3)        | 73.45                            | 2.288 | 11:08:05.556        |
| 4 -                       | 1:36.156        | <b>47.057</b>            | <b>2:23.213 (1)</b> | <b>74.63</b>                     |       | <b>11:10:28.769</b> |
| 5 -                       | 1:36.565        | 47.450                   | 2:24.015 (2)        | 74.21                            | 0.802 | 11:12:52.784        |

| P22 184 C3                |                 | Dean CARVER (R)          |                     | Honda CB500 - Helmet city |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.856 |                 | BEST LAP TIME : 2:24.145 |                     | DIFFERENCE : 1.289        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.204</b>            | 2:31.791            | 70.41                     | 7.646 | 11:03:14.443        |
| 2 -                       | <b>1:35.652</b> | 49.313                   | 2:24.965            | 73.72                     | 0.820 | 11:05:39.408        |
| 3 -                       | 1:36.256        | 47.889                   | <b>2:24.145 (1)</b> | <b>74.14</b>              |       | <b>11:08:03.553</b> |
| 4 -                       | 1:36.723        | 47.628                   | 2:24.351 (2)        | 74.04                     | 0.206 | 11:10:27.904        |
| 5 -                       | 1:37.359        | 47.556                   | 2:24.915 (3)        | 73.75                     | 0.770 | 11:12:52.819        |

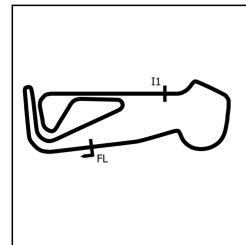
| P23 150 C3                |                 | Roy WILSON               |                     | Honda CB500 - Rother Ride |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.057 |                 | BEST LAP TIME : 2:23.209 |                     | DIFFERENCE : 0.152        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.889                   | 2:34.347            | 69.24                     | 11.138 | 11:03:16.999        |
| 2 -                       | 1:36.197        | 48.978                   | 2:25.175            | 73.62                     | 1.966  | 11:05:42.174        |
| 3 -                       | <b>1:35.667</b> | 48.074                   | 2:23.741 (2)        | 74.35                     | 0.532  | 11:08:05.915        |
| 4 -                       | 1:36.212        | 47.631                   | 2:23.843 (3)        | 74.30                     | 0.634  | 11:10:29.758        |
| 5 -                       | 1:35.819        | <b>47.390</b>            | <b>2:23.209 (1)</b> | <b>74.63</b>              |        | <b>11:12:52.967</b> |

| P24 138 C2                |                 | Philip HARKER            |                     | Honda CB500 - Harker racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.983 |                 | BEST LAP TIME : 2:24.013 |                     | DIFFERENCE : 0.030          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.279                   | 2:34.237            | 69.29                       | 10.224 | 11:03:16.889        |
| 2 -                       | 1:36.578        | 50.385                   | 2:26.963            | 72.72                       | 2.950  | 11:05:43.852        |
| 3 -                       | <b>1:36.225</b> | 48.598                   | 2:24.823 (2)        | 73.80                       | 0.810  | 11:08:08.675        |
| 4 -                       | 1:36.255        | <b>47.758</b>            | <b>2:24.013 (1)</b> | <b>74.21</b>                |        | <b>11:10:32.688</b> |
| 5 -                       | 1:36.875        | 48.203                   | 2:25.078 (3)        | 73.67                       | 1.065  | 11:12:57.766        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

| P25 42 C3 Gary ADORJAN    |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.747 |                 | BEST LAP TIME : 2:25.072 |                     | DIFFERENCE : 1.325 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.074</b>            | 2:33.117            | 69.80              | 8.045 | 11:03:15.769        |
| 2 -                       | 1:36.924        | 49.466                   | 2:26.390            | 73.01              | 1.318 | 11:05:42.159        |
| 3 -                       | <b>1:36.673</b> | 49.509                   | 2:26.182 (3)        | 73.11              | 1.110 | 11:08:08.341        |
| 4 -                       | 1:36.959        | 48.113                   | <b>2:25.072 (1)</b> | <b>73.67</b>       |       | <b>11:10:33.413</b> |
| 5 -                       | 1:36.986        | 48.538                   | 2:25.524 (2)        | 73.44              | 0.452 | 11:12:58.937        |

| P26 22 C3 Simon FINCH     |                 | Honda CB500 -            |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:23.008 |                 | BEST LAP TIME : 2:23.105 |                     | DIFFERENCE : 0.097 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>47.273</b>            | 2:35.491            | 68.73              | 12.386 | 11:03:18.143        |
| 2 -                       | 1:35.745        | 49.973                   | 2:25.718 (3)        | 73.34              | 2.613  | 11:05:43.861        |
| 3 -                       | 1:37.809        | 49.023                   | 2:26.832            | 72.79              | 3.727  | 11:08:10.693        |
| 4 -                       | 1:37.824        | 47.695                   | 2:25.519 (2)        | 73.44              | 2.414  | 11:10:36.212        |
| 5 -                       | <b>1:35.735</b> | 47.370                   | <b>2:23.105 (1)</b> | <b>74.68</b>       |        | <b>11:12:59.317</b> |

| P27 64 C3 Robert FLINT (R) |                 | Honda CB500 - R Flint Building And Joinery |                     |                    |        |                     |
|----------------------------|-----------------|--------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.886  |                 | BEST LAP TIME : 2:29.037                   |                     | DIFFERENCE : 0.151 |        |                     |
| LAP                        | SECTOR 1        | SECTOR 2                                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |                 | 50.757                                     | 2:41.846            | 66.03              | 12.809 | 11:03:24.498        |
| 2 -                        | 1:40.585        | 51.612                                     | 2:32.197            | 70.22              | 3.160  | 11:05:56.695        |
| 3 -                        | <b>1:39.087</b> | 52.430                                     | 2:31.517 (3)        | 70.54              | 2.480  | 11:08:28.212        |
| 4 -                        | 1:39.263        | 50.063                                     | 2:29.326 (2)        | 71.57              | 0.289  | 11:10:57.538        |
| 5 -                        | 1:39.238        | <b>49.799</b>                              | <b>2:29.037 (1)</b> | <b>71.71</b>       |        | <b>11:13:26.575</b> |

| P28 77 C2 Wayne DRAKE     |                 | Honda CB500 - None       |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:29.495 |                 | BEST LAP TIME : 2:29.624 |                     | DIFFERENCE : 0.129 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.682                   | 2:40.347            | 66.65              | 10.723 | 11:03:22.999        |
| 2 -                       | 1:40.640        | 51.047                   | 2:31.687 (3)        | 70.46              | 2.063  | 11:05:54.686        |
| 3 -                       | 1:40.281        | 51.554                   | 2:31.835            | 70.39              | 2.211  | 11:08:26.521        |
| 4 -                       | 1:40.301        | <b>49.323</b>            | <b>2:29.624 (1)</b> | <b>71.43</b>       |        | <b>11:10:56.145</b> |
| 5 -                       | <b>1:40.172</b> | 50.960                   | 2:31.132 (2)        | 70.72              | 1.508  | 11:13:27.277        |

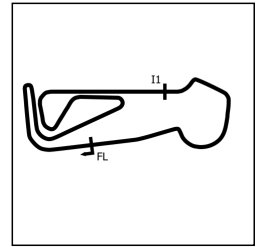
| P29 50 C3 Paul ROBSON     |                 | Honda CB500 -            |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:28.957 |                 | BEST LAP TIME : 2:30.121 |                     | DIFFERENCE : 1.164 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>49.332</b>            | 2:39.707            | 66.92              | 9.586 | 11:03:22.359        |
| 2 -                       | 1:40.298        | 51.250                   | 2:31.548 (3)        | 70.52              | 1.427 | 11:05:53.907        |
| 3 -                       | 1:41.284        | 51.954                   | 2:33.238            | 69.74              | 3.117 | 11:08:27.145        |
| 4 -                       | 1:40.101        | 50.020                   | <b>2:30.121 (1)</b> | <b>71.19</b>       |       | <b>11:10:57.266</b> |
| 5 -                       | <b>1:39.625</b> | 50.575                   | 2:30.200 (2)        | 71.15              | 0.079 | 11:13:27.466        |

| P30 59 C3 Calvin GRIMES   |                 | Honda CB500 - Lustre Coatings Ltd |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:29.037 |                 | BEST LAP TIME : 2:29.844          |                     | DIFFERENCE : 0.807 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>48.794</b>                     | 2:39.047            | 67.20              | 9.203 | 11:03:21.699        |
| 2 -                       | 1:40.884        | 50.450                            | 2:31.334 (2)        | 70.62              | 1.490 | 11:05:53.033        |
| 3 -                       | 1:42.220        | 52.883                            | 2:35.103            | 68.90              | 5.259 | 11:08:28.136        |
| 4 -                       | 1:42.617        | 49.689                            | 2:32.306 (3)        | 70.17              | 2.462 | 11:11:00.442        |
| 5 -                       | <b>1:40.243</b> | 49.601                            | <b>2:29.844 (1)</b> | <b>71.32</b>       |       | <b>11:13:30.286</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                            |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------------|-------|---------------------|
| <b>P31 78 C3</b>          |                 | <b>Richard DWYER (R)</b> |                     | Honda CB500 - R flint building and joinery |       |                     |
| IDEAL LAP TIME : 2:30.580 |                 | BEST LAP TIME : 2:35.608 |                     | DIFFERENCE : 5.028                         |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                        | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>49.668</b>            | 2:42.588            | 65.73                                      | 6.980 | 11:03:25.240        |
| 2 -                       | <b>1:40.912</b> | 54.696                   | <b>2:35.608 (1)</b> | <b>68.68</b>                               |       | <b>11:06:00.848</b> |
| 3 -                       | 1:45.997        | 54.037                   | 2:40.034            | 66.78                                      | 4.426 | 11:08:40.882        |
| 4 -                       | 1:46.443        | 53.295                   | 2:39.738 <b>(3)</b> | 66.91                                      | 4.130 | 11:11:20.620        |
| 5 -                       | 1:45.642        | 51.282                   | 2:36.924 <b>(2)</b> | 68.10                                      | 1.316 | 11:13:57.544        |

|                           |                 |                          |                     |                                  |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| <b>P32 65 C2</b>          |                 | <b>Nigel TERRY</b>       |                     | Honda CB500 - NTrap Garage Doors |       |                     |
| IDEAL LAP TIME : 2:31.470 |                 | BEST LAP TIME : 2:33.335 |                     | DIFFERENCE : 1.865               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>50.183</b>            | 2:42.861            | 65.62                            | 9.526 | 11:03:25.513        |
| 2 -                       | <b>1:41.287</b> | 52.048                   | <b>2:33.335 (1)</b> | <b>69.70</b>                     |       | <b>11:05:58.848</b> |
| 3 -                       | 1:45.533        | 54.718                   | 2:40.251            | 66.69                            | 6.916 | 11:08:39.099        |
| 4 -                       | 1:46.683        | 52.969                   | 2:39.652 <b>(3)</b> | 66.94                            | 6.317 | 11:11:18.751        |
| 5 -                       | 1:46.813        | 52.001                   | 2:38.814 <b>(2)</b> | 67.29                            | 5.479 | 11:13:57.565        |

|                           |                 |                          |                     |                          |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|-------|---------------------|
| <b>P33 23 C2</b>          |                 | <b>Adrian KERSHAW</b>    |                     | Honda CB500 - ADK Racing |       |                     |
| IDEAL LAP TIME : 2:17.874 |                 | BEST LAP TIME : 2:18.218 |                     | DIFFERENCE : 0.344       |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                      | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.649</b>            | 2:23.855            | 74.29                    | 5.637 | 11:03:06.507        |
| 2 -                       | <b>1:32.225</b> | 45.993                   | <b>2:18.218 (1)</b> | <b>77.32</b>             |       | <b>11:05:24.725</b> |

|                   |          |                         |          |                               |      |              |
|-------------------|----------|-------------------------|----------|-------------------------------|------|--------------|
| <b>P34 110 C2</b> |          | <b>Will KEARNEY (R)</b> |          | Honda CB500 - AustinjacobsLTD |      |              |
| IDEAL LAP TIME :  |          | BEST LAP TIME :         |          | DIFFERENCE :                  |      |              |
| LAP               | SECTOR 1 | SECTOR 2                | LAP TIME | MPH                           | DIFF | TIME OF DAY  |
| 1 -               |          | <b>47.643</b>           | 2:32.498 | 70.08                         |      | 11:03:15.150 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | PERFECT LAP 2:16.724    |     |              |          |          |       |
| 1        | 243 | 1:31.779 | 243      | 44.945 | 1                       | 243 | REEVE        | 2:16.724 | 2:17.926 | 1.202 |
| 2        | 7   | 1:31.807 | 39       | 44.947 | 2                       | 39  | NORTH        | 2:16.972 | 2:17.233 | 0.261 |
| 3        | 53  | 1:31.965 | 16       | 44.972 | 3                       | 16  | MACRAE       | 2:17.037 | 2:17.037 | 0.000 |
| 4        | 39  | 1:32.025 | 73       | 45.045 | 4                       | 53  | KOURTI       | 2:17.117 | 2:17.990 | 0.873 |
| 5        | 16  | 1:32.065 | 53       | 45.152 | 5                       | 7   | O'HARA       | 2:17.358 | 2:17.358 | 0.000 |
| 6        | 13  | 1:32.116 | 13       | 45.403 | 6                       | 13  | BLUNT        | 2:17.519 | 2:17.519 | 0.000 |
| 7        | 75  | 1:32.175 | 75       | 45.502 | 7                       | 75  | WOODALL      | 2:17.677 | 2:17.782 | 0.105 |
| 8        | 76  | 1:32.199 | 7        | 45.551 | 8                       | 76  | CARTER       | 2:17.761 | 2:18.721 | 0.960 |
| 9        | 23  | 1:32.225 | 76       | 45.562 | 9                       | 73  | MACRAE       | 2:17.858 | 2:18.406 | 0.548 |
| 10       | 73  | 1:32.813 | 23       | 45.649 | 10                      | 23  | KERSHAW      | 2:17.874 | 2:18.218 | 0.344 |
| 11       | 15  | 1:33.290 | 15       | 45.807 | 11                      | 15  | HARKER       | 2:19.097 | 2:19.250 | 0.153 |
| 12       | 11  | 1:34.384 | 86       | 45.844 | 12                      | 86  | MACRAE       | 2:20.389 | 2:20.556 | 0.167 |
| 13       | 626 | 1:34.422 | 27       | 46.290 | 13                      | 626 | HORNER       | 2:21.035 | 2:21.035 | 0.000 |
| 14       | 36  | 1:34.542 | 626      | 46.613 | 14                      | 11  | OSBORNE      | 2:21.170 | 2:21.170 | 0.000 |
| 15       | 86  | 1:34.545 | 11       | 46.786 | 15                      | 27  | HAYWARD      | 2:21.368 | 2:22.489 | 1.121 |
| 16       | 93  | 1:34.884 | 26       | 46.867 | 16                      | 36  | BALDRY       | 2:21.635 | 2:22.940 | 1.305 |
| 17       | 26  | 1:35.049 | 180      | 47.057 | 17                      | 26  | DWYER        | 2:21.916 | 2:21.916 | 0.000 |
| 18       | 27  | 1:35.078 | 42       | 47.074 | 18                      | 29  | CARVER       | 2:22.345 | 2:22.982 | 0.637 |
| 19       | 29  | 1:35.092 | 36       | 47.093 | 19                      | 93  | GREGORY (R)  | 2:22.398 | 2:22.723 | 0.325 |
| 20       | 31  | 1:35.555 | 31       | 47.189 | 20                      | 31  | MARSHALL (R) | 2:22.744 | 2:22.876 | 0.132 |
| 21       | 60  | 1:35.565 | 184      | 47.204 | 21                      | 184 | CARVER (R)   | 2:22.856 | 2:24.145 | 1.289 |
| 22       | 184 | 1:35.652 | 29       | 47.253 | 22                      | 180 | GOODMAN (R)  | 2:22.983 | 2:23.213 | 0.230 |
| 23       | 150 | 1:35.667 | 22       | 47.273 | 23                      | 22  | FINCH        | 2:23.008 | 2:23.105 | 0.097 |
| 24       | 22  | 1:35.735 | 150      | 47.390 | 24                      | 150 | WILSON       | 2:23.057 | 2:23.209 | 0.152 |
| 25       | 180 | 1:35.926 | 93       | 47.514 | 25                      | 60  | GOUGH        | 2:23.170 | 2:23.226 | 0.056 |
| 26       | 138 | 1:36.225 | 60       | 47.605 | 26                      | 42  | ADORJAN      | 2:23.747 | 2:25.072 | 1.325 |
| 27       | 42  | 1:36.673 | 110      | 47.643 | 27                      | 138 | HARKER       | 2:23.983 | 2:24.013 | 0.030 |
| 28       | 64  | 1:39.087 | 138      | 47.758 | 28                      | 64  | FLINT (R)    | 2:28.886 | 2:29.037 | 0.151 |
| 29       | 50  | 1:39.625 | 59       | 48.794 | 29                      | 50  | ROBSON       | 2:28.957 | 2:30.121 | 1.164 |
| 30       | 77  | 1:40.172 | 77       | 49.323 | 30                      | 59  | GRIMES       | 2:29.037 | 2:29.844 | 0.807 |
| 31       | 59  | 1:40.243 | 50       | 49.332 | 31                      | 77  | DRAKE        | 2:29.495 | 2:29.624 | 0.129 |
| 32       | 78  | 1:40.912 | 78       | 49.668 | 32                      | 78  | DWYER (R)    | 2:30.580 | 2:35.608 | 5.028 |
| 33       | 65  | 1:41.287 | 64       | 49.799 | 33                      | 65  | TERRY        | 2:31.470 | 2:33.335 | 1.865 |
| 34       |     |          | 65       | 50.183 | 34                      | 110 | KEARNEY (R)  |          |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 2 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2025-05-04 @ 09:55:00.000 |
| Actual Start           | 2025-05-04 @ 11:00:42.651 |
| Finish Time            | 2025-05-04 @ 11:12:20.519 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 163                       |
| Total Distance Covered | 483.9325mi.               |

Session Fastest Lap History

| NO | CL | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----|----------------|----------|--------------|-----|-------------|
| 23 | C2 | Adrian KERSHAW | 2:18.218 | 11:05:24.725 | 2   | Honda CB500 |
| 39 | C2 | Daniel NORTH   | 2:17.755 | 11:10:03.287 | 4   | Honda CB500 |
| 39 | C2 | Daniel NORTH   | 2:17.233 | 11:12:20.520 | 5   | Honda CB500 |
| 16 | C2 | Luke MACRAE    | 2:17.037 | 11:12:21.458 | 5   | Honda CB500 |

Session Leader History

| NO | CL | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|----|----|----------------|----------|----------|------------|-------------|
| 16 | C2 | Luke MACRAE    | 1        | 1        | 2.96 miles | Honda CB500 |
| 23 | C2 | Adrian KERSHAW | 2        | 1        | 2.96 miles | Honda CB500 |
| 53 | C1 | Jake KOURTI    | 3        | 1        | 2.96 miles | Honda CB500 |
| 39 | C2 | Daniel NORTH   | 4        | 2        | 5.93 miles | Honda CB500 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:00:42.651 |
| FINISH | 11:12:20.519 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:35.305  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - STATISTICS

**CLASS : C1**

**3 Starters**

#### Fastest Lap History

| NO | NAME        | LAP TIME        | TIME OF DAY  | LAP | VEHICLE     |
|----|-------------|-----------------|--------------|-----|-------------|
| 53 | Jake KOURTI | <b>2:18.488</b> | 11:05:26.090 | 2   | Honda CB500 |
| 53 | Jake KOURTI | <b>2:17.990</b> | 11:12:21.356 | 5   | Honda CB500 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|-------------|----------|----------|-------------|-------------|
| 53 | Jake KOURTI | 1        | 5        | 14.84 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - STATISTICS

CLASS : C2

15 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------|----------|--------------|-----|-------------|
| 23 | Adrian KERSHAW | 2:18.218 | 11:05:24.725 | 2   | Honda CB500 |
| 39 | Daniel NORTH   | 2:17.755 | 11:10:03.287 | 4   | Honda CB500 |
| 39 | Daniel NORTH   | 2:17.233 | 11:12:20.520 | 5   | Honda CB500 |
| 16 | Luke MACRAE    | 2:17.037 | 11:12:21.458 | 5   | Honda CB500 |

#### Leader History

| NO  | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|-----|----------------|----------|----------|------------|-------------|
| 16  | Luke MACRAE    | 1        | 1        | 2.96 miles | Honda CB500 |
| 23  | Adrian KERSHAW | 2        | 1        | 2.96 miles | Honda CB500 |
| 243 | Declan REEVE   | 3        | 1        | 2.96 miles | Honda CB500 |
| 39  | Daniel NORTH   | 4        | 2        | 5.93 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 2 - STATISTICS

**CLASS : C3**

16 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME        | TIME OF DAY  | LAP | VEHICLE     |
|----|---------------|-----------------|--------------|-----|-------------|
| 73 | Oliver MACRAE | <b>2:18.615</b> | 11:05:25.397 | 2   | Honda CB500 |
| 73 | Oliver MACRAE | <b>2:18.406</b> | 11:12:22.257 | 5   | Honda CB500 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|---------------|----------|----------|-------------|-------------|
| 73 | Oliver MACRAE | 1        | 5        | 14.84 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - GRID (5 Laps)

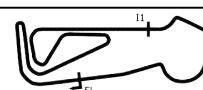
|        |    |  |     |                      |          |    |    |                   |                  |          |    |    |             |                  |          |
|--------|----|--|-----|----------------------|----------|----|----|-------------------|------------------|----------|----|----|-------------|------------------|----------|
| ROW 12 | 35 |  | 172 | Bobby CAMPBELL       | 34       |    | 78 | Richard DWYER (R) | 2:35.608         |          |    |    |             |                  |          |
| ROW 11 | 33 |  | 110 | Will KEARNEY (R)     | 32       |    | 65 | Nigel TERRY       | 2:33.335         | 31       |    | 50 | Paul ROBSON | 2:30.121         |          |
| ROW 10 | 30 |  | 59  | Calvin GRIMES        | 2:29.844 | 29 |    | 77                | Wayne DRAKE      | 2:29.624 | 28 |    | 64          | Robert FLINT (R) | 2:29.037 |
| ROW 9  | 27 |  | 42  | Gary ADORJAN         | 2:25.072 | 26 |    | 184               | Dean CARVER (R)  | 2:24.145 | 25 |    | 138         | Philip HARKER    | 2:24.013 |
| ROW 8  | 24 |  | 60  | Danny GOUGH          | 2:23.226 | 23 |    | 180               | Matt GOODMAN (R) | 2:23.213 | 22 |    | 150         | Roy WILSON       | 2:23.209 |
| ROW 7  | 21 |  | 22  | Simon FINCH          | 2:23.105 | 20 |    | 29                | Robert CARVER    | 2:22.982 | 19 |    | 36          | Joe BALDRY       | 2:22.940 |
| ROW 6  | 18 |  | 31  | Abigail MARSHALL (R) | 2:22.876 | 17 |    | 93                | Ryan GREGORY (R) | 2:22.723 | 16 |    | 27          | Richard HAYWARD  | 2:22.489 |
| ROW 5  | 15 |  | 26  | Colt DWYER           | 2:21.916 | 14 |    | 11                | Mark OSBORNE     | 2:21.170 | 13 |    | 626         | Jamie HORNER     | 2:21.035 |
| ROW 4  | 12 |  | 86  | Max MACRAE           | 2:20.556 | 11 |    | 15                | Bailey HARKER    | 2:19.250 | 10 |    | 76          | Ian CARTER       | 2:18.721 |
| ROW 3  | 9  |  | 73  | Oliver MACRAE        | 2:18.406 | 8  |    | 23                | Adrian KERSHAW   | 2:18.218 | 7  |    | 53          | Jake KOURTI      | 2:17.990 |
| ROW 2  | 6  |  | 243 | Declan REEVE         | 2:17.926 | 5  |    | 75                | Peter WOODALL    | 2:17.782 | 4  |    | 13          | Richard BLUNT    | 2:17.519 |
| ROW 1  | 3  |  | 7   | Shaun O'HARA         | 2:17.358 | 2  |    | 39                | Daniel NORTH     | 2:17.233 | 1  |    | 16          | Luke MACRAE      | 2:17.037 |
| Pole   |    |  |     |                      |          |    |    |                   |                  |          |    |    |             |                  |          |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 11:18 Sunday, 04 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - CLASSIFICATION

Race Distance: 4 Laps / 11.87 miles



| POS | NO  | CL | PIC | NAME                 | ENTRY                                           | LAPS | TIME     | GAP    | DIFF  | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|----------------------|-------------------------------------------------|------|----------|--------|-------|-------|----------|----|-----|----|
| 1   | 16  | C2 | 1   | Luke MACRAE          | Honda CB500 - Northlands Fencing/ EPS Pumps     | 4    | 9:13.551 |        |       | 77.23 | 2:16.397 | 4  | 1   | 0  |
| 2   | 39  | C2 | 2   | Daniel NORTH         | Honda CB500 - 1on1 rider training               | 4    | 9:13.618 | 0.067  | 0.067 | 77.22 | 2:16.578 | 3  | 2   | 0  |
| 3   | 73  | C3 | 1   | Oliver MACRAE        | Honda CB500 -                                   | 4    | 9:14.417 | 0.866  | 0.799 | 77.11 | 2:16.451 | 4  | 9   | 6  |
| 4   | 243 | C2 | 3   | Declan REEVE         | Honda CB500 - SF Parts                          | 4    | 9:14.899 | 1.348  | 0.482 | 77.04 | 2:15.067 | 2  | 6   | 2  |
| 5   | 75  | C2 | 4   | Peter WOODALL        | Honda CB500 - RevdCoin                          | 4    | 9:16.681 | 3.130  | 1.782 | 76.79 | 2:16.904 | 2  | 5   | 0  |
| 6   | 13  | C2 | 5   | Richard BLUNT        | Honda CB500 - Rapid Light Transport             | 4    | 9:17.618 | 4.067  | 0.937 | 76.66 | 2:17.505 | 4  | 4   | -2 |
| 7   | 76  | C3 | 2   | Ian CARTER           | Honda CB500 -                                   | 4    | 9:27.035 | 13.484 | 9.417 | 75.39 | 2:18.847 | 4  | 10  | 3  |
| 8   | 29  | C2 | 6   | Robert CARVER        | Honda CB500 - SF PARTS LTD                      | 4    | 9:28.018 | 14.467 | 0.983 | 75.26 | 2:18.940 | 4  | 20  | 12 |
| 9   | 27  | C3 | 3   | Richard HAYWARD      | Honda CB500 - BC vehicle repairs/ Snap on Tools | 4    | 9:29.437 | 15.886 | 1.419 | 75.07 | 2:19.919 | 4  | 16  | 7  |
| 10  | 626 | C2 | 7   | Jamie HORNER         | Honda CB500 - Trent Tractors & Mowers           | 4    | 9:29.477 | 15.926 | 0.040 | 75.07 | 2:19.378 | 4  | 13  | 3  |
| 11  | 86  | C3 | 4   | Max MACRAE           | Honda CB500 - MacRae Racing                     | 4    | 9:31.448 | 17.897 | 1.971 | 74.81 | 2:21.448 | 2  | 12  | 1  |
| 12  | 22  | C3 | 5   | Simon FINCH          | Honda CB500 -                                   | 4    | 9:36.730 | 23.179 | 5.282 | 74.12 | 2:21.415 | 4  | 21  | 9  |
| 13  | 36  | C3 | 6   | Joe BALDRY           | Honda CB500 - Chilton Motors                    | 4    | 9:36.959 | 23.408 | 0.229 | 74.09 | 2:20.770 | 4  | 19  | 6  |
| 14  | 31  | C1 | 1   | Abigail MARSHALL (R) | Honda CB500 -                                   | 4    | 9:43.154 | 29.603 | 6.195 | 73.31 | 2:23.298 | 2  | 18  | 4  |
| 15  | 42  | C3 | 7   | Gary ADORJAN         | Honda CB500 -                                   | 4    | 9:43.992 | 30.441 | 0.838 | 73.20 | 2:23.521 | 2  | 27  | 12 |
| 16  | 184 | C3 | 8   | Dean CARVER (R)      | Honda CB500 - Helmet city                       | 4    | 9:51.868 | 38.317 | 7.876 | 72.23 | 2:25.030 | 4  | 26  | 10 |
| 17  | 60  | C3 | 9   | Danny GOUGH          | Honda CB500 - G Force Motorcycles               | 4    | 9:52.065 | 38.514 | 0.197 | 72.20 | 2:25.773 | 4  | 24  | 7  |
| 18  | 59  | C3 | 10  | Calvin GRIMES        | Honda CB500 - Lustre Coatings Ltd               | 4    | 9:53.945 | 40.394 | 1.880 | 71.98 | 2:25.621 | 4  | 30  | 12 |

#### NOT CLASSIFIED

|     |     |    |  |                  |                               |   |          |        |        |       |          |   |    |  |
|-----|-----|----|--|------------------|-------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 23  | C2 |  | Adrian KERSHAW   | Honda CB500 - ADK Racing      | 2 | 4:40.797 | 2 Laps | 2 Laps | 76.12 | 2:16.498 | 2 | 8  |  |
| DNF | 138 | C2 |  | Philip HARKER    | Honda CB500 - Harker racing   | 2 | 4:54.475 | 2 Laps | 13.678 | 72.59 | 2:21.537 | 2 | 25 |  |
| DNF | 77  | C2 |  | Wayne DRAKE      | Honda CB500 - None            | 2 | 5:10.342 | 2 Laps | 15.867 | 68.87 | 2:31.245 | 2 | 29 |  |
| DNF | 150 | C3 |  | Roy WILSON       | Honda CB500 - Rother Ride     | 2 | 5:10.588 | 2 Laps | 0.246  | 68.82 | 2:30.805 | 2 | 22 |  |
| DNF | 110 | C2 |  | Will KEARNEY (R) | Honda CB500 - AustinjacobsLTD | 1 | 2:42.193 | 3 Laps | 1 Lap  | 65.89 |          |   | 33 |  |
| DQ  | 15  | C2 |  | Bailey HARKER    | Honda CB500 -                 |   |          |        |        |       |          |   | 11 |  |

#### FASTEST LAP

|     |    |  |  |                      |                        |   |          |  |           |  |            |  |  |  |
|-----|----|--|--|----------------------|------------------------|---|----------|--|-----------|--|------------|--|--|--|
| 243 | C2 |  |  | Declan REEVE         | Honda CB500 - SF Parts | 2 | 2:15.067 |  | 79.13 mph |  | 127.35 kph |  |  |  |
| 73  | C3 |  |  | Oliver MACRAE        | Honda CB500 -          | 4 | 2:16.451 |  | 78.32 mph |  | 126.05 kph |  |  |  |
| 31  | C1 |  |  | Abigail MARSHALL (R) | Honda CB500 -          | 2 | 2:23.298 |  | 74.58 mph |  | 120.03 kph |  |  |  |

No. 15 - Disqualified - Ineligible tyre  
 Class C2 - 92.5% of Race Speed = 71.43 mph  
 Class C3 - 92.5% of Race Speed = 71.32 mph  
 Class C1 - 92.5% of Race Speed = 67.81 mph

Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 16:19 Finish: 16:28  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:31 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 13 - LAP CHART

| LAP 1 @ 16:21:47.383 | LAP 2 @ 16:24:04.297 | LAP 3 @ 16:26:20.875 | LAP 4 @ 16:28:38.362 |
|----------------------|----------------------|----------------------|----------------------|
| NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   |
| 39 2:22.572          | 39 2:16.914          | 39 2:16.578          | 16 2:16.397          |
| 16 0.582 2:23.154    | 73 0.870 2:16.582    | 16 1.090 2:16.788    | 39 0.067 2:17.554    |
| 73 1.202 2:23.774    | 16 0.880 2:17.212    | 73 1.902 2:17.610    | 73 0.866 2:16.451    |
| 23 1.727 2:24.299    | 23 1.311 2:16.498    | 243 2.216 2:17.285   | 243 1.348 2:16.619   |
| 13 2.128 2:24.700    | 243 1.509 2:15.067   | 75 3.434 2:17.448    | 75 3.130 2:17.183    |
| 75 2.574 2:25.146    | 75 2.564 2:16.904    | 13 4.049 2:17.639    | 13 4.067 2:17.505    |
| 86 3.217 2:25.789    | 13 2.988 2:17.774    | 76 12.124 2:21.057   | 76 13.484 2:18.847   |
| 243 3.356 2:25.928   | 76 7.645 2:19.602    | 29 13.014 2:20.371   | 29 14.467 2:18.940   |
| 76 4.957 2:27.529    | 86 7.751 2:21.448    | 86 13.431 2:22.258   | 27 15.886 2:19.919   |
| 27 5.143 2:27.715    | 29 9.221 2:20.533    | 27 13.454 2:20.006   | 626 15.926 2:19.378  |
| 29 5.602 2:28.174    | 626 9.932 2:19.611   | 626 14.035 2:20.681  | 86 17.897 2:21.953   |
| 626 7.235 2:29.807   | 27 10.026 2:21.797   | 22 19.251 2:21.569   | 22 23.179 2:21.415   |
| 36 9.003 2:31.575    | 22 14.260 2:21.839   | 36 20.125 2:21.953   | 36 23.408 2:20.770   |
| 22 9.335 2:31.907    | 36 14.750 2:22.661   | 31 23.124 2:23.465   | 31 29.603 2:23.966   |
| 31 9.853 2:32.425    | 138 14.989 2:21.537  | 42 24.265 2:23.644   | 42 30.441 2:23.663   |
| 138 10.366 2:32.938  | 31 16.237 2:23.298   | 60 30.228 2:25.966   | 184 38.317 2:25.030  |
| 42 10.592 2:33.164   | 42 17.199 2:23.521   | 184 30.774 2:26.184  | 60 38.514 2:25.773   |
| 60 11.746 2:34.318   | 60 20.840 2:26.008   | 59 32.260 2:26.766   | 59 40.394 2:25.621   |
| 184 12.025 2:34.597  | 184 21.168 2:26.057  |                      |                      |
| 59 12.138 2:34.710   | 59 22.072 2:26.848   |                      |                      |
| 77 16.525 2:39.097   | 77 30.856 2:31.245   |                      |                      |
| 150 17.211 2:39.783  | 150 31.102 2:30.805  |                      |                      |
| 110 19.621 2:42.193  |                      |                      |                      |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

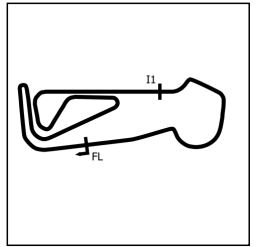
RACE 13 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   |
|-----|--------------|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |
| 16  | MACRAE       | 1   | 39  | 39  | 39  | 16  |
| 39  | NORTH        | 2   | 16  | 73  | 16  | 39  |
| 13  | BLUNT        | 3   | 73  | 16  | 73  | 73  |
| 75  | WOODALL      | 4   | 23  | 23  | 243 | 243 |
| 243 | REEVE        | 5   | 13  | 243 | 75  | 75  |
| 23  | KERSHAW      | 6   | 75  | 75  | 13  | 13  |
| 73  | MACRAE       | 7   | 86  | 13  | 76  | 76  |
| 76  | CARTER       | 8   | 243 | 76  | 29  | 29  |
| 15  | HARKER       | 9   | 76  | 86  | 86  | 27  |
| 86  | MACRAE       | 10  | 27  | 29  | 27  | 626 |
| 626 | HORNER       | 11  | 29  | 626 | 626 | 86  |
| 27  | HAYWARD      | 12  | 626 | 27  | 22  | 22  |
| 31  | MARSHALL (R) | 13  | 36  | 22  | 36  | 36  |
| 36  | BALDRY       | 14  | 22  | 36  | 31  | 31  |
| 29  | CARVER       | 15  | 31  | 138 | 42  | 42  |
| 22  | FINCH        | 16  | 138 | 31  | 60  | 184 |
| 150 | WILSON       | 17  | 42  | 42  | 184 | 60  |
| 60  | GOUGH        | 18  | 60  | 60  | 59  | 59  |
| 138 | HARKER       | 19  | 184 | 184 |     |     |
| 184 | CARVER (R)   | 20  | 59  | 59  |     |     |
| 42  | ADORJAN      | 21  | 77  | 77  |     |     |
| 77  | DRAKE        | 22  | 150 | 150 |     |     |
| 59  | GRIMES       | 23  | 110 |     |     |     |
| 110 | KEARNEY (R)  | 24  |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - SECTOR ANALYSIS



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

|                           |                 |                          |                                             |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>16 C2</b>    | <b>Luke MACRAE</b>       | Honda CB500 - Northlands Fencing/ EPS Pumps |              |       |                     |
| IDEAL LAP TIME : 2:16.108 |                 | BEST LAP TIME : 2:16.397 | DIFFERENCE : 0.289                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.700                   | 2:23.154                                    | 74.66        | 6.757 | 16:21:47.965        |
| 2 -                       | 1:31.934        | 45.278                   | 2:17.212 (3)                                | 77.89        | 0.815 | 16:24:05.177        |
| 3 -                       | 1:31.836        | <b>44.952</b>            | 2:16.788 (2)                                | 78.13        | 0.391 | 16:26:21.965        |
| 4 -                       | <b>1:31.156</b> | 45.241                   | <b>2:16.397 (1)</b>                         | <b>78.36</b> |       | <b>16:28:38.362</b> |

|                           |                 |                          |                                   |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>39 C2</b>    | <b>Daniel NORTH</b>      | Honda CB500 - 1on1 rider training |              |       |                     |
| IDEAL LAP TIME : 2:16.578 |                 | BEST LAP TIME : 2:16.578 | DIFFERENCE : 0.000                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.255                   | 2:22.572                          | 74.96        | 5.994 | 16:21:47.383        |
| 2 -                       | 1:31.678        | 45.236                   | 2:16.914 (2)                      | 78.06        | 0.336 | 16:24:04.297        |
| 3 -                       | <b>1:31.356</b> | <b>45.222</b>            | <b>2:16.578 (1)</b>               | <b>78.25</b> |       | <b>16:26:20.875</b> |
| 4 -                       | 1:31.388        | 46.166                   | 2:17.554 (3)                      | 77.70        | 0.976 | 16:28:38.429        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>73 C3</b>    | <b>Oliver MACRAE</b>     | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:16.355 |                 | BEST LAP TIME : 2:16.451 | DIFFERENCE : 0.096  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.917                   | 2:23.774            | 74.33        | 7.323 | 16:21:48.585        |
| 2 -                       | 1:31.717        | <b>44.865</b>            | 2:16.582 (2)        | 78.25        | 0.131 | 16:24:05.167        |
| 3 -                       | 1:32.265        | 45.345                   | 2:17.610 (3)        | 77.66        | 1.159 | 16:26:22.777        |
| 4 -                       | <b>1:31.490</b> | 44.961                   | <b>2:16.451 (1)</b> | <b>78.32</b> |       | <b>16:28:39.228</b> |

|                           |                 |                          |                        |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|--------|---------------------|
| <b>P4</b>                 | <b>243 C2</b>   | <b>Declan REEVE</b>      | Honda CB500 - SF Parts |              |        |                     |
| IDEAL LAP TIME : 2:15.067 |                 | BEST LAP TIME : 2:15.067 | DIFFERENCE : 0.000     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.010                   | 2:25.928               | 73.24        | 10.861 | 16:21:50.739        |
| 2 -                       | <b>1:30.624</b> | <b>44.443</b>            | <b>2:15.067 (1)</b>    | <b>79.13</b> |        | <b>16:24:05.806</b> |
| 3 -                       | 1:31.528        | 45.757                   | 2:17.285 (3)           | 77.85        | 2.218  | 16:26:23.091        |
| 4 -                       | 1:31.156        | 45.463                   | 2:16.619 (2)           | 78.23        | 1.552  | 16:28:39.710        |

|                  |              |                          |                        |              |       |                     |
|------------------|--------------|--------------------------|------------------------|--------------|-------|---------------------|
| <b>P5</b>        | <b>75 C2</b> | <b>Peter WOODALL</b>     | Honda CB500 - RevdCoin |              |       |                     |
| IDEAL LAP TIME : |              | BEST LAP TIME : 2:16.904 | DIFFERENCE :           |              |       |                     |
| LAP              | SECTOR 1     | SECTOR 2                 | LAP TIME               | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |              |                          | 2:25.146               | 73.63        | 8.242 | 16:21:49.957        |
| 2 -              |              |                          | <b>2:16.904 (1)</b>    | <b>78.06</b> |       | <b>16:24:06.861</b> |
| 3 -              |              |                          | 2:17.448 (3)           | 77.76        | 0.544 | 16:26:24.309        |
| 4 -              |              |                          | 2:17.183 (2)           | 77.91        | 0.279 | 16:28:41.492        |

|                           |                 |                          |                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>13 C2</b>    | <b>Richard BLUNT</b>     | Honda CB500 - Rapid Light Transport |              |       |                     |
| IDEAL LAP TIME : 2:17.377 |                 | BEST LAP TIME : 2:17.505 | DIFFERENCE : 0.128                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.786                   | 2:24.700                            | 73.86        | 7.195 | 16:21:49.511        |
| 2 -                       | 1:32.196        | 45.578                   | 2:17.774 (3)                        | 77.57        | 0.269 | 16:24:07.285        |
| 3 -                       | <b>1:31.878</b> | 45.761                   | 2:17.639 (2)                        | 77.65        | 0.134 | 16:26:24.924        |
| 4 -                       | 1:32.006        | <b>45.499</b>            | <b>2:17.505 (1)</b>                 | <b>77.72</b> |       | <b>16:28:42.429</b> |

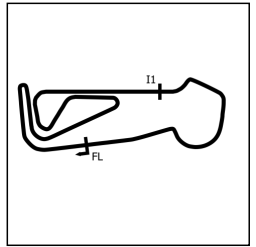
|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>76 C3</b>    | <b>Ian CARTER</b>        | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:18.847 |                 | BEST LAP TIME : 2:18.847 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.844                   | 2:27.529            | 72.44        | 8.682 | 16:21:52.340        |
| 2 -                       | 1:33.436        | 46.166                   | 2:19.602 (2)        | 76.56        | 0.755 | 16:24:11.942        |
| 3 -                       | 1:34.517        | 46.540                   | 2:21.057 (3)        | 75.77        | 2.210 | 16:26:32.999        |
| 4 -                       | <b>1:32.839</b> | <b>46.008</b>            | <b>2:18.847 (1)</b> | <b>76.97</b> |       | <b>16:28:51.846</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - SECTOR ANALYSIS



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

|                           |                 |                          |                            |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>29 C2</b>    | <b>Robert CARVER</b>     | Honda CB500 - SF PARTS LTD |              |       |                     |
| IDEAL LAP TIME : 2:18.935 |                 | BEST LAP TIME : 2:18.940 | DIFFERENCE : 0.005         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.572                   | 2:28.174                   | 72.13        | 9.234 | 16:21:52.985        |
| 2 -                       | 1:34.291        | <b>46.242</b>            | 2:20.533 <b>(3)</b>        | 76.05        | 1.593 | 16:24:13.518        |
| 3 -                       | 1:33.509        | 46.862                   | 2:20.371 <b>(2)</b>        | 76.14        | 1.431 | 16:26:33.889        |
| 4 -                       | <b>1:32.693</b> | 46.247                   | <b>2:18.940 (1)</b>        | <b>76.92</b> |       | <b>16:28:52.829</b> |

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>27 C3</b>    | <b>Richard HAYWARD</b>   | Honda CB500 - BC vehicle repairs/ Snap on Tools |              |       |                     |
| IDEAL LAP TIME : 2:19.793 |                 | BEST LAP TIME : 2:19.919 | DIFFERENCE : 0.126                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.887                   | 2:27.715                                        | 72.35        | 7.796 | 16:21:52.526        |
| 2 -                       | 1:34.770        | 47.027                   | 2:21.797 <b>(3)</b>                             | 75.37        | 1.878 | 16:24:14.323        |
| 3 -                       | <b>1:33.434</b> | 46.572                   | 2:20.006 <b>(2)</b>                             | 76.34        | 0.087 | 16:26:34.329        |
| 4 -                       | 1:33.560        | <b>46.359</b>            | <b>2:19.919 (1)</b>                             | <b>76.38</b> |       | <b>16:28:54.248</b> |

|                           |                 |                          |                                       |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|--------|---------------------|
| <b>P10</b>                | <b>626 C2</b>   | <b>Jamie HORNER</b>      | Honda CB500 - Trent Tractors & Mowers |              |        |                     |
| IDEAL LAP TIME : 2:18.129 |                 | BEST LAP TIME : 2:19.378 | DIFFERENCE : 1.249                    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.960                   | 2:29.807                              | 71.34        | 10.429 | 16:21:54.618        |
| 2 -                       | 1:33.342        | 46.269                   | 2:19.611 <b>(2)</b>                   | 76.55        | 0.233  | 16:24:14.229        |
| 3 -                       | <b>1:32.542</b> | 48.139                   | 2:20.681 <b>(3)</b>                   | 75.97        | 1.303  | 16:26:34.910        |
| 4 -                       | 1:33.791        | <b>45.587</b>            | <b>2:19.378 (1)</b>                   | <b>76.68</b> |        | <b>16:28:54.288</b> |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>86 C3</b>    | <b>Max MACRAE</b>        | Honda CB500 - MacRae Racing |              |       |                     |
| IDEAL LAP TIME : 2:20.271 |                 | BEST LAP TIME : 2:21.448 | DIFFERENCE : 1.177          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.778</b>            | 2:25.789                    | 73.31        | 4.341 | 16:21:50.600        |
| 2 -                       | 1:34.531        | 46.917                   | <b>2:21.448 (1)</b>         | <b>75.56</b> |       | <b>16:24:12.048</b> |
| 3 -                       | <b>1:34.493</b> | 47.765                   | 2:22.258 <b>(3)</b>         | 75.13        | 0.810 | 16:26:34.306        |
| 4 -                       | 1:34.623        | 47.330                   | 2:21.953 <b>(2)</b>         | 75.29        | 0.505 | 16:28:56.259        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>22 C3</b>    | <b>Simon FINCH</b>       | Honda CB500 -       |              |        |                     |
| IDEAL LAP TIME : 2:21.127 |                 | BEST LAP TIME : 2:21.415 | DIFFERENCE : 0.288  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.543                   | 2:31.907            | 70.35        | 10.492 | 16:21:56.718        |
| 2 -                       | 1:35.232        | <b>46.607</b>            | 2:21.839 <b>(3)</b> | 75.35        | 0.424  | 16:24:18.557        |
| 3 -                       | 1:34.644        | 46.925                   | 2:21.569 <b>(2)</b> | 75.49        | 0.154  | 16:26:40.126        |
| 4 -                       | <b>1:34.520</b> | 46.895                   | <b>2:21.415 (1)</b> | <b>75.57</b> |        | <b>16:29:01.541</b> |

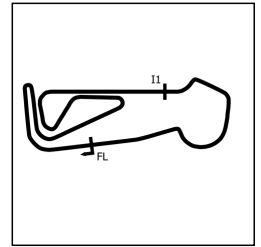
|                           |                 |                          |                              |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>36 C3</b>    | <b>Joe BALDRY</b>        | Honda CB500 - Chilton Motors |              |        |                     |
| IDEAL LAP TIME : 2:20.770 |                 | BEST LAP TIME : 2:20.770 | DIFFERENCE : 0.000           |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                     | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.611                   | 2:31.575                     | 70.51        | 10.805 | 16:21:56.386        |
| 2 -                       | 1:35.641        | 47.020                   | 2:22.661 <b>(3)</b>          | 74.91        | 1.891  | 16:24:19.047        |
| 3 -                       | 1:34.739        | 47.214                   | 2:21.953 <b>(2)</b>          | 75.29        | 1.183  | 16:26:41.000        |
| 4 -                       | <b>1:33.893</b> | <b>46.877</b>            | <b>2:20.770 (1)</b>          | <b>75.92</b> |        | <b>16:29:01.770</b> |

|                           |                 |                             |                     |              |       |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------|-------|---------------------|
| <b>P14</b>                | <b>31 C1</b>    | <b>Abigail MARSHALL (R)</b> | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:22.127 |                 | BEST LAP TIME : 2:23.298    | DIFFERENCE : 1.171  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.521                      | 2:32.425            | 70.11        | 9.127 | 16:21:57.236        |
| 2 -                       | 1:35.906        | <b>47.392</b>               | <b>2:23.298 (1)</b> | <b>74.58</b> |       | <b>16:24:20.534</b> |
| 3 -                       | <b>1:34.735</b> | 48.730                      | 2:23.465 <b>(2)</b> | 74.49        | 0.167 | 16:26:43.999        |
| 4 -                       | 1:35.648        | 48.318                      | 2:23.966 <b>(3)</b> | 74.24        | 0.668 | 16:29:07.965        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>42 C3</b>    | <b>Gary ADORJAN</b>      | Honda CB500 -       |              |       |                     |
| IDEAL LAP TIME : 2:23.521 |                 | BEST LAP TIME : 2:23.521 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.958                   | 2:33.164            | 69.78        | 9.643 | 16:21:57.975        |
| 2 -                       | <b>1:35.558</b> | <b>47.963</b>            | <b>2:23.521 (1)</b> | <b>74.47</b> |       | <b>16:24:21.496</b> |
| 3 -                       | 1:35.628        | 48.016                   | 2:23.644 (2)        | 74.40        | 0.123 | 16:26:45.140        |
| 4 -                       | 1:35.635        | 48.028                   | 2:23.663 (3)        | 74.39        | 0.142 | 16:29:08.803        |

|                           |                 |                          |                           |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| <b>P16</b>                | <b>184 C3</b>   | <b>Dean CARVER (R)</b>   | Honda CB500 - Helmet city |              |       |                     |
| IDEAL LAP TIME : 2:25.030 |                 | BEST LAP TIME : 2:25.030 | DIFFERENCE : 0.000        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.282                   | 2:34.597                  | 69.13        | 9.567 | 16:21:59.408        |
| 2 -                       | 1:37.470        | 48.587                   | 2:26.057 (2)              | 73.17        | 1.027 | 16:24:25.465        |
| 3 -                       | 1:37.362        | 48.822                   | 2:26.184 (3)              | 73.11        | 1.154 | 16:26:51.649        |
| 4 -                       | <b>1:37.115</b> | <b>47.915</b>            | <b>2:25.030 (1)</b>       | <b>73.69</b> |       | <b>16:29:16.679</b> |

|                           |                 |                          |                                   |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>60 C3</b>    | <b>Danny GOUGH</b>       | Honda CB500 - G Force Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:25.554 |                 | BEST LAP TIME : 2:25.773 | DIFFERENCE : 0.219                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.916                   | 2:34.318                          | 69.25        | 8.545 | 16:21:59.129        |
| 2 -                       | 1:37.455        | 48.553                   | 2:26.008 (3)                      | 73.20        | 0.235 | 16:24:25.137        |
| 3 -                       | <b>1:37.204</b> | 48.762                   | 2:25.966 (2)                      | 73.22        | 0.193 | 16:26:51.103        |
| 4 -                       | 1:37.423        | <b>48.350</b>            | <b>2:25.773 (1)</b>               | <b>73.32</b> |       | <b>16:29:16.876</b> |

|                           |                 |                          |                                   |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>59 C3</b>    | <b>Calvin GRIMES</b>     | Honda CB500 - Lustre Coatings Ltd |              |       |                     |
| IDEAL LAP TIME : 2:25.621 |                 | BEST LAP TIME : 2:25.621 | DIFFERENCE : 0.000                |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.312                   | 2:34.710                          | 69.08        | 9.089 | 16:21:59.521        |
| 2 -                       | 1:38.202        | 48.646                   | 2:26.848 (3)                      | 72.78        | 1.227 | 16:24:26.369        |
| 3 -                       | 1:38.293        | 48.473                   | 2:26.766 (2)                      | 72.82        | 1.145 | 16:26:53.135        |
| 4 -                       | <b>1:37.712</b> | <b>47.909</b>            | <b>2:25.621 (1)</b>               | <b>73.39</b> |       | <b>16:29:18.756</b> |

|                           |                 |                          |                          |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|-------|---------------------|
| <b>P19</b>                | <b>23 C2</b>    | <b>Adrian KERSHAW</b>    | Honda CB500 - ADK Racing |              |       |                     |
| IDEAL LAP TIME : 2:16.498 |                 | BEST LAP TIME : 2:16.498 | DIFFERENCE : 0.000       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.460                   | 2:24.299                 | 74.06        | 7.801 | 16:21:49.110        |
| 2 -                       | <b>1:31.203</b> | <b>45.295</b>            | <b>2:16.498 (1)</b>      | <b>78.30</b> |       | <b>16:24:05.608</b> |

|                           |               |                          |                             |              |        |                     |
|---------------------------|---------------|--------------------------|-----------------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>138 C2</b> | <b>Philip HARKER</b>     | Honda CB500 - Harker racing |              |        |                     |
| IDEAL LAP TIME : 2:21.279 |               | BEST LAP TIME : 2:21.537 | DIFFERENCE : 0.258          |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 48.763                   | 2:32.938                    | 69.88        | 11.401 | 16:21:57.749        |
| 2 -                       | 1:34.816      | <b>46.721</b>            | <b>2:21.537 (1)</b>         | <b>75.51</b> |        | <b>16:24:19.286</b> |

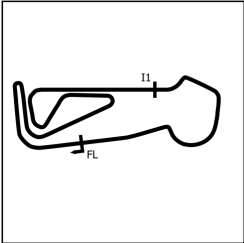
|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P21</b>                | <b>77 C2</b>    | <b>Wayne DRAKE</b>       | Honda CB500 - None  |              |       |                     |
| IDEAL LAP TIME : 2:30.884 |                 | BEST LAP TIME : 2:31.245 | DIFFERENCE : 0.361  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>50.496</b>            | 2:39.097            | 67.17        | 7.852 | 16:22:03.908        |
| 2 -                       | <b>1:40.388</b> | 50.857                   | <b>2:31.245 (1)</b> | <b>70.66</b> |       | <b>16:24:35.153</b> |

|                           |                 |                          |                           |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| <b>P22</b>                | <b>150 C3</b>   | <b>Roy WILSON</b>        | Honda CB500 - Rother Ride |              |       |                     |
| IDEAL LAP TIME : 2:30.805 |                 | BEST LAP TIME : 2:30.805 | DIFFERENCE : 0.000        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 50.311                   | 2:39.783                  | 66.89        | 8.978 | 16:22:04.594        |
| 2 -                       | <b>1:40.791</b> | <b>50.014</b>            | <b>2:30.805 (1)</b>       | <b>70.87</b> |       | <b>16:24:35.399</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 13 - SECTOR ANALYSIS



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

|                  |          |          |          |                  |          |                               |      |             |
|------------------|----------|----------|----------|------------------|----------|-------------------------------|------|-------------|
| P23              |          | 110      | C2       | Will KEARNEY (R) |          | Honda CB500 - AustinjacobsLTD |      |             |
| IDEAL LAP TIME : |          | 2:31.469 |          | BEST LAP TIME :  |          | DIFFERENCE :                  |      |             |
| LAP              | SECTOR 1 |          | SECTOR 2 |                  | LAP TIME | MPH                           | DIFF | TIME OF DAY |
| 1 -              | 50.632   |          | 2:42.193 |                  | 65.89    | 16:22:07.004                  |      |             |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 13 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:15.067 |       |
| 1        | 243 | 1:30.624 | 243      | 44.443 | 1                       | 243 | REEVE        | 2:15.067    | 2:15.067 | 0.000 |
| 2        | 16  | 1:31.156 | 73       | 44.865 | 2                       | 16  | MACRAE       | 2:16.108    | 2:16.397 | 0.289 |
| 3        | 23  | 1:31.203 | 16       | 44.952 | 3                       | 73  | MACRAE       | 2:16.355    | 2:16.451 | 0.096 |
| 4        | 39  | 1:31.356 | 39       | 45.222 | 4                       | 23  | KERSHAW      | 2:16.498    | 2:16.498 | 0.000 |
| 5        | 73  | 1:31.490 | 23       | 45.295 | 5                       | 39  | NORTH        | 2:16.578    | 2:16.578 | 0.000 |
| 6        | 13  | 1:31.878 | 13       | 45.499 | 6                       | 13  | BLUNT        | 2:17.377    | 2:17.505 | 0.128 |
| 7        | 626 | 1:32.542 | 626      | 45.587 | 7                       | 626 | HORNER       | 2:18.129    | 2:19.378 | 1.249 |
| 8        | 29  | 1:32.693 | 86       | 45.778 | 8                       | 76  | CARTER       | 2:18.847    | 2:18.847 | 0.000 |
| 9        | 76  | 1:32.839 | 76       | 46.008 | 9                       | 29  | CARVER       | 2:18.935    | 2:18.940 | 0.005 |
| 10       | 27  | 1:33.434 | 29       | 46.242 | 10                      | 27  | HAYWARD      | 2:19.793    | 2:19.919 | 0.126 |
| 11       | 36  | 1:33.893 | 27       | 46.359 | 11                      | 86  | MACRAE       | 2:20.271    | 2:21.448 | 1.177 |
| 12       | 86  | 1:34.493 | 22       | 46.607 | 12                      | 36  | BALDRY       | 2:20.770    | 2:20.770 | 0.000 |
| 13       | 22  | 1:34.520 | 138      | 46.721 | 13                      | 22  | FINCH        | 2:21.127    | 2:21.415 | 0.288 |
| 14       | 138 | 1:34.558 | 36       | 46.877 | 14                      | 138 | HARKER       | 2:21.279    | 2:21.537 | 0.258 |
| 15       | 31  | 1:34.735 | 31       | 47.392 | 15                      | 31  | MARSHALL (R) | 2:22.127    | 2:23.298 | 1.171 |
| 16       | 42  | 1:35.558 | 59       | 47.909 | 16                      | 42  | ADORJAN      | 2:23.521    | 2:23.521 | 0.000 |
| 17       | 184 | 1:37.115 | 184      | 47.915 | 17                      | 184 | CARVER (R)   | 2:25.030    | 2:25.030 | 0.000 |
| 18       | 60  | 1:37.204 | 42       | 47.963 | 18                      | 60  | GOUGH        | 2:25.554    | 2:25.773 | 0.219 |
| 19       | 59  | 1:37.712 | 60       | 48.350 | 19                      | 59  | GRIMES       | 2:25.621    | 2:25.621 | 0.000 |
| 20       | 77  | 1:40.388 | 150      | 50.014 | 20                      | 150 | WILSON       | 2:30.805    | 2:30.805 | 0.000 |
| 21       | 150 | 1:40.791 | 77       | 50.496 | 21                      | 77  | DRAKE        | 2:30.884    | 2:31.245 | 0.361 |
| 22       | 110 | 1:40.837 | 110      | 50.632 | 22                      | 110 | KEARNEY (R)  |             |          |       |
| 23       |     |          |          |        | 23                      | 75  | WOODALL      |             | 2:16.904 |       |
| 24       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 13 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 24                        |
| Planned Start          | 2025-05-04 @ 15:41:00.000 |
| Actual Start           | 2025-05-04 @ 16:19:24.810 |
| Finish Time            | 2025-05-04 @ 16:28:38.361 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 81                        |
| Total Distance Covered | 240.4818mi.               |

Session Fastest Lap History

| NO  | CL | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----|----------------|----------|--------------|-----|-------------|
| 39  | C2 | Daniel NORTH   | 2:16.914 | 16:24:04.297 | 2   | Honda CB500 |
| 73  | C3 | Oliver MACRAE  | 2:16.582 | 16:24:05.167 | 2   | Honda CB500 |
| 23  | C2 | Adrian KERSHAW | 2:16.498 | 16:24:05.608 | 2   | Honda CB500 |
| 243 | C2 | Declan REEVE   | 2:15.067 | 16:24:05.806 | 2   | Honda CB500 |

Session Leader History

| NO | CL | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|----|----|--------------|----------|----------|------------|-------------|
| 39 | C2 | Daniel NORTH | 1        | 3        | 8.90 miles | Honda CB500 |
| 16 | C2 | Luke MACRAE  | 4        | 1        | 2.96 miles | Honda CB500 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 16:19:24.810 |
| FINISH | 16:28:38.361 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 4          | 10:11.457  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - STATISTICS

**CLASS : C1**

1 Starters

#### Fastest Lap History

| NO | NAME                 | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----------------------|----------|--------------|-----|-------------|
| 31 | Abigail MARSHALL (R) | 2:23.298 | 16:24:20.534 | 2   | Honda CB500 |

#### Leader History

| NO | NAME                 | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|----------------------|----------|----------|-------------|-------------|
| 31 | Abigail MARSHALL (R) | 1        | 4        | 11.87 miles | Honda CB500 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike 500

### RACE 13 - STATISTICS

**CLASS : C2**

12 Starters

#### Fastest Lap History

| NO  | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|-----|----------------|----------|--------------|-----|-------------|
| 39  | Daniel NORTH   | 2:16.914 | 16:24:04.297 | 2   | Honda CB500 |
| 23  | Adrian KERSHAW | 2:16.498 | 16:24:05.608 | 2   | Honda CB500 |
| 243 | Declan REEVE   | 2:15.067 | 16:24:05.806 | 2   | Honda CB500 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE     |
|----|--------------|----------|----------|------------|-------------|
| 39 | Daniel NORTH | 1        | 3        | 8.90 miles | Honda CB500 |
| 16 | Luke MACRAE  | 4        | 1        | 2.96 miles | Honda CB500 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike 500

RACE 13 - STATISTICS

CLASS : C3 11 Starters

Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|---------------|----------|--------------|-----|-------------|
| 73 | Oliver MACRAE | 2:16.582 | 16:24:05.167 | 2   | Honda CB500 |
| 73 | Oliver MACRAE | 2:16.451 | 16:28:39.228 | 4   | Honda CB500 |

Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|---------------|----------|----------|-------------|-------------|
| 73 | Oliver MACRAE | 1        | 4        | 11.87 miles | Honda CB500 |





# TW SUSPENSION BMCRC THUNDERBIKE EXTREME & TBR PERFORMANCE BMCRC THUNDERBIKE ULTRA



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

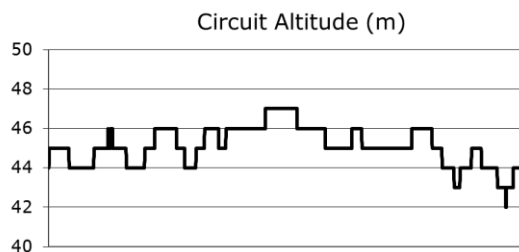
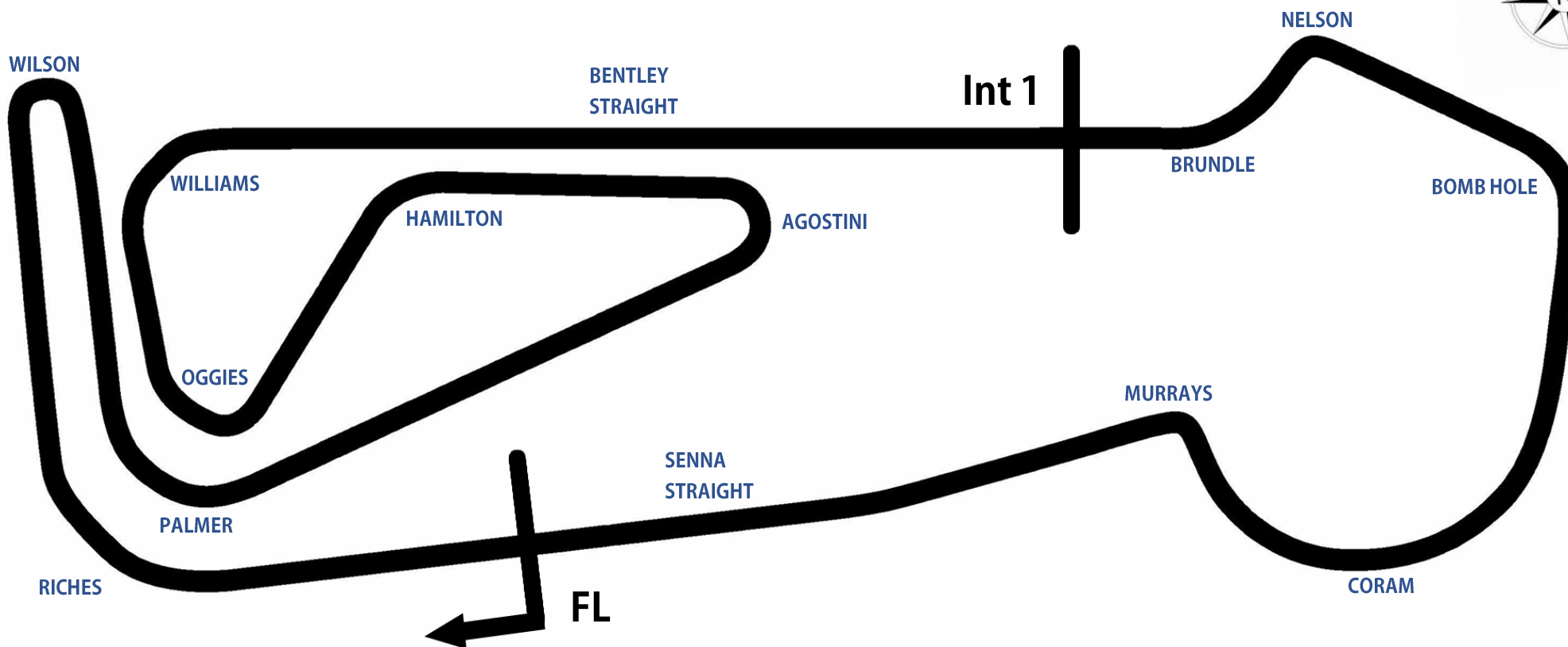
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

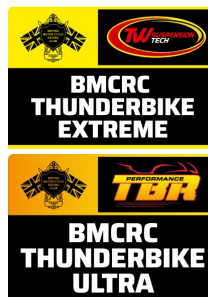
[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |



**BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300**  
**BMCRC Thunderbike Ultra & Extreme**  
**QUALIFYING - CLASSIFICATION**

| POS | NO  | CL | PIC | NAME             | ENTRY                                                | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----|-----|------------------|------------------------------------------------------|----------|----|------|--------|-------|-------|
| 1   | 102 | U  | 1   | James FEARN      | - Greenplant satellite team                          | 1:58.800 | 2  | 3    |        |       | 89.96 |
| 2   | 78  | U  | 2   | Jamie THOMAS     | Suzuki GSXR 1000 - Team RubyRacing                   | 1:59.468 | 2  | 3    | 0.668  | 0.668 | 89.46 |
| 3   | 47  | U  | 3   | Daryl DANCE      | YAMAHA YZF R1 - 2 brothers scaffolding               | 1:59.567 | 2  | 3    | 0.767  | 0.099 | 89.38 |
| 4   | 53  | U  | 4   | Seamus McGLYNN   | - S and d build and design Ltd                       | 1:59.720 | 3  | 3    | 0.920  | 0.153 | 89.27 |
| 5   | 85  | U  | 5   | Clinton WOOD     | Suzuki GSXR1000 - CLINTON WOOD                       | 2:00.232 | 3  | 3    | 1.432  | 0.512 | 88.89 |
| 6   | 46  | U  | 6   | Simon GATES      | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro    | 2:02.676 | 3  | 3    | 3.876  | 2.444 | 87.12 |
| 7   | 20  | U  | 7   | Connor SWYER     | SUZUKI GSXR 1000 K6 - WSC Performance & lleithyr fa  | 2:02.899 | 2  | 3    | 4.099  | 0.223 | 86.96 |
| 8   | 23  | U  | 8   | Justin ROSE      | Yamaha R1 - J. Rose roofing services                 | 2:03.293 | 3  | 3    | 4.493  | 0.394 | 86.68 |
| 9   | 25  | U  | 9   | Jamie GREEN      | Suzuki GSXR1000 -                                    | 2:03.498 | 3  | 3    | 4.698  | 0.205 | 86.54 |
| 10  | 5   | U  | 10  | Kieran SMITH     | Kawasaki ZX7R -                                      | 2:03.702 | 3  | 3    | 4.902  | 0.204 | 86.40 |
| 11  | 81  | E  | 1   | Darren CORKETT   | Suzuki GSXR 750 - Jackson & Phillips                 | 2:04.194 | 3  | 3    | 5.394  | 0.492 | 86.05 |
| 12  | 87  | E  | 2   | Ben DOOLAN       | Yamaha R6 - my wallet                                | 2:04.211 | 3  | 3    | 5.411  | 0.017 | 86.04 |
| 13  | 115 | U  | 11  | Tony KEILTY      | Suzuki GSXR 1000 - Eat Your Heart Out                | 2:05.634 | 3  | 3    | 6.834  | 1.423 | 85.07 |
| 14  | 69  | E  | 3   | Tony RUSSO       | Suzuki GSXR 750 - Wymark Lubricants                  | 2:05.781 | 3  | 3    | 6.981  | 0.147 | 84.97 |
| 15  | 63  | U  | 12  | Matthew WREN     | Suzuki GSXR - TBR performance                        | 2:06.681 | 3  | 3    | 7.881  | 0.900 | 84.37 |
| 16  | 82  | E  | 4   | Matt HINNELLS    | Honda CBR 954RR FIREBLADE - FH82Racing               | 2:07.239 | 3  | 3    | 8.439  | 0.558 | 84.00 |
| 17  | 48  | E  | 5   | Shaun WALLIS     | Yamaha R6 - MBC Despatch Racing                      | 2:07.947 | 3  | 3    | 9.147  | 0.708 | 83.53 |
| 18  | 17  | U  | 13  | Jordan KILLWORTH | Yamaha R1 4C8 - Greenplant/Pass Bike                 | 2:08.886 | 3  | 3    | 10.086 | 0.939 | 82.92 |
| 19  | 21  | U  | 14  | Danny BRENNAN    | Susuki GSXR 1000 -                                   | 2:10.948 | 2  | 3    | 12.148 | 2.062 | 81.62 |
| 20  | 80  | U  | 15  | Mark OVEL        | Yamaha R1 - I STILL NEED A SPONSOR                   | 2:11.786 | 3  | 3    | 12.986 | 0.838 | 81.10 |
| 21  | 75  | E  | 6   | Stewart MAY      | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuf | 2:12.593 | 3  | 3    | 13.793 | 0.807 | 80.60 |
| 22  | 40  | E  | 7   | Malcolm BATE     | Kawasaki ZX7R - Hartjay                              | 2:12.933 | 2  | 3    | 14.133 | 0.340 | 80.40 |
| 23  | 51  | E  | 8   | Paul BEESLEY     | Aprilia MILLE RSV -                                  | 2:13.701 | 2  | 2    | 14.901 | 0.768 | 79.94 |
| 24  | 11  | E  | 9   | Jordan LANGFORD  | Yamaha R6 - JL racing                                | 2:15.410 | 2  | 3    | 16.610 | 1.709 | 78.93 |
| 25  | 6   | E  | 10  | Andrew FIRTH     | Yamaha YZF-R1 - IMP Racing                           | 2:15.731 | 1  | 2    | 16.931 | 0.321 | 78.74 |
| 26  | 3   | E  | 11  | Oliver ARBON     | Suzuki SV650 - TT Plumbing & Heating                 | 2:16.539 | 2  | 2    | 17.739 | 0.808 | 78.27 |
| 27  | 89  | E  | 12  | Daryl SKINNS     | Suzuki GSXR 750 - Target Site Services & Rapid Elect | 2:16.667 | 2  | 3    | 17.867 | 0.128 | 78.20 |
| 28  | 88  | E  | 13  | George PRINOS    | Ducati 996 - KAPPA PLANNING LTD                      | 2:24.126 | 2  | 2    | 25.326 | 7.459 | 74.15 |
| 29  | 888 | U  | 16  | Paul FAGG        | Yamaha R1 4C8 - -Contact me for sponsorship-         | 2:28.234 | 2  | 2    | 29.434 | 4.108 | 72.10 |
| 30  | 211 | U  | 17  | Ben HYLAND       | Yamaha R1 -                                          | 2:28.571 | 2  | 2    | 29.771 | 0.337 | 71.93 |
| 31  | 19  | U  | 18  | Tyler DONOVAN    | Kawasaki ZX10R - Tinder Corp                         |          |    | 0    |        |       |       |

Weather / Track : Cloudy / Dry Date: 03/05/2025 Start: 09:54 Finish: 00:00  
 These results are provisional until the conclusion of any judicial and technical matters. Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com) Printed - 10:05 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                             |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------------|-------|---------------------|
| <b>P1</b>                 | <b>102 U</b>    | <b>James FEARN</b>       | - Greenplant satellite team |                    |       |                     |
| IDEAL LAP TIME : 1:58.459 |                 | BEST LAP TIME : 1:58.800 |                             | DIFFERENCE : 0.341 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:23.458        | 40.844                   | 2:04.302 (3)                | 85.98              | 5.502 | 09:57:13.417        |
| 2 -                       | 1:19.480        | <b>39.320</b>            | <b>1:58.800 (1)</b>         | <b>89.96</b>       |       | <b>09:59:12.217</b> |
| 3 -                       | <b>1:19.139</b> | 39.765                   | 1:58.904 (2)                | 89.88              | 0.104 | 10:01:11.121        |

|                           |                 |                          |                                    |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------------|-------|---------------------|
| <b>P2</b>                 | <b>78 U</b>     | <b>Jamie THOMAS</b>      | Suzuki GSXR 1000 - Team RubyRacing |                    |       |                     |
| IDEAL LAP TIME : 1:59.400 |                 | BEST LAP TIME : 1:59.468 |                                    | DIFFERENCE : 0.068 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:23.512        | 40.351                   | 2:03.863 (3)                       | 86.28              | 4.395 | 09:57:14.528        |
| 2 -                       | 1:19.603        | <b>39.865</b>            | <b>1:59.468 (1)</b>                | <b>89.46</b>       |       | <b>09:59:13.996</b> |
| 3 -                       | <b>1:19.535</b> | 40.036                   | 1:59.571 (2)                       | 89.38              | 0.103 | 10:01:13.567        |

|                           |                 |                          |                                        |                    |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------------|-------|---------------------|
| <b>P3</b>                 | <b>47 U</b>     | <b>Daryl DANCE</b>       | YAMAHA YZF R1 - 2 brothers scaffolding |                    |       |                     |
| IDEAL LAP TIME : 1:59.567 |                 | BEST LAP TIME : 1:59.567 |                                        | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:22.155        | 40.816                   | 2:02.971 (3)                           | 86.91              | 3.404 | 09:57:11.532        |
| 2 -                       | <b>1:19.597</b> | <b>39.970</b>            | <b>1:59.567 (1)</b>                    | <b>89.38</b>       |       | <b>09:59:11.099</b> |
| 3 -                       | 1:19.794        | 40.096                   | 1:59.890 (2)                           | 89.14              | 0.323 | 10:01:10.989        |

|                           |                 |                          |                                |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------------|-------|---------------------|
| <b>P4</b>                 | <b>53 U</b>     | <b>Seamus McGLYNN</b>    | - S and d build and design Ltd |                    |       |                     |
| IDEAL LAP TIME : 1:59.720 |                 | BEST LAP TIME : 1:59.720 |                                | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.156        | 42.371                   | 2:09.527 (3)                   | 82.51              | 9.807 | 09:57:20.230        |
| 2 -                       | 1:20.476        | 39.928                   | 2:00.404 (2)                   | 88.76              | 0.684 | 09:59:20.634        |
| 3 -                       | <b>1:20.332</b> | <b>39.388</b>            | <b>1:59.720 (1)</b>            | <b>89.27</b>       |       | <b>10:01:20.354</b> |

|                           |                 |                          |                                |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------------|-------|---------------------|
| <b>P5</b>                 | <b>85 U</b>     | <b>Clinton WOOD</b>      | Suzuki GSXR1000 - CLINTON WOOD |                    |       |                     |
| IDEAL LAP TIME : 2:00.232 |                 | BEST LAP TIME : 2:00.232 |                                | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.739        | 40.856                   | 2:06.595 (3)                   | 84.42              | 6.363 | 09:57:15.742        |
| 2 -                       | 1:20.939        | 40.555                   | 2:01.494 (2)                   | 87.97              | 1.262 | 09:59:17.236        |
| 3 -                       | <b>1:20.000</b> | <b>40.232</b>            | <b>2:00.232 (1)</b>            | <b>88.89</b>       |       | <b>10:01:17.468</b> |

|                           |                 |                          |                                                   |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------------|--------------------|-------|---------------------|
| <b>P6</b>                 | <b>46 U</b>     | <b>Simon GATES</b>       | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |                    |       |                     |
| IDEAL LAP TIME : 2:02.676 |                 | BEST LAP TIME : 2:02.676 |                                                   | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.407        | 41.439                   | 2:05.846 (3)                                      | 84.92              | 3.170 | 09:57:15.527        |
| 2 -                       | 1:22.395        | 41.141                   | 2:03.536 (2)                                      | 86.51              | 0.860 | 09:59:19.063        |
| 3 -                       | <b>1:22.061</b> | <b>40.615</b>            | <b>2:02.676 (1)</b>                               | <b>87.12</b>       |       | <b>10:01:21.739</b> |

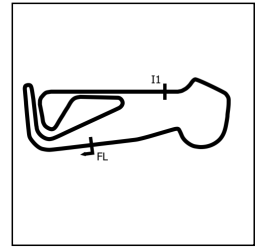
|                           |                 |                          |                                                            |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------------|-------|---------------------|
| <b>P7</b>                 | <b>20 U</b>     | <b>Connor SWYER</b>      | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm & dac |                    |       |                     |
| IDEAL LAP TIME : 2:02.899 |                 | BEST LAP TIME : 2:02.899 |                                                            | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.366        | 41.793                   | 2:07.159 (3)                                               | 84.05              | 4.260 | 09:57:16.680        |
| 2 -                       | <b>1:21.703</b> | <b>41.196</b>            | <b>2:02.899 (1)</b>                                        | <b>86.96</b>       |       | <b>09:59:19.579</b> |
| 3 -                       | 1:23.323        | 42.145                   | 2:05.468 (2)                                               | 85.18              | 2.569 | 10:01:25.047        |

|                           |                 |                          |                                      |                    |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------------|--------|---------------------|
| <b>P8</b>                 | <b>23 U</b>     | <b>Justin ROSE</b>       | Yamaha R1 - J. Rose roofing services |                    |        |                     |
| IDEAL LAP TIME : 2:03.293 |                 | BEST LAP TIME : 2:03.293 |                                      | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.329        | 43.330                   | 2:14.659 (3)                         | 79.37              | 11.366 | 09:57:32.655        |
| 2 -                       | 1:23.119        | 41.554                   | 2:04.673 (2)                         | 85.72              | 1.380  | 09:59:37.328        |
| 3 -                       | <b>1:22.265</b> | <b>41.028</b>            | <b>2:03.293 (1)</b>                  | <b>86.68</b>       |        | <b>10:01:40.621</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P9</b>                 | <b>25 U</b>     | <b>Jamie GREEN</b>       | Suzuki GSXR1000 -   |                    |        |                     |
| IDEAL LAP TIME : 2:03.424 |                 | BEST LAP TIME : 2:03.498 |                     | DIFFERENCE : 0.074 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.861        | 43.499                   | 2:16.360 <b>(3)</b> | 78.38              | 12.862 | 09:57:31.390        |
| 2 -                       | 1:22.725        | <b>41.268</b>            | 2:03.993 <b>(2)</b> | 86.19              | 0.495  | 09:59:35.383        |
| 3 -                       | <b>1:22.156</b> | 41.342                   | <b>2:03.498 (1)</b> | <b>86.54</b>       |        | <b>10:01:38.881</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P10</b>                | <b>5 U</b>      | <b>Kieran SMITH</b>      | Kawasaki ZX7R -     |                    |        |                     |
| IDEAL LAP TIME : 2:03.702 |                 | BEST LAP TIME : 2:03.702 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.007        | 42.991                   | 2:14.998 <b>(3)</b> | 79.17              | 11.296 | 09:57:31.769        |
| 2 -                       | 1:23.902        | 42.215                   | 2:06.117 <b>(2)</b> | 84.74              | 2.415  | 09:59:37.886        |
| 3 -                       | <b>1:23.191</b> | <b>40.511</b>            | <b>2:03.702 (1)</b> | <b>86.40</b>       |        | <b>10:01:41.588</b> |

|                           |                 |                          |                                      |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------------|-------|---------------------|
| <b>P11</b>                | <b>81 E</b>     | <b>Darren CORKETT</b>    | Suzuki GSXR 750 - Jackson & Phillips |                    |       |                     |
| IDEAL LAP TIME : 2:04.114 |                 | BEST LAP TIME : 2:04.194 |                                      | DIFFERENCE : 0.080 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:26.028        | 45.795                   | 2:11.823 <b>(3)</b>                  | 81.07              | 7.629 | 09:57:21.989        |
| 2 -                       | <b>1:22.426</b> | 41.974                   | 2:04.400 <b>(2)</b>                  | 85.91              | 0.206 | 09:59:26.389        |
| 3 -                       | 1:22.506        | <b>41.688</b>            | <b>2:04.194 (1)</b>                  | <b>86.05</b>       |       | <b>10:01:30.583</b> |

|                           |                 |                          |                       |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------------|-------|---------------------|
| <b>P12</b>                | <b>87 E</b>     | <b>Ben DOOLAN</b>        | Yamaha R6 - my wallet |                    |       |                     |
| IDEAL LAP TIME : 2:04.211 |                 | BEST LAP TIME : 2:04.211 |                       | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:30.258        | 43.638                   | 2:13.896 <b>(3)</b>   | 79.82              | 9.685 | 09:57:26.678        |
| 2 -                       | 1:23.651        | 41.616                   | 2:05.267 <b>(2)</b>   | 85.32              | 1.056 | 09:59:31.945        |
| 3 -                       | <b>1:22.788</b> | <b>41.423</b>            | <b>2:04.211 (1)</b>   | <b>86.04</b>       |       | <b>10:01:36.156</b> |

|                           |                 |                          |                                       |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------------|-------|---------------------|
| <b>P13</b>                | <b>115 U</b>    | <b>Tony KEILTY</b>       | Suzuki GSXR 1000 - Eat Your Heart Out |                    |       |                     |
| IDEAL LAP TIME : 2:05.634 |                 | BEST LAP TIME : 2:05.634 |                                       | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.381        | 42.853                   | 2:14.234 <b>(3)</b>                   | 79.62              | 8.600 | 09:57:33.600        |
| 2 -                       | 1:24.471        | 41.827                   | 2:06.298 <b>(2)</b>                   | 84.62              | 0.664 | 09:59:39.898        |
| 3 -                       | <b>1:23.986</b> | <b>41.648</b>            | <b>2:05.634 (1)</b>                   | <b>85.07</b>       |       | <b>10:01:45.532</b> |

|                           |                 |                          |                                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------------|--------|---------------------|
| <b>P14</b>                | <b>69 E</b>     | <b>Tony RUSSO</b>        | Suzuki GSXR 750 - Wymark Lubricants |                    |        |                     |
| IDEAL LAP TIME : 2:05.781 |                 | BEST LAP TIME : 2:05.781 |                                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.746        | 44.249                   | 2:15.995 <b>(3)</b>                 | 78.59              | 10.214 | 09:57:28.208        |
| 2 -                       | 1:26.369        | 42.823                   | 2:09.192 <b>(2)</b>                 | 82.73              | 3.411  | 09:59:37.400        |
| 3 -                       | <b>1:24.527</b> | <b>41.254</b>            | <b>2:05.781 (1)</b>                 | <b>84.97</b>       |        | <b>10:01:43.181</b> |

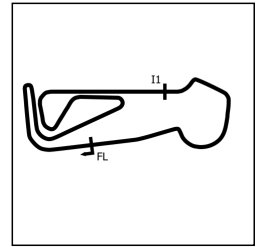
|                           |                 |                          |                               |                    |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------------|-------|---------------------|
| <b>P15</b>                | <b>63 U</b>     | <b>Matthew WREN</b>      | Suzuki GSXR - TBR performance |                    |       |                     |
| IDEAL LAP TIME : 2:06.681 |                 | BEST LAP TIME : 2:06.681 |                               | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.246        | 44.277                   | 2:13.523 <b>(3)</b>           | 80.04              | 6.842 | 09:57:28.529        |
| 2 -                       | 1:25.592        | 43.095                   | 2:08.687 <b>(2)</b>           | 83.05              | 2.006 | 09:59:37.216        |
| 3 -                       | <b>1:24.527</b> | <b>42.154</b>            | <b>2:06.681 (1)</b>           | <b>84.37</b>       |       | <b>10:01:43.897</b> |

|                           |                 |                          |                                        |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------------|--------|---------------------|
| <b>P16</b>                | <b>82 E</b>     | <b>Matt HINNELLS</b>     | Honda CBR 954RR FIREBLADE - FH82Racing |                    |        |                     |
| IDEAL LAP TIME : 2:07.225 |                 | BEST LAP TIME : 2:07.239 |                                        | DIFFERENCE : 0.014 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.711        | 44.714                   | 2:17.425 <b>(3)</b>                    | 77.77              | 10.186 | 09:57:33.955        |
| 2 -                       | 1:25.907        | <b>42.463</b>            | 2:08.370 <b>(2)</b>                    | 83.25              | 1.131  | 09:59:42.325        |
| 3 -                       | <b>1:24.762</b> | 42.477                   | <b>2:07.239 (1)</b>                    | <b>84.00</b>       |        | <b>10:01:49.564</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P17</b>                | <b>48 E</b>     | <b>Shaun WALLIS</b>      | Yamaha R6 - MBC Despatch Racing |              |       |                     |
| IDEAL LAP TIME : 2:07.742 |                 | BEST LAP TIME : 2:07.947 | DIFFERENCE : 0.205              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.932        | 44.834                   | 2:16.766 <b>(3)</b>             | 78.14        | 8.819 | 09:57:30.097        |
| 2 -                       | 1:26.251        | <b>43.149</b>            | 2:09.400 <b>(2)</b>             | 82.59        | 1.453 | 09:59:39.497        |
| 3 -                       | <b>1:24.593</b> | 43.354                   | <b>2:07.947 (1)</b>             | <b>83.53</b> |       | <b>10:01:47.444</b> |

|                           |                 |                          |                                      |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>17 U</b>     | <b>Jordan KILLWORTH</b>  | Yamaha R1 4C8 - Greenplant/Pass Bike |              |        |                     |
| IDEAL LAP TIME : 2:08.886 |                 | BEST LAP TIME : 2:08.886 | DIFFERENCE : 0.000                   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.793        | 43.832                   | 2:20.625 <b>(3)</b>                  | 76.00        | 11.739 | 09:57:37.967        |
| 2 -                       | 1:26.721        | 42.937                   | 2:09.658 <b>(2)</b>                  | 82.43        | 0.772  | 09:59:47.625        |
| 3 -                       | <b>1:26.551</b> | <b>42.335</b>            | <b>2:08.886 (1)</b>                  | <b>82.92</b> |        | <b>10:01:56.511</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P19</b>                | <b>21 U</b>     | <b>Danny BRENNAN</b>     | Suzuki GSXR 1000 -  |              |       |                     |
| IDEAL LAP TIME : 2:10.948 |                 | BEST LAP TIME : 2:10.948 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.359        | 44.269                   | 2:16.628 <b>(3)</b> | 78.22        | 5.680 | 09:57:35.378        |
| 2 -                       | <b>1:27.427</b> | <b>43.521</b>            | <b>2:10.948 (1)</b> | <b>81.62</b> |       | <b>09:59:46.326</b> |
| 3 -                       | 1:27.566        | 43.957                   | 2:11.523 <b>(2)</b> | 81.26        | 0.575 | 10:01:57.849        |

|                           |                 |                          |                                    |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>80 U</b>     | <b>Mark OVEL</b>         | Yamaha R1 - I STILL NEED A SPONSOR |              |        |                     |
| IDEAL LAP TIME : 2:11.786 |                 | BEST LAP TIME : 2:11.786 | DIFFERENCE : 0.000                 |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.819        | 46.235                   | 2:23.054 <b>(3)</b>                | 74.71        | 11.268 | 09:57:43.243        |
| 2 -                       | 1:30.481        | 44.732                   | 2:15.213 <b>(2)</b>                | 79.04        | 3.427  | 09:59:58.456        |
| 3 -                       | <b>1:27.229</b> | <b>44.557</b>            | <b>2:11.786 (1)</b>                | <b>81.10</b> |        | <b>10:02:10.242</b> |

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P21</b>                | <b>75 E</b>     | <b>Stewart MAY</b>       | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em |              |       |                     |
| IDEAL LAP TIME : 2:12.329 |                 | BEST LAP TIME : 2:12.593 | DIFFERENCE : 0.264                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:35.848        | 45.428                   | 2:21.276 <b>(3)</b>                                      | 75.65        | 8.683 | 09:57:38.166        |
| 2 -                       | 1:30.419        | <b>44.562</b>            | 2:14.981 <b>(2)</b>                                      | 79.18        | 2.388 | 09:59:53.147        |
| 3 -                       | <b>1:27.767</b> | 44.826                   | <b>2:12.593 (1)</b>                                      | <b>80.60</b> |       | <b>10:02:05.740</b> |

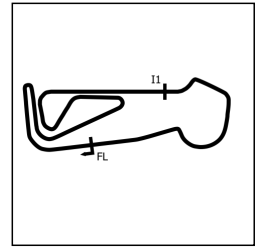
|                           |                 |                          |                         |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------|--------------|-------|---------------------|
| <b>P22</b>                | <b>40 E</b>     | <b>Malcolm BATE</b>      | Kawasaki ZX7R - Hartjay |              |       |                     |
| IDEAL LAP TIME : 2:12.931 |                 | BEST LAP TIME : 2:12.933 | DIFFERENCE : 0.002      |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:36.292        | 45.943                   | 2:22.235 <b>(3)</b>     | 75.14        | 9.302 | 09:57:47.555        |
| 2 -                       | <b>1:27.578</b> | 45.355                   | <b>2:12.933 (1)</b>     | <b>80.40</b> |       | <b>10:00:00.488</b> |
| 3 -                       | 1:29.205        | <b>45.353</b>            | 2:14.558 <b>(2)</b>     | 79.43        | 1.625 | 10:02:15.046        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>51 E</b>     | <b>Paul BEESLEY</b>      | Aprilia MILLE RSV - |              |        |                     |
| IDEAL LAP TIME : 2:13.701 |                 | BEST LAP TIME : 2:13.701 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.074        | 46.784                   | 2:25.858 <b>(2)</b> | 73.27        | 12.157 | 09:58:08.109        |
| 2 -                       | <b>1:28.129</b> | <b>45.572</b>            | <b>2:13.701 (1)</b> | <b>79.94</b> |        | <b>10:00:21.810</b> |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P24</b>                | <b>11 E</b>     | <b>Jordan LANGFORD</b>   | Yamaha R6 - JL racing |              |       |                     |
| IDEAL LAP TIME : 2:14.436 |                 | BEST LAP TIME : 2:15.410 | DIFFERENCE : 0.974    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.760        | 46.437                   | 2:24.197 <b>(3)</b>   | 74.12        | 8.787 | 09:57:42.993        |
| 2 -                       | 1:30.172        | <b>45.238</b>            | <b>2:15.410 (1)</b>   | <b>78.93</b> |       | <b>09:59:58.403</b> |
| 3 -                       | <b>1:29.198</b> | 54.830                   | 2:24.028 <b>(2)</b>   | 74.20        | 8.618 | 10:02:22.431        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme QUALIFYING - SECTOR ANALYSIS



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

|                                                                                                                                                              |          |               |                     |              |       |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------|--------------|-------|---------------------|
| <b>P25    6   E        Andrew FIRTH</b><br>IDEAL LAP TIME : 2:09.289        BEST LAP TIME : 2:15.731        DIFFERENCE : 6.442<br>Yamaha YZF-R1 - IMP Racing |          |               |                     |              |       |                     |
| LAP                                                                                                                                                          | SECTOR 1 | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                          | 1:31.802 | 43.929        | <b>2:15.731 (1)</b> | <b>78.74</b> |       | <b>09:57:33.094</b> |
| 2 -                                                                                                                                                          | 1:34.161 | <b>43.747</b> | 2:17.908 (2)        | 77.50        | 2.177 | 09:59:51.002        |

|                                                                                                                                                                        |                 |               |                     |              |        |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| <b>P26    3   E        Oliver ARBON</b><br>IDEAL LAP TIME : 2:16.539        BEST LAP TIME : 2:16.539        DIFFERENCE : 0.000<br>Suzuki SV650 - TT Plumbing & Heating |                 |               |                     |              |        |                     |
| LAP                                                                                                                                                                    | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                                                    | 1:38.560        | 48.256        | 2:26.816 (2)        | 72.79        | 10.277 | 09:57:48.773        |
| 2 -                                                                                                                                                                    | <b>1:31.438</b> | <b>45.101</b> | <b>2:16.539 (1)</b> | <b>78.27</b> |        | <b>10:00:05.312</b> |

|                                                                                                                                                                                              |                 |               |                     |              |       |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P27    89   E        Daryl SKINNS</b><br>IDEAL LAP TIME : 2:14.685        BEST LAP TIME : 2:16.667        DIFFERENCE : 1.982<br>Suzuki GSXR 750 - Target Site Services & Rapid Electrical |                 |               |                     |              |       |                     |
| LAP                                                                                                                                                                                          | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                                                          | 1:37.863        | 46.933        | 2:24.796 (3)        | 73.81        | 8.129 | 09:57:43.094        |
| 2 -                                                                                                                                                                                          | 1:30.904        | <b>45.763</b> | <b>2:16.667 (1)</b> | <b>78.20</b> |       | <b>09:59:59.761</b> |
| 3 -                                                                                                                                                                                          | <b>1:28.922</b> | 53.622        | 2:22.544 (2)        | 74.98        | 5.877 | 10:02:22.305        |

|                                                                                                                                                                     |          |               |                     |              |       |                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|---------------------|--------------|-------|---------------------|
| <b>P28    88   E        George PRINOS</b><br>IDEAL LAP TIME : 2:23.160        BEST LAP TIME : 2:24.126        DIFFERENCE : 0.966<br>Ducati 996 - KAPPA PLANNING LTD |          |               |                     |              |       |                     |
| LAP                                                                                                                                                                 | SECTOR 1 | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                                 | 1:41.603 | 52.057        | 2:33.660 (2)        | 69.55        | 9.534 | 09:57:49.264        |
| 2 -                                                                                                                                                                 | 1:37.203 | <b>46.923</b> | <b>2:24.126 (1)</b> | <b>74.15</b> |       | <b>10:00:13.390</b> |

|                                                                                                                                                                               |                 |               |                     |              |       |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P29    888   U        Paul FAGG</b><br>IDEAL LAP TIME : 2:28.234        BEST LAP TIME : 2:28.234        DIFFERENCE : 0.000<br>Yamaha R1 4C8 - -Contact me for sponsorship- |                 |               |                     |              |       |                     |
| LAP                                                                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                                                                                                                           | 1:41.744        | 50.724        | 2:32.468 (2)        | 70.10        | 4.234 | 09:57:54.721        |
| 2 -                                                                                                                                                                           | <b>1:38.281</b> | <b>49.953</b> | <b>2:28.234 (1)</b> | <b>72.10</b> |       | <b>10:00:22.955</b> |

|                                                                                                                                               |                 |               |                     |              |        |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| <b>P30    211   U        Ben HYLAND</b><br>IDEAL LAP TIME : 2:28.571        BEST LAP TIME : 2:28.571        DIFFERENCE : 0.000<br>Yamaha R1 - |                 |               |                     |              |        |                     |
| LAP                                                                                                                                           | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                                                                                                                                           | 2:01.839        | 53.858        | 2:55.697 (2)        | 60.83        | 27.126 | 09:58:34.500        |
| 2 -                                                                                                                                           | <b>1:38.605</b> | <b>49.966</b> | <b>2:28.571 (1)</b> | <b>71.93</b> |        | <b>10:01:03.071</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON        |     |           |          |          |       |
|----------|-----|----------|----------|--------|--------------------------------|-----|-----------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                            | NO  | NAME      | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | <div>PERFECT LAP1:58.459</div> |     |           |          |          |       |
| 1        | 102 | 1:19.139 | 102      | 39.320 | 1                              | 102 | FEARN     | 1:58.459 | 1:58.800 | 0.341 |
| 2        | 78  | 1:19.535 | 53       | 39.388 | 2                              | 78  | THOMAS    | 1:59.400 | 1:59.468 | 0.068 |
| 3        | 47  | 1:19.597 | 78       | 39.865 | 3                              | 47  | DANCE     | 1:59.567 | 1:59.567 | 0.000 |
| 4        | 85  | 1:20.000 | 47       | 39.970 | 4                              | 53  | McGLYNN   | 1:59.720 | 1:59.720 | 0.000 |
| 5        | 53  | 1:20.332 | 85       | 40.232 | 5                              | 85  | WOOD      | 2:00.232 | 2:00.232 | 0.000 |
| 6        | 20  | 1:21.703 | 5        | 40.511 | 6                              | 46  | GATES     | 2:02.676 | 2:02.676 | 0.000 |
| 7        | 46  | 1:22.061 | 46       | 40.615 | 7                              | 20  | SWYER     | 2:02.899 | 2:02.899 | 0.000 |
| 8        | 25  | 1:22.156 | 23       | 41.028 | 8                              | 23  | ROSE      | 2:03.293 | 2:03.293 | 0.000 |
| 9        | 23  | 1:22.265 | 20       | 41.196 | 9                              | 25  | GREEN     | 2:03.424 | 2:03.498 | 0.074 |
| 10       | 81  | 1:22.426 | 69       | 41.254 | 10                             | 5   | SMITH     | 2:03.702 | 2:03.702 | 0.000 |
| 11       | 87  | 1:22.788 | 25       | 41.268 | 11                             | 81  | CORKETT   | 2:04.114 | 2:04.194 | 0.080 |
| 12       | 5   | 1:23.191 | 87       | 41.423 | 12                             | 87  | DOOLAN    | 2:04.211 | 2:04.211 | 0.000 |
| 13       | 115 | 1:23.986 | 115      | 41.648 | 13                             | 115 | KEILTY    | 2:05.634 | 2:05.634 | 0.000 |
| 14       | 69  | 1:24.527 | 81       | 41.688 | 14                             | 69  | RUSO      | 2:05.781 | 2:05.781 | 0.000 |
| 15       | 63  | 1:24.527 | 63       | 42.154 | 15                             | 63  | WREN      | 2:06.681 | 2:06.681 | 0.000 |
| 16       | 48  | 1:24.593 | 17       | 42.335 | 16                             | 82  | HINNELLS  | 2:07.225 | 2:07.239 | 0.014 |
| 17       | 82  | 1:24.762 | 82       | 42.463 | 17                             | 48  | WALLIS    | 2:07.742 | 2:07.947 | 0.205 |
| 18       | 6   | 1:25.542 | 48       | 43.149 | 18                             | 17  | KILLWORTH | 2:08.886 | 2:08.886 | 0.000 |
| 19       | 17  | 1:26.551 | 21       | 43.521 | 19                             | 6   | FIRTH     | 2:09.289 | 2:15.731 | 6.442 |
| 20       | 80  | 1:27.229 | 6        | 43.747 | 20                             | 21  | BRENNAN   | 2:10.948 | 2:10.948 | 0.000 |
| 21       | 21  | 1:27.427 | 80       | 44.557 | 21                             | 80  | OV        | 2:11.786 | 2:11.786 | 0.000 |
| 22       | 40  | 1:27.578 | 75       | 44.562 | 22                             | 75  | MAY       | 2:12.329 | 2:12.593 | 0.264 |
| 23       | 75  | 1:27.767 | 3        | 45.101 | 23                             | 40  | BATE      | 2:12.931 | 2:12.933 | 0.002 |
| 24       | 51  | 1:28.129 | 11       | 45.238 | 24                             | 51  | BEESLEY   | 2:13.701 | 2:13.701 | 0.000 |
| 25       | 89  | 1:28.922 | 40       | 45.353 | 25                             | 11  | LANGFORD  | 2:14.436 | 2:15.410 | 0.974 |
| 26       | 11  | 1:29.198 | 51       | 45.572 | 26                             | 89  | SKINNS    | 2:14.685 | 2:16.667 | 1.982 |
| 27       | 3   | 1:31.438 | 89       | 45.763 | 27                             | 3   | ARBON     | 2:16.539 | 2:16.539 | 0.000 |
| 28       | 88  | 1:36.237 | 88       | 46.923 | 28                             | 88  | PRINOS    | 2:23.160 | 2:24.126 | 0.966 |
| 29       | 888 | 1:38.281 | 888      | 49.953 | 29                             | 888 | FAGG      | 2:28.234 | 2:28.234 | 0.000 |
| 30       | 211 | 1:38.605 | 211      | 49.966 | 30                             | 211 | HYLAND    | 2:28.571 | 2:28.571 | 0.000 |
| 31       |     |          |          |        |                                |     |           |          |          |       |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

QUALIFYING - STATISTICS

Competitors Started 31

Planned Start 2025-05-03 @ 09:52:00.000

Actual Start 2025-05-03 @ 09:54:55.157

Finish Time

Track Length 2.9689mi.

Total Laps 84

Total Distance Covered 249.3885mi.

Session Fastest Lap History

| NO  | CL | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|-----|----|-------------|----------|--------------|-----|---------------|
| 47  | U  | Daryl DANCE | 2:02.971 | 09:57:11.532 | 1   | YAMAHA YZF R1 |
| 47  | U  | Daryl DANCE | 1:59.567 | 09:59:11.099 | 2   | YAMAHA YZF R1 |
| 102 | U  | James FEARN | 1:58.800 | 09:59:12.217 | 2   |               |

Flag History

| TYPE  | TIME OF DAY  |
|-------|--------------|
| GREEN | 09:54:55.157 |
| RED   | 10:02:31.432 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 3          | 7:36.275   |
| Red        | 1     | 0          | 2:40.268   |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### QUALIFYING - STATISTICS

CLASS : E

13 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----------------|----------|--------------|-----|-----------------|
| 81 | Darren CORKETT | 2:11.823 | 09:57:21.989 | 1   | Suzuki GSXR 750 |
| 81 | Darren CORKETT | 2:04.400 | 09:59:26.389 | 2   | Suzuki GSXR 750 |
| 81 | Darren CORKETT | 2:04.194 | 10:01:30.583 | 3   | Suzuki GSXR 750 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### QUALIFYING - STATISTICS

CLASS : U

18 Starters

#### Fastest Lap History

| NO  | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|-----|-------------|----------|--------------|-----|---------------|
| 47  | Daryl DANCE | 2:02.971 | 09:57:11.532 | 1   | YAMAHA YZF R1 |
| 47  | Daryl DANCE | 1:59.567 | 09:59:11.099 | 2   | YAMAHA YZF R1 |
| 102 | James FEARN | 1:58.800 | 09:59:12.217 | 2   |               |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - GRID (5 Laps)

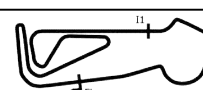
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|--------|----|----------|-----|------------------|--|----|----------|-----|----------------|--------------|----|----------|----|----------------|--|----|----------|-----|---------------|
| ROW 11 |    |          |     |                  |  |    |          | 32  | 33             | Mark BISWELL |    | 31       | 19 | Tyler DONOVAN  |  |    |          |     |               |
| ROW 10 | 30 | 2:28.571 | 211 | Ben HYLAND       |  | 29 | 2:28.234 | 888 | Paul FAGG      |              | 28 | 2:24.126 | 88 | George PRINOS  |  |    |          |     |               |
| ROW 9  |    |          |     |                  |  | 27 | 2:16.667 | 89  | Daryl SKINNS   |              | 26 | 2:16.539 | 3  | Oliver ARBON   |  | 25 | 2:15.731 | 6   | Andrew FIRTH  |
| ROW 8  | 24 | 2:15.410 | 11  | Jordan LANGFORD  |  | 23 | 2:13.701 | 51  | Paul BEESLEY   |              | 22 | 2:12.933 | 40 | Malcolm BATE   |  |    |          |     |               |
| ROW 7  |    |          |     |                  |  | 21 | 2:12.593 | 75  | Stewart MAY    |              | 20 | 2:11.786 | 80 | Mark OVEL      |  | 19 | 2:10.948 | 21  | Danny BRENNAN |
| ROW 6  | 18 | 2:08.886 | 17  | Jordan KILLWORTH |  | 17 | 2:07.947 | 48  | Shaun WALLIS   |              | 16 | 2:07.239 | 82 | Matt HINNELLS  |  |    |          |     |               |
| ROW 5  |    |          |     |                  |  | 15 | 2:06.681 | 63  | Matthew WREN   |              | 14 | 2:05.781 | 69 | Tony RUSSO     |  | 13 | 2:05.634 | 115 | Tony KEILTY   |
| ROW 4  | 12 | 2:04.211 | 87  | Ben DOOLAN       |  | 11 | 2:04.194 | 81  | Darren CORKETT |              | 10 | 2:03.702 | 5  | Kieran SMITH   |  |    |          |     |               |
| ROW 3  |    |          |     |                  |  | 9  | 2:03.498 | 25  | Jamie GREEN    |              | 8  | 2:03.293 | 23 | Justin ROSE    |  | 7  | 2:02.899 | 20  | Connor SWYER  |
| ROW 2  | 6  | 2:02.676 | 46  | Simon GATES      |  | 5  | 2:00.232 | 85  | Clinton WOOD   |              | 4  | 1:59.720 | 53 | Seamus McGLYNN |  |    |          |     |               |
| ROW 1  |    |          |     |                  |  | 3  | 1:59.567 | 47  | Daryl DANCE    |              | 2  | 1:59.468 | 78 | Jamie THOMAS   |  | 1  | 1:58.800 | 102 | James FEARN   |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |
|        |    |          |     |                  |  |    |          |     |                |              |    |          |    |                |  |    |          |     |               |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:06 Saturday, 03 May 2025

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME            | ENTRY                                                     | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-----------------|-----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 53  | U  | 1   | Seamus McGLYNN  | - S and d build and design Ltd                            | 5    | 10:01.577 |          |        | 88.83 | 1:58.966 | 2  | 4   | 3  |
| 2   | 102 | U  | 2   | James FEARN     | - Greenplant satellite team                               | 5    | 10:02.850 | 1.273    | 1.273  | 88.64 | 1:58.796 | 4  | 1   | -1 |
| 3   | 47  | U  | 3   | Daryl DANCE     | YAMAHA YZF R1 - 2 brothers scaffolding                    | 5    | 10:07.827 | 6.250    | 4.977  | 87.92 | 2:00.305 | 2  | 3   | 0  |
| 4   | 78  | U  | 4   | Jamie THOMAS    | Suzuki GSXR 1000 - Team RubyRacing                        | 5    | 10:09.366 | 7.789    | 1.539  | 87.69 | 1:59.767 | 3  | 2   | -2 |
| 5   | 85  | U  | 5   | Clinton WOOD    | Suzuki GSXR1000 - CLINTON WOOD                            | 5    | 10:10.693 | 9.116    | 1.327  | 87.50 | 2:00.562 | 3  | 5   | 0  |
| 6   | 46  | U  | 6   | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro         | 5    | 10:14.330 | 12.753   | 3.637  | 86.98 | 2:00.851 | 5  | 6   | 0  |
| 7   | 19  | U  | 7   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                              | 5    | 10:18.784 | 17.207   | 4.454  | 86.36 | 2:01.092 | 3  | 31  | 24 |
| 8   | 20  | U  | 8   | Connor SWYER    | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm &    | 5    | 10:20.886 | 19.309   | 2.102  | 86.07 | 2:00.719 | 5  | 7   | -1 |
| 9   | 23  | U  | 9   | Justin ROSE     | Yamaha R1 - J. Rose roofing services                      | 5    | 10:21.699 | 20.122   | 0.813  | 85.95 | 2:02.782 | 3  | 8   | -1 |
| 10  | 5   | U  | 10  | Kieran SMITH    | Kawasaki ZX7R -                                           | 5    | 10:22.836 | 21.259   | 1.137  | 85.80 | 2:01.233 | 5  | 10  | 0  |
| 11  | 115 | U  | 11  | Tony KEILTY     | Suzuki GSXR 1000 - Eat Your Heart Out                     | 5    | 10:23.144 | 21.567   | 0.308  | 85.75 | 2:02.426 | 5  | 13  | 2  |
| 12  | 25  | U  | 12  | Jamie GREEN     | Suzuki GSXR1000 -                                         | 5    | 10:25.436 | 23.859   | 2.292  | 85.44 | 2:02.456 | 3  | 9   | -3 |
| 13  | 69  | E  | 1   | Tony RUSSO      | Suzuki GSXR 750 - Wymark Lubricants                       | 5    | 10:31.794 | 30.217   | 6.358  | 84.58 | 2:03.013 | 5  | 14  | 1  |
| 14  | 81  | E  | 2   | Darren CORKETT  | Suzuki GSXR 750 - Jackson & Phillips                      | 5    | 10:32.608 | 31.031   | 0.814  | 84.47 | 2:03.191 | 5  | 11  | -3 |
| 15  | 82  | E  | 3   | Matt HINNELLS   | Honda CBR 954RR FIREBLADE - FH82Racing                    | 5    | 10:47.005 | 45.428   | 14.397 | 82.59 | 2:07.102 | 3  | 16  | 1  |
| 16  | 87  | E  | 4   | Ben DOOLAN      | Yamaha R6 - my wallet                                     | 5    | 10:49.985 | 48.408   | 2.980  | 82.21 | 2:04.649 | 4  | 12  | -4 |
| 17  | 63  | U  | 13  | Matthew WREN    | Suzuki GSXR - TBR performance                             | 5    | 10:52.318 | 50.741   | 2.333  | 81.92 | 2:04.954 | 5  | 15  | -2 |
| 18  | 48  | E  | 5   | Shaun WALLIS    | Yamaha R6 - MBC Despatch Racing                           | 5    | 10:56.326 | 54.749   | 4.008  | 81.42 | 2:07.071 | 4  | 17  | -1 |
| 19  | 80  | U  | 14  | Mark OVEL       | Yamaha R1 - I STILL NEED A SPONSOR                        | 5    | 11:08.938 | 1:07.361 | 12.612 | 79.88 | 2:10.461 | 5  | 20  | 1  |
| 20  | 6   | E  | 6   | Andrew FIRTH    | Yamaha YZF-R1 - IMP Racing                                | 5    | 11:13.813 | 1:12.236 | 4.875  | 79.31 | 2:10.877 | 4  | 25  | 5  |
| 21  | 51  | E  | 7   | Paul BEESLEY    | Aprilia MILLE RSV -                                       | 5    | 11:14.682 | 1:13.105 | 0.869  | 79.20 | 2:11.122 | 5  | 23  | 2  |
| 22  | 89  | E  | 8   | Daryl SKINNS    | Suzuki GSXR 750 - Target Site Services & Rapid Electrical | 5    | 11:22.697 | 1:21.120 | 8.015  | 78.27 | 2:12.946 | 4  | 27  | 5  |
| 23  | 11  | E  | 9   | Jordan LANGFORD | Yamaha R6 - JL racing                                     | 5    | 11:23.399 | 1:21.822 | 0.702  | 78.19 | 2:13.503 | 4  | 24  | 1  |
| 24  | 21  | U  | 15  | Danny BRENNAN   | Susuki GSXR 1000 -                                        | 5    | 11:26.051 | 1:24.474 | 2.652  | 77.89 | 2:13.393 | 5  | 19  | -5 |
| 25  | 75  | E  | 10  | Stewart MAY     | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em  | 5    | 11:27.147 | 1:25.570 | 1.096  | 77.77 | 2:13.622 | 5  | 21  | -4 |
| 26  | 88  | E  | 11  | George PRINOS   | Ducati 996 - KAPPA PLANNING LTD                           | 5    | 11:31.613 | 1:30.036 | 4.466  | 77.26 | 2:14.852 | 3  | 28  | 2  |
| 27  | 211 | U  | 16  | Ben HYLAND      | Yamaha R1 -                                               | 5    | 12:01.852 | 2:00.275 | 30.239 | 74.03 | 2:21.098 | 4  | 30  | 3  |

#### NOT CLASSIFIED

|     |     |   |  |                  |                                              |   |          |        |        |       |  |  |    |  |
|-----|-----|---|--|------------------|----------------------------------------------|---|----------|--------|--------|-------|--|--|----|--|
| DNF | 888 | U |  | Paul FAGG        | Yamaha R1 4C8 - -Contact me for sponsorship- | 1 | 2:36.247 | 4 Laps | 4 Laps | 68.40 |  |  | 29 |  |
| DNF | 17  | U |  | Jordan KILLWORTH | Yamaha R1 4C8 - Greenplant/Pass Bike         | 0 |          |        |        |       |  |  | 18 |  |
| DNF | 3   | E |  | Oliver ARBON     | Suzuki SV650 - TT Plumbing & Heating         | 0 |          |        |        |       |  |  | 26 |  |

#### NOT STARTED

|    |    |   |  |              |                         |  |  |  |  |  |  |  |    |  |
|----|----|---|--|--------------|-------------------------|--|--|--|--|--|--|--|----|--|
| NS | 40 | E |  | Malcolm BATE | Kawasaki ZX7R - Hartjay |  |  |  |  |  |  |  | 22 |  |
|----|----|---|--|--------------|-------------------------|--|--|--|--|--|--|--|----|--|

#### FASTEST LAP

|  |     |   |  |             |                                     |   |          |  |           |  |  |  |            |  |
|--|-----|---|--|-------------|-------------------------------------|---|----------|--|-----------|--|--|--|------------|--|
|  | 102 | U |  | James FEARN | - Greenplant satellite team         | 4 | 1:58.796 |  | 89.97 mph |  |  |  | 144.79 kph |  |
|  | 69  | E |  | Tony RUSSO  | Suzuki GSXR 750 - Wymark Lubricants | 5 | 2:03.013 |  | 86.88 mph |  |  |  | 139.82 kph |  |

Class U - 92.5% of Race Speed = 82.16 mph  
 Class E - 92.5% of Race Speed = 78.23 mph

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

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com) Printed - 13:48 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - LAP CHART

| LAP 1 @ 13:36:37.963 |        |          | LAP 2 @ 13:38:36.929 |        |          | LAP 3 @ 13:40:36.047 |          |          | LAP 4 @ 13:42:35.631 |          |          | LAP 5 @ 13:44:34.689 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 53                   |        | 2:04.851 | 53                   |        | 1:58.966 | 53                   |          | 1:59.118 | 53                   |          | 1:59.584 | 53                   |          | 1:59.058 |
| 47                   | 1.162  | 2:06.013 | 47                   | 2.501  | 2:00.305 | 102                  | 2.234    | 1:58.818 | 102                  | 1.446    | 1:58.796 | 102                  | 1.273    | 1:58.885 |
| 102                  | 1.301  | 2:06.152 | 102                  | 2.534  | 2:00.199 | 47                   | 3.901    | 2:00.518 | 47                   | 4.820    | 2:00.503 | 47                   | 6.250    | 2:00.488 |
| 85                   | 2.547  | 2:07.398 | 78                   | 3.765  | 1:59.985 | 78                   | 4.414    | 1:59.767 | 78                   | 5.738    | 2:00.908 | 78                   | 7.789    | 2:01.109 |
| 78                   | 2.746  | 2:07.597 | 85                   | 4.654  | 2:01.073 | 85                   | 6.098    | 2:00.562 | 85                   | 7.565    | 2:01.051 | 85                   | 9.116    | 2:00.609 |
| 46                   | 4.139  | 2:08.990 | 46                   | 6.490  | 2:01.317 | 46                   | 8.646    | 2:01.274 | 46                   | 10.960   | 2:01.898 | 46                   | 12.753   | 2:00.851 |
| 23                   | 4.745  | 2:09.596 | 23                   | 8.666  | 2:02.887 | 23                   | 12.330   | 2:02.782 | 19                   | 15.077   | 2:01.912 | 19                   | 17.207   | 2:01.188 |
| 5                    | 5.876  | 2:10.727 | 115                  | 10.280 | 2:03.261 | 19                   | 12.749   | 2:01.092 | 23                   | 16.274   | 2:03.528 | 20                   | 19.309   | 2:00.719 |
| 115                  | 5.985  | 2:10.836 | 19                   | 10.775 | 2:02.254 | 115                  | 15.193   | 2:04.031 | 20                   | 17.648   | 2:01.807 | 23                   | 20.122   | 2:02.906 |
| 25                   | 7.336  | 2:12.187 | 20                   | 11.212 | 2:02.759 | 20                   | 15.425   | 2:03.331 | 115                  | 18.199   | 2:02.590 | 5                    | 21.259   | 2:01.233 |
| 20                   | 7.419  | 2:12.270 | 5                    | 11.485 | 2:04.575 | 25                   | 16.023   | 2:02.456 | 5                    | 19.084   | 2:02.608 | 115                  | 21.567   | 2:02.426 |
| 19                   | 7.487  | 2:12.338 | 25                   | 12.685 | 2:04.315 | 5                    | 16.060   | 2:03.693 | 25                   | 19.562   | 2:03.123 | 25                   | 23.859   | 2:03.355 |
| 81                   | 8.858  | 2:13.709 | 81                   | 14.679 | 2:04.787 | 69                   | 21.938   | 2:03.160 | 69                   | 26.262   | 2:03.908 | 69                   | 30.217   | 2:03.013 |
| 82                   | 12.514 | 2:17.365 | 69                   | 17.896 | 2:03.841 | 81                   | 22.095   | 2:06.534 | 81                   | 26.898   | 2:04.387 | 81                   | 31.031   | 2:03.191 |
| 69                   | 13.021 | 2:17.872 | 82                   | 20.995 | 2:07.447 | 82                   | 28.979   | 2:07.102 | 82                   | 36.892   | 2:07.497 | 82                   | 45.428   | 2:07.594 |
| 80                   | 15.284 | 2:20.135 | 48                   | 27.331 | 2:10.157 | 87                   | 36.730   | 2:07.064 | 87                   | 41.795   | 2:04.649 | 87                   | 48.408   | 2:05.671 |
| 48                   | 16.140 | 2:20.991 | 87                   | 28.784 | 2:07.085 | 48                   | 37.491   | 2:09.278 | 63                   | 44.845   | 2:05.010 | 63                   | 50.741   | 2:04.954 |
| 21                   | 18.656 | 2:23.507 | 80                   | 29.672 | 2:13.354 | 63                   | 39.419   | 2:06.171 | 48                   | 44.978   | 2:07.071 | 48                   | 54.749   | 2:08.829 |
| 51                   | 19.321 | 2:24.172 | 63                   | 32.366 | 2:09.529 | 80                   | 42.491   | 2:11.937 | 80                   | 55.958   | 2:13.051 | 80                   | 1:07.361 | 2:10.461 |
| 11                   | 20.584 | 2:25.435 | 21                   | 35.048 | 2:15.358 | 6                    | 48.955   | 2:11.969 | 6                    | 1:00.248 | 2:10.877 | 6                    | 1:12.236 | 2:11.046 |
| 87                   | 20.665 | 2:25.516 | 51                   | 35.495 | 2:15.140 | 51                   | 49.474   | 2:13.097 | 51                   | 1:01.041 | 2:11.151 | 51                   | 1:13.105 | 2:11.122 |
| 6                    | 21.241 | 2:26.092 | 6                    | 36.104 | 2:13.829 | 89                   | 53.013   | 2:13.728 | 89                   | 1:06.375 | 2:12.946 | 89                   | 1:21.120 | 2:13.803 |
| 63                   | 21.803 | 2:26.654 | 11                   | 37.614 | 2:15.996 | 11                   | 53.198   | 2:14.702 | 11                   | 1:07.117 | 2:13.503 | 11                   | 1:21.822 | 2:13.763 |
| 88                   | 22.192 | 2:27.043 | 89                   | 38.403 | 2:14.908 | 88                   | 54.894   | 2:14.852 | 21                   | 1:10.139 | 2:13.710 | 21                   | 1:24.474 | 2:13.393 |
| 89                   | 22.461 | 2:27.312 | 88                   | 39.160 | 2:15.934 | 75                   | 55.476   | 2:15.294 | 75                   | 1:11.006 | 2:15.114 | 75                   | 1:25.570 | 2:13.622 |
| 75                   | 23.168 | 2:28.019 | 75                   | 39.300 | 2:15.098 | 21                   | 56.013   | 2:20.083 | 88                   | 1:12.408 | 2:17.098 | 88                   | 1:30.036 | 2:16.686 |
| 211                  | 29.439 | 2:34.290 | 211                  | 53.520 | 2:23.047 | 211                  | 1:16.420 | 2:22.018 | 211                  | 1:37.934 | 2:21.098 | 211                  | 2:00.275 | 2:21.399 |
| 888                  | 31.396 | 2:36.247 |                      |        |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

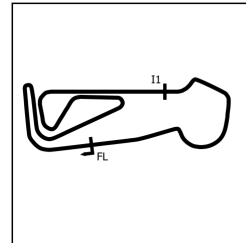
RACE 5 - POSITION CHART

| No  | Name      | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|-----------|-----|-----|-----|-----|-----|-----|
|     |           | Pos |     |     |     |     |     |
| 102 | FEARN     | 1   | 53  | 53  | 53  | 53  | 53  |
| 78  | THOMAS    | 2   | 47  | 47  | 102 | 102 | 102 |
| 47  | DANCE     | 3   | 102 | 102 | 47  | 47  | 47  |
| 53  | McGLYNN   | 4   | 85  | 78  | 78  | 78  | 78  |
| 85  | WOOD      | 5   | 78  | 85  | 85  | 85  | 85  |
| 46  | GATES     | 6   | 46  | 46  | 46  | 46  | 46  |
| 20  | SWYER     | 7   | 23  | 23  | 23  | 19  | 19  |
| 23  | ROSE      | 8   | 5   | 115 | 19  | 23  | 20  |
| 25  | GREEN     | 9   | 115 | 19  | 115 | 20  | 23  |
| 5   | SMITH     | 10  | 25  | 20  | 20  | 115 | 5   |
| 81  | CORKETT   | 11  | 20  | 5   | 25  | 5   | 115 |
| 87  | DOOLAN    | 12  | 19  | 25  | 5   | 25  | 25  |
| 115 | KEILTY    | 13  | 81  | 81  | 69  | 69  | 69  |
| 69  | RUSSO     | 14  | 82  | 69  | 81  | 81  | 81  |
| 63  | WREN      | 15  | 69  | 82  | 82  | 82  | 82  |
| 82  | HINNELLS  | 16  | 80  | 48  | 87  | 87  | 87  |
| 48  | WALLIS    | 17  | 48  | 87  | 48  | 63  | 63  |
| 17  | KILLWORTH | 18  | 21  | 80  | 63  | 48  | 48  |
| 21  | BRENNAN   | 19  | 51  | 63  | 80  | 80  | 80  |
| 80  | OVEL      | 20  | 11  | 21  | 6   | 6   | 6   |
| 75  | MAY       | 21  | 87  | 51  | 51  | 51  | 51  |
| 40  | BATE      | 22  | 6   | 6   | 89  | 89  | 89  |
| 51  | BEESELEY  | 23  | 63  | 11  | 11  | 11  | 11  |
| 11  | LANGFORD  | 24  | 88  | 89  | 88  | 21  | 21  |
| 6   | FIRTH     | 25  | 89  | 88  | 75  | 75  | 75  |
| 3   | ARBON     | 26  | 75  | 75  | 21  | 88  | 88  |
| 89  | SKINNS    | 27  | 211 | 211 | 211 | 211 | 211 |
| 88  | PRINOS    | 28  | 888 |     |     |     |     |
| 888 | FAGG      | 29  |     |     |     |     |     |
| 211 | HYLAND    | 30  |     |     |     |     |     |
| 19  | DONOVAN   | 31  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

|                                                                       |                 |               |                     |              |       |                     |
|-----------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P1 53 U Seamus McGLYNN</b> - S and d build and design Ltd          |                 |               |                     |              |       |                     |
| IDEAL LAP TIME : 1:58.795 BEST LAP TIME : 1:58.966 DIFFERENCE : 0.171 |                 |               |                     |              |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                   |                 | 39.755        | 2:04.851            | 85.60        | 5.885 | 13:36:37.963        |
| 2 -                                                                   | 1:19.239        | <b>39.727</b> | <b>1:58.966 (1)</b> | <b>89.84</b> |       | <b>13:38:36.929</b> |
| 3 -                                                                   | <b>1:19.068</b> | 40.050        | 1:59.118 (3)        | 89.72        | 0.152 | 13:40:36.047        |
| 4 -                                                                   | 1:19.486        | 40.098        | 1:59.584            | 89.37        | 0.618 | 13:42:35.631        |
| 5 -                                                                   | 1:19.314        | 39.744        | 1:59.058 (2)        | 89.77        | 0.092 | 13:44:34.689        |

|                                                                       |                 |               |                     |              |       |                     |
|-----------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P2 102 U James FEARN</b> - Greenplant satellite team               |                 |               |                     |              |       |                     |
| IDEAL LAP TIME : 1:58.777 BEST LAP TIME : 1:58.796 DIFFERENCE : 0.019 |                 |               |                     |              |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                   |                 | 39.524        | 2:06.152            | 84.72        | 7.356 | 13:36:39.264        |
| 2 -                                                                   | 1:20.165        | 40.034        | 2:00.199            | 88.91        | 1.403 | 13:38:39.463        |
| 3 -                                                                   | 1:19.347        | <b>39.471</b> | 1:58.818 (2)        | 89.95        | 0.022 | 13:40:38.281        |
| 4 -                                                                   | 1:19.312        | 39.484        | <b>1:58.796 (1)</b> | <b>89.97</b> |       | <b>13:42:37.077</b> |
| 5 -                                                                   | <b>1:19.306</b> | 39.579        | 1:58.885 (3)        | 89.90        | 0.089 | 13:44:35.962        |

|                                                                       |                 |               |                     |              |       |                     |
|-----------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P3 47 U Daryl DANCE</b> YAMAHA YZF R1 - 2 brothers scaffolding     |                 |               |                     |              |       |                     |
| IDEAL LAP TIME : 2:00.146 BEST LAP TIME : 2:00.305 DIFFERENCE : 0.159 |                 |               |                     |              |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                   |                 | 40.287        | 2:06.013            | 84.81        | 5.708 | 13:36:39.125        |
| 2 -                                                                   | <b>1:20.153</b> | 40.152        | <b>2:00.305 (1)</b> | <b>88.84</b> |       | <b>13:38:39.430</b> |
| 3 -                                                                   | 1:20.360        | 40.158        | 2:00.518            | 88.68        | 0.213 | 13:40:39.948        |
| 4 -                                                                   | 1:20.510        | <b>39.993</b> | 2:00.503 (3)        | 88.69        | 0.198 | 13:42:40.451        |
| 5 -                                                                   | 1:20.354        | 40.134        | 2:00.488 (2)        | 88.70        | 0.183 | 13:44:40.939        |

|                                                                       |                 |               |                     |              |       |                     |
|-----------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P4 78 U Jamie THOMAS</b> Suzuki GSXR 1000 - Team RubyRacing        |                 |               |                     |              |       |                     |
| IDEAL LAP TIME : 1:59.625 BEST LAP TIME : 1:59.767 DIFFERENCE : 0.142 |                 |               |                     |              |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                   |                 | 40.237        | 2:07.597            | 83.76        | 7.830 | 13:36:40.709        |
| 2 -                                                                   | 1:20.044        | <b>39.941</b> | 1:59.985 (2)        | 89.07        | 0.218 | 13:38:40.694        |
| 3 -                                                                   | <b>1:19.684</b> | 40.083        | <b>1:59.767 (1)</b> | <b>89.24</b> |       | <b>13:40:40.461</b> |
| 4 -                                                                   | 1:20.204        | 40.704        | 2:00.908 (3)        | 88.39        | 1.141 | 13:42:41.369        |
| 5 -                                                                   | 1:21.032        | 40.077        | 2:01.109            | 88.25        | 1.342 | 13:44:42.478        |

|                                                                       |                 |               |                     |              |       |                     |
|-----------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P5 85 U Clinton WOOD</b> Suzuki GSXR1000 - CLINTON WOOD            |                 |               |                     |              |       |                     |
| IDEAL LAP TIME : 2:00.309 BEST LAP TIME : 2:00.562 DIFFERENCE : 0.253 |                 |               |                     |              |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                   |                 | <b>40.241</b> | 2:07.398            | 83.89        | 6.836 | 13:36:40.510        |
| 2 -                                                                   | 1:20.073        | 41.000        | 2:01.073            | 88.27        | 0.511 | 13:38:41.583        |
| 3 -                                                                   | <b>1:20.068</b> | 40.494        | <b>2:00.562 (1)</b> | <b>88.65</b> |       | <b>13:40:42.145</b> |
| 4 -                                                                   | 1:20.407        | 40.644        | 2:01.051 (3)        | 88.29        | 0.489 | 13:42:43.196        |
| 5 -                                                                   | 1:20.267        | 40.342        | 2:00.609 (2)        | 88.61        | 0.047 | 13:44:43.805        |

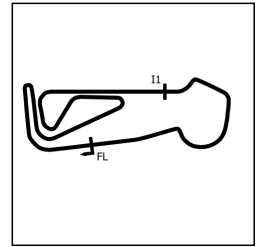
|                                                                              |                 |               |                     |              |       |                     |
|------------------------------------------------------------------------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| <b>P6 46 U Simon GATES</b> Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |                 |               |                     |              |       |                     |
| IDEAL LAP TIME : 2:00.851 BEST LAP TIME : 2:00.851 DIFFERENCE : 0.000        |                 |               |                     |              |       |                     |
| LAP                                                                          | SECTOR 1        | SECTOR 2      | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                                                                          |                 | 40.600        | 2:08.990            | 82.85        | 8.139 | 13:36:42.102        |
| 2 -                                                                          | 1:20.816        | 40.501        | 2:01.317 (3)        | 88.10        | 0.466 | 13:38:43.419        |
| 3 -                                                                          | 1:20.904        | 40.370        | 2:01.274 (2)        | 88.13        | 0.423 | 13:40:44.693        |
| 4 -                                                                          | 1:21.574        | 40.324        | 2:01.898            | 87.68        | 1.047 | 13:42:46.591        |
| 5 -                                                                          | <b>1:20.668</b> | <b>40.183</b> | <b>2:00.851 (1)</b> | <b>88.44</b> |       | <b>13:44:47.442</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

| P7 19 U                   |                 | Tyler DONOVAN            |                     | Kawasaki ZX10R - Tinder Corp |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.875 |                 | BEST LAP TIME : 2:01.092 |                     | DIFFERENCE : 0.217           |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.351                   | 2:12.338            | 80.76                        | 11.246 | 13:36:45.450        |
| 2 -                       | 1:21.203        | 41.051                   | 2:02.254            | 87.42                        | 1.162  | 13:38:47.704        |
| 3 -                       | 1:20.615        | <b>40.477</b>            | <b>2:01.092 (1)</b> | <b>88.26</b>                 |        | <b>13:40:48.796</b> |
| 4 -                       | 1:21.088        | 40.824                   | 2:01.912 (3)        | 87.67                        | 0.820  | 13:42:50.708        |
| 5 -                       | <b>1:20.398</b> | 40.790                   | 2:01.188 (2)        | 88.19                        | 0.096  | 13:44:51.896        |

| P8 20 U                   |                 | Connor SWYER             |                     | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm & dac |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.719 |                 | BEST LAP TIME : 2:00.719 |                     | DIFFERENCE : 0.000                                         |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                        | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.799                   | 2:12.270            | 80.80                                                      | 11.551 | 13:36:45.382        |
| 2 -                       | 1:21.730        | 41.029                   | 2:02.759 (3)        | 87.06                                                      | 2.040  | 13:38:48.141        |
| 3 -                       | 1:21.877        | 41.454                   | 2:03.331            | 86.66                                                      | 2.612  | 13:40:51.472        |
| 4 -                       | 1:20.953        | 40.854                   | 2:01.807 (2)        | 87.74                                                      | 1.088  | 13:42:53.279        |
| 5 -                       | <b>1:20.041</b> | <b>40.678</b>            | <b>2:00.719 (1)</b> | <b>88.53</b>                                               |        | <b>13:44:53.998</b> |

| P9 23 U                   |                 | Justin ROSE              |                     | Yamaha R1 - J. Rose roofing services |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.978 |                 | BEST LAP TIME : 2:02.782 |                     | DIFFERENCE : 0.804                   |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>40.961</b>            | 2:09.596            | 82.47                                | 6.814 | 13:36:42.708        |
| 2 -                       | 1:21.829        | 41.058                   | 2:02.887 (2)        | 86.97                                | 0.105 | 13:38:45.595        |
| 3 -                       | 1:21.695        | 41.087                   | <b>2:02.782 (1)</b> | <b>87.04</b>                         |       | <b>13:40:48.377</b> |
| 4 -                       | 1:22.463        | 41.065                   | 2:03.528            | 86.52                                | 0.746 | 13:42:51.905        |
| 5 -                       | <b>1:21.017</b> | 41.889                   | 2:02.906 (3)        | 86.96                                | 0.124 | 13:44:54.811        |

| P10 5 U                   |                 | Kieran SMITH             |                     | Kawasaki ZX7R -    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.233 |                 | BEST LAP TIME : 2:01.233 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.003                   | 2:10.727            | 81.75              | 9.494 | 13:36:43.839        |
| 2 -                       | 1:22.902        | 41.673                   | 2:04.575            | 85.79              | 3.342 | 13:38:48.414        |
| 3 -                       | 1:22.462        | 41.231                   | 2:03.693 (3)        | 86.40              | 2.460 | 13:40:52.107        |
| 4 -                       | 1:22.063        | 40.545                   | 2:02.608 (2)        | 87.17              | 1.375 | 13:42:54.715        |
| 5 -                       | <b>1:20.930</b> | <b>40.303</b>            | <b>2:01.233 (1)</b> | <b>88.16</b>       |       | <b>13:44:55.948</b> |

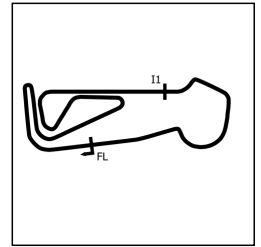
| P11 115 U                 |                 | Tony KEILTY              |                     | Suzuki GSXR 1000 - Eat Your Heart Out |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.426 |                 | BEST LAP TIME : 2:02.426 |                     | DIFFERENCE : 0.000                    |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                   | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.097                   | 2:10.836            | 81.69                                 | 8.410 | 13:36:43.948        |
| 2 -                       | 1:22.026        | 41.235                   | 2:03.261 (3)        | 86.71                                 | 0.835 | 13:38:47.209        |
| 3 -                       | 1:22.451        | 41.580                   | 2:04.031            | 86.17                                 | 1.605 | 13:40:51.240        |
| 4 -                       | 1:21.806        | 40.784                   | 2:02.590 (2)        | 87.18                                 | 0.164 | 13:42:53.830        |
| 5 -                       | <b>1:21.758</b> | <b>40.668</b>            | <b>2:02.426 (1)</b> | <b>87.30</b>                          |       | <b>13:44:56.256</b> |

| P12 25 U                  |                 | Jamie GREEN              |                     | Suzuki GSXR1000 -  |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.456 |                 | BEST LAP TIME : 2:02.456 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.987                   | 2:12.187            | 80.85              | 9.731 | 13:36:45.299        |
| 2 -                       | 1:22.817        | 41.498                   | 2:04.315            | 85.97              | 1.859 | 13:38:49.614        |
| 3 -                       | <b>1:21.778</b> | <b>40.678</b>            | <b>2:02.456 (1)</b> | <b>87.28</b>       |       | <b>13:40:52.070</b> |
| 4 -                       | 1:22.365        | 40.758                   | 2:03.123 (2)        | 86.80              | 0.667 | 13:42:55.193        |
| 5 -                       | 1:21.932        | 41.423                   | 2:03.355 (3)        | 86.64              | 0.899 | 13:44:58.548        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

| P13 69 E                  |                 | Tony RUSSO               |                     | Suzuki GSXR 750 - Wymark Lubricants |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.659 |                 | BEST LAP TIME : 2:03.013 |                     | DIFFERENCE : 0.354                  |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                 | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.346                   | 2:17.872            | 77.52                               | 14.859 | 13:36:50.984        |
| 2 -                       | 1:22.470        | 41.371                   | 2:03.841 (3)        | 86.30                               | 0.828  | 13:38:54.825        |
| 3 -                       | 1:22.132        | <b>41.028</b>            | 2:03.160 (2)        | 86.78                               | 0.147  | 13:40:57.985        |
| 4 -                       | 1:22.350        | 41.558                   | 2:03.908            | 86.25                               | 0.895  | 13:43:01.893        |
| 5 -                       | <b>1:21.631</b> | 41.382                   | <b>2:03.013 (1)</b> | <b>86.88</b>                        |        | <b>13:45:04.906</b> |

| P14 81 E                  |                 | Darren CORKETT           |                     | Suzuki GSXR 750 - Jackson & Phillips |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.191 |                 | BEST LAP TIME : 2:03.191 |                     | DIFFERENCE : 0.000                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.522                   | 2:13.709            | 79.93                                | 10.518 | 13:36:46.821        |
| 2 -                       | 1:22.825        | 41.962                   | 2:04.787 (3)        | 85.65                                | 1.596  | 13:38:51.608        |
| 3 -                       | 1:23.976        | 42.558                   | 2:06.534            | 84.46                                | 3.343  | 13:40:58.142        |
| 4 -                       | 1:22.622        | 41.765                   | 2:04.387 (2)        | 85.92                                | 1.196  | 13:43:02.529        |
| 5 -                       | <b>1:21.587</b> | <b>41.604</b>            | <b>2:03.191 (1)</b> | <b>86.76</b>                         |        | <b>13:45:05.720</b> |

| P15 82 E                  |                 | Matt HINNELLS            |                     | Honda CBR 954RR FIREBLADE - FH82Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.089 |                 | BEST LAP TIME : 2:07.102 |                     | DIFFERENCE : 0.013                     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.885                   | 2:17.365            | 77.80                                  | 10.263 | 13:36:50.477        |
| 2 -                       | 1:25.158        | 42.289                   | 2:07.447 (2)        | 83.86                                  | 0.345  | 13:38:57.924        |
| 3 -                       | 1:24.931        | <b>42.171</b>            | <b>2:07.102 (1)</b> | <b>84.09</b>                           |        | <b>13:41:05.026</b> |
| 4 -                       | 1:25.310        | 42.187                   | 2:07.497 (3)        | 83.83                                  | 0.395  | 13:43:12.523        |
| 5 -                       | <b>1:24.918</b> | 42.676                   | 2:07.594            | 83.76                                  | 0.492  | 13:45:20.117        |

| P16 87 E                  |                 | Ben DOOLAN               |                     | Yamaha R6 - my wallet |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.649 |                 | BEST LAP TIME : 2:04.649 |                     | DIFFERENCE : 0.000    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.030                   | 2:25.516            | 73.44                 | 20.867 | 13:36:58.628        |
| 2 -                       | 1:24.401        | 42.684                   | 2:07.085            | 84.10                 | 2.436  | 13:39:05.713        |
| 3 -                       | 1:24.265        | 42.799                   | 2:07.064 (3)        | 84.11                 | 2.415  | 13:41:12.777        |
| 4 -                       | <b>1:23.027</b> | <b>41.622</b>            | <b>2:04.649 (1)</b> | <b>85.74</b>          |        | <b>13:43:17.426</b> |
| 5 -                       | 1:23.612        | 42.059                   | 2:05.671 (2)        | 85.04                 | 1.022  | 13:45:23.097        |

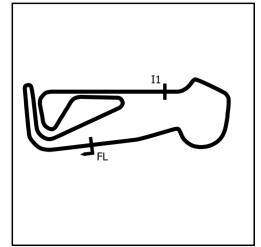
| P17 63 U                  |                 | Matthew WREN             |                     | Suzuki GSXR - TBR performance |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.520 |                 | BEST LAP TIME : 2:04.954 |                     | DIFFERENCE : 0.434            |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                           | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 54.422                   | 2:26.654            | 72.87                         | 21.700 | 13:36:59.766        |
| 2 -                       | 1:26.540        | 42.989                   | 2:09.529            | 82.51                         | 4.575  | 13:39:09.295        |
| 3 -                       | 1:24.174        | 41.997                   | 2:06.171 (3)        | 84.71                         | 1.217  | 13:41:15.466        |
| 4 -                       | 1:23.457        | <b>41.553</b>            | 2:05.010 (2)        | 85.49                         | 0.056  | 13:43:20.476        |
| 5 -                       | <b>1:22.967</b> | 41.987                   | <b>2:04.954 (1)</b> | <b>85.53</b>                  |        | <b>13:45:25.430</b> |

| P18 48 E                  |                 | Shaun WALLIS             |                     | Yamaha R6 - MBC Despatch Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.071 |                 | BEST LAP TIME : 2:07.071 |                     | DIFFERENCE : 0.000              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.245                   | 2:20.991            | 75.80                           | 13.920 | 13:36:54.103        |
| 2 -                       | 1:25.712        | 44.445                   | 2:10.157            | 82.11                           | 3.086  | 13:39:04.260        |
| 3 -                       | 1:25.477        | 43.801                   | 2:09.278 (3)        | 82.67                           | 2.207  | 13:41:13.538        |
| 4 -                       | <b>1:24.171</b> | <b>42.900</b>            | <b>2:07.071 (1)</b> | <b>84.11</b>                    |        | <b>13:43:20.609</b> |
| 5 -                       | 1:25.199        | 43.630                   | 2:08.829 (2)        | 82.96                           | 1.758  | 13:45:29.438        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

| P19 80 U Mark OVEL        |          | Yamaha R1 - I STILL NEED A SPONSOR |              |                    |       |              |
|---------------------------|----------|------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:10.461 |          | BEST LAP TIME : 2:10.461           |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                           | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 44.722                             | 2:20.135     | 76.26              | 9.674 | 13:36:53.247 |
| 2 -                       | 1:28.496 | 44.858                             | 2:13.354     | 80.14              | 2.893 | 13:39:06.601 |
| 3 -                       | 1:27.745 | 44.192                             | 2:11.937 (2) | 81.00              | 1.476 | 13:41:18.538 |
| 4 -                       | 1:28.858 | 44.193                             | 2:13.051 (3) | 80.33              | 2.590 | 13:43:31.589 |
| 5 -                       | 1:26.732 | 43.729                             | 2:10.461 (1) | 81.92              |       | 13:45:42.050 |

| P20 6 E Andrew FIRTH      |          | Yamaha YZF-R1 - IMP Racing |              |                    |        |              |
|---------------------------|----------|----------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:10.877 |          | BEST LAP TIME : 2:10.877   |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                   | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.627                     | 2:26.092     | 73.15              | 15.215 | 13:36:59.204 |
| 2 -                       | 1:28.388 | 45.441                     | 2:13.829     | 79.86              | 2.952  | 13:39:13.033 |
| 3 -                       | 1:27.362 | 44.607                     | 2:11.969 (3) | 80.98              | 1.092  | 13:41:25.002 |
| 4 -                       | 1:26.659 | 44.218                     | 2:10.877 (1) | 81.66              |        | 13:43:35.879 |
| 5 -                       | 1:26.753 | 44.293                     | 2:11.046 (2) | 81.55              | 0.169  | 13:45:46.925 |

| P21 51 E Paul BEESLEY     |          | Aprilia MILLE RSV -      |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:10.848 |          | BEST LAP TIME : 2:11.122 |              | DIFFERENCE : 0.274 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.229                   | 2:24.172     | 74.13              | 13.050 | 13:36:57.284 |
| 2 -                       | 1:29.937 | 45.203                   | 2:15.140     | 79.08              | 4.018  | 13:39:12.424 |
| 3 -                       | 1:28.971 | 44.126                   | 2:13.097 (3) | 80.30              | 1.975  | 13:41:25.521 |
| 4 -                       | 1:27.475 | 43.676                   | 2:11.151 (2) | 81.49              | 0.029  | 13:43:36.672 |
| 5 -                       | 1:27.172 | 43.950                   | 2:11.122 (1) | 81.51              |        | 13:45:47.794 |

| P22 89 E Daryl SKINNS     |          | Suzuki GSXR 750 - Target Site Services & Rapid Electrical |              |                    |        |              |
|---------------------------|----------|-----------------------------------------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:12.946 |          | BEST LAP TIME : 2:12.946                                  |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                                                  | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.580                                                    | 2:27.312     | 72.55              | 14.366 | 13:37:00.424 |
| 2 -                       | 1:28.839 | 46.069                                                    | 2:14.908     | 79.22              | 1.962  | 13:39:15.332 |
| 3 -                       | 1:28.640 | 45.088                                                    | 2:13.728 (2) | 79.92              | 0.782  | 13:41:29.060 |
| 4 -                       | 1:27.938 | 45.008                                                    | 2:12.946 (1) | 80.39              |        | 13:43:42.006 |
| 5 -                       | 1:28.536 | 45.267                                                    | 2:13.803 (3) | 79.87              | 0.857  | 13:45:55.809 |

| P23 11 E Jordan LANGFORD  |          | Yamaha R6 - JL racing    |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:13.470 |          | BEST LAP TIME : 2:13.503 |              | DIFFERENCE : 0.033 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.036                   | 2:25.435     | 73.49              | 11.932 | 13:36:58.547 |
| 2 -                       | 1:30.225 | 45.771                   | 2:15.996     | 78.59              | 2.493  | 13:39:14.543 |
| 3 -                       | 1:29.896 | 44.806                   | 2:14.702 (3) | 79.34              | 1.199  | 13:41:29.245 |
| 4 -                       | 1:28.664 | 44.839                   | 2:13.503 (1) | 80.05              |        | 13:43:42.748 |
| 5 -                       | 1:28.824 | 44.939                   | 2:13.763 (2) | 79.90              | 0.260  | 13:45:56.511 |

| P24 21 U Danny BRENNAN    |          | Susuki GSXR 1000 -       |              |                    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:12.342 |          | BEST LAP TIME : 2:13.393 |              | DIFFERENCE : 1.051 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.328                   | 2:23.507     | 74.47              | 10.114 | 13:36:56.619 |
| 2 -                       | 1:30.135 | 45.223                   | 2:15.358 (3) | 78.96              | 1.965  | 13:39:11.977 |
| 3 -                       | 1:34.930 | 45.153                   | 2:20.083     | 76.29              | 6.690  | 13:41:32.060 |
| 4 -                       | 1:29.670 | 44.040                   | 2:13.710 (2) | 79.93              | 0.317  | 13:43:45.770 |
| 5 -                       | 1:28.302 | 45.091                   | 2:13.393 (1) | 80.12              |        | 13:45:59.163 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                                          |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------------------------|--------|---------------------|
| <b>P25 75 E</b>           |                 | <b>Stewart MAY</b>       |                     | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em |        |                     |
| IDEAL LAP TIME : 2:13.463 |                 | BEST LAP TIME : 2:13.622 |                     | DIFFERENCE : 0.159                                       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.834                   | 2:28.019            | 72.20                                                    | 14.397 | 13:37:01.131        |
| 2 -                       | 1:29.587        | 45.511                   | 2:15.098 (2)        | 79.11                                                    | 1.476  | 13:39:16.229        |
| 3 -                       | 1:30.581        | <b>44.713</b>            | 2:15.294            | 78.99                                                    | 1.672  | 13:41:31.523        |
| 4 -                       | 1:30.161        | 44.953                   | 2:15.114 (3)        | 79.10                                                    | 1.492  | 13:43:46.637        |
| 5 -                       | <b>1:28.750</b> | 44.872                   | <b>2:13.622 (1)</b> | <b>79.98</b>                                             |        | <b>13:46:00.259</b> |

|                           |                 |                          |                     |                                 |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|--------|---------------------|
| <b>P26 88 E</b>           |                 | <b>George PRINOS</b>     |                     | Ducati 996 - KAPPA PLANNING LTD |        |                     |
| IDEAL LAP TIME : 2:14.502 |                 | BEST LAP TIME : 2:14.852 |                     | DIFFERENCE : 0.350              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.397                   | 2:27.043            | 72.68                           | 12.191 | 13:37:00.155        |
| 2 -                       | <b>1:30.101</b> | 45.833                   | 2:15.934 (2)        | 78.62                           | 1.082  | 13:39:16.089        |
| 3 -                       | 1:30.451        | <b>44.401</b>            | <b>2:14.852 (1)</b> | <b>79.25</b>                    |        | <b>13:41:30.941</b> |
| 4 -                       | 1:30.763        | 46.335                   | 2:17.098            | 77.95                           | 2.246  | 13:43:48.039        |
| 5 -                       | 1:30.987        | 45.699                   | 2:16.686 (3)        | 78.19                           | 1.834  | 13:46:04.725        |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P27 211 U</b>          |                 | <b>Ben HYLAND</b>        |                     | Yamaha R1 -        |        |                     |
| IDEAL LAP TIME : 2:20.740 |                 | BEST LAP TIME : 2:21.098 |                     | DIFFERENCE : 0.358 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.991                   | 2:34.290            | 69.27              | 13.192 | 13:37:07.402        |
| 2 -                       | 1:34.927        | 48.120                   | 2:23.047            | 74.71              | 1.949  | 13:39:30.449        |
| 3 -                       | 1:34.090        | 47.928                   | 2:22.018 (3)        | 75.25              | 0.920  | 13:41:52.467        |
| 4 -                       | <b>1:33.558</b> | 47.540                   | <b>2:21.098 (1)</b> | <b>75.74</b>       |        | <b>13:44:13.565</b> |
| 5 -                       | 1:34.217        | <b>47.182</b>            | 2:21.399 (2)        | 75.58              | 0.301  | 13:46:34.964        |

|                           |          |                  |          |                                              |      |              |
|---------------------------|----------|------------------|----------|----------------------------------------------|------|--------------|
| <b>P28 888 U</b>          |          | <b>Paul FAGG</b> |          | Yamaha R1 4C8 - -Contact me for sponsorship- |      |              |
| IDEAL LAP TIME : 2:27.926 |          | BEST LAP TIME :  |          | DIFFERENCE :                                 |      |              |
| LAP                       | SECTOR 1 | SECTOR 2         | LAP TIME | MPH                                          | DIFF | TIME OF DAY  |
| 1 -                       |          | <b>50.369</b>    | 2:36.247 | 68.40                                        |      | 13:37:09.359 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |          |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|----------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME     | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | PERFECT LAP 1:58.539    |     |          |          |          |       |
| 1        | 53  | 1:19.068 | 102      | 39.471 | 1                       | 102 | FEARN    | 1:58.777 | 1:58.796 | 0.019 |
| 2        | 102 | 1:19.306 | 53       | 39.727 | 2                       | 53  | McGLYNN  | 1:58.795 | 1:58.966 | 0.171 |
| 3        | 78  | 1:19.684 | 78       | 39.941 | 3                       | 78  | THOMAS   | 1:59.625 | 1:59.767 | 0.142 |
| 4        | 20  | 1:20.041 | 47       | 39.993 | 4                       | 47  | DANCE    | 2:00.146 | 2:00.305 | 0.159 |
| 5        | 85  | 1:20.068 | 46       | 40.183 | 5                       | 85  | WOOD     | 2:00.309 | 2:00.562 | 0.253 |
| 6        | 47  | 1:20.153 | 85       | 40.241 | 6                       | 20  | SWYER    | 2:00.719 | 2:00.719 | 0.000 |
| 7        | 19  | 1:20.398 | 5        | 40.303 | 7                       | 46  | GATES    | 2:00.851 | 2:00.851 | 0.000 |
| 8        | 46  | 1:20.668 | 19       | 40.477 | 8                       | 19  | DONOVAN  | 2:00.875 | 2:01.092 | 0.217 |
| 9        | 5   | 1:20.930 | 115      | 40.668 | 9                       | 5   | SMITH    | 2:01.233 | 2:01.233 | 0.000 |
| 10       | 23  | 1:21.017 | 20       | 40.678 | 10                      | 23  | ROSE     | 2:01.978 | 2:02.782 | 0.804 |
| 11       | 81  | 1:21.587 | 25       | 40.678 | 11                      | 115 | KEILTY   | 2:02.426 | 2:02.426 | 0.000 |
| 12       | 69  | 1:21.631 | 23       | 40.961 | 12                      | 25  | GREEN    | 2:02.456 | 2:02.456 | 0.000 |
| 13       | 115 | 1:21.758 | 69       | 41.028 | 13                      | 69  | RUSSO    | 2:02.659 | 2:03.013 | 0.354 |
| 14       | 25  | 1:21.778 | 63       | 41.553 | 14                      | 81  | CORKETT  | 2:03.191 | 2:03.191 | 0.000 |
| 15       | 63  | 1:22.967 | 81       | 41.604 | 15                      | 63  | WREN     | 2:04.520 | 2:04.954 | 0.434 |
| 16       | 87  | 1:23.027 | 87       | 41.622 | 16                      | 87  | DOOLAN   | 2:04.649 | 2:04.649 | 0.000 |
| 17       | 48  | 1:24.171 | 82       | 42.171 | 17                      | 48  | WALLIS   | 2:07.071 | 2:07.071 | 0.000 |
| 18       | 82  | 1:24.918 | 48       | 42.900 | 18                      | 82  | HINNELLS | 2:07.089 | 2:07.102 | 0.013 |
| 19       | 6   | 1:26.659 | 51       | 43.676 | 19                      | 80  | OVEL     | 2:10.461 | 2:10.461 | 0.000 |
| 20       | 80  | 1:26.732 | 80       | 43.729 | 20                      | 51  | BEESELEY | 2:10.848 | 2:11.122 | 0.274 |
| 21       | 51  | 1:27.172 | 21       | 44.040 | 21                      | 6   | FIRTH    | 2:10.877 | 2:10.877 | 0.000 |
| 22       | 89  | 1:27.938 | 6        | 44.218 | 22                      | 21  | BRENNAN  | 2:12.342 | 2:13.393 | 1.051 |
| 23       | 21  | 1:28.302 | 88       | 44.401 | 23                      | 89  | SKINNS   | 2:12.946 | 2:12.946 | 0.000 |
| 24       | 11  | 1:28.664 | 75       | 44.713 | 24                      | 75  | MAY      | 2:13.463 | 2:13.622 | 0.159 |
| 25       | 75  | 1:28.750 | 11       | 44.806 | 25                      | 11  | LANGFORD | 2:13.470 | 2:13.503 | 0.033 |
| 26       | 88  | 1:30.101 | 89       | 45.008 | 26                      | 88  | PRINOS   | 2:14.502 | 2:14.852 | 0.350 |
| 27       | 211 | 1:33.558 | 211      | 47.182 | 27                      | 211 | HYLAND   | 2:20.740 | 2:21.098 | 0.358 |
| 28       | 888 | 1:37.557 | 888      | 50.369 | 28                      | 888 | FAGG     |          |          |       |
| 29       |     |          |          |        |                         |     |          |          |          |       |
| 30       |     |          |          |        |                         |     |          |          |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - STATISTICS

Competitors Started 30

Planned Start 2025-05-03 @ 12:50:00.000

Actual Start 2025-05-03 @ 13:34:33.111

Finish Time 2025-05-03 @ 13:44:34.688

Track Length 2.9689mi.

Total Laps 136

Total Distance Covered 403.7719mi.

Session Fastest Lap History

| NO  | CL | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE |
|-----|----|----------------|----------|--------------|-----|---------|
| 53  | U  | Seamus McGLYNN | 1:58.966 | 13:38:36.929 | 2   |         |
| 102 | U  | James FEARN    | 1:58.818 | 13:40:38.281 | 3   |         |
| 102 | U  | James FEARN    | 1:58.796 | 13:42:37.077 | 4   |         |

Session Leader History

| NO | CL | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE |
|----|----|----------------|----------|----------|-------------|---------|
| 53 | U  | Seamus McGLYNN | 1        | 5        | 14.84 miles |         |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 13:34:33.111 |
| FINISH | 13:44:34.688 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:07.913  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - STATISTICS

CLASS : E

12 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----------------|----------|--------------|-----|-----------------|
| 81 | Darren CORKETT | 2:04.787 | 13:38:51.608 | 2   | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 2:03.841 | 13:38:54.825 | 2   | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 2:03.160 | 13:40:57.985 | 3   | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 2:03.013 | 13:45:04.906 | 5   | Suzuki GSXR 750 |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|----------------|----------|----------|------------|-----------------|
| 81 | Darren CORKETT | 1        | 2        | 5.93 miles | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 3        | 3        | 8.90 miles | Suzuki GSXR 750 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - STATISTICS

**CLASS : U**

18 Starters

#### Fastest Lap History

| NO  | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE |
|-----|----------------|----------|--------------|-----|---------|
| 53  | Seamus McGLYNN | 1:58.966 | 13:38:36.929 | 2   |         |
| 102 | James FEARN    | 1:58.818 | 13:40:38.281 | 3   |         |
| 102 | James FEARN    | 1:58.796 | 13:42:37.077 | 4   |         |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE |
|----|----------------|----------|----------|-------------|---------|
| 53 | Seamus McGLYNN | 1        | 5        | 14.84 miles |         |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - GRID (5 Laps)

|        |    |     |                  |    |               |              |    |               |    |                |            |          |              |                 |             |          |          |          |          |
|--------|----|-----|------------------|----|---------------|--------------|----|---------------|----|----------------|------------|----------|--------------|-----------------|-------------|----------|----------|----------|----------|
| ROW 11 | 32 |     |                  | 33 | Mark BISWELL  | 31           |    |               | 40 | Malcolm BATE   |            |          |              |                 |             |          |          |          |          |
| ROW 10 | 30 | 888 | Paul FAGG        | 29 | 3             | Oliver ARBON | 28 |               |    | 211            | Ben HYLAND | 2:21.098 |              |                 |             |          |          |          |          |
| ROW 9  | 27 |     |                  | 88 | George PRINOS | 26           |    |               | 75 | Stewart MAY    | 2:13.622   | 25       | 11           | Jordan LANGFORD | 2:13.503    |          |          |          |          |
| ROW 8  | 24 | 17  | Jordan KILLWORTH | 23 |               |              | 21 | Danny BRENNAN | 22 |                |            | 89       | Daryl SKINNS | 2:12.946        | 2:13.393    |          |          |          |          |
| ROW 7  | 21 |     |                  | 51 | Paul BEESLEY  | 20           |    |               | 6  | Andrew FIRTH   | 19         |          |              | 80              | Mark OVEL   | 2:10.461 | 2:10.877 | 2:11.122 |          |
| ROW 6  | 18 | 82  | Matt HINNELLS    | 17 |               |              | 48 | Shaun WALLIS  | 16 |                |            | 63       | Matthew WREN | 2:04.954        |             |          | 2:07.071 | 2:07.102 |          |
| ROW 5  | 15 |     |                  | 87 | Ben DOOLAN    | 14           |    |               | 81 | Darren CORKETT | 13         |          |              | 69              | Tony RUSSO  | 2:03.013 |          | 2:03.191 | 2:04.649 |
| ROW 4  | 12 | 23  | Justin ROSE      | 11 |               |              | 25 | Jamie GREEN   | 10 |                |            | 115      | Tony KEILTY  | 2:02.426        |             |          | 2:02.456 | 2:02.782 |          |
| ROW 3  | 9  |     |                  | 5  | Kieran SMITH  | 8            |    |               | 19 | Tyler DONOVAN  | 7          |          |              | 46              | Simon GATES | 2:00.851 |          | 2:01.092 | 2:01.233 |
| ROW 2  | 6  | 20  | Connor SWYER     | 5  |               |              | 85 | Clinton WOOD  | 4  |                |            | 47       | Daryl DANCE  | 2:00.305        |             |          | 2:00.562 | 2:00.719 |          |
| ROW 1  | 3  |     |                  | 78 | Jamie THOMAS  | 2            |    |               | 53 | Seamus McGLYNN | 1          |          |              | 102             | James FEARN | 1:58.796 |          | 1:58.966 | 1:59.767 |
|        |    |     |                  |    |               |              |    |               |    |                |            |          |              |                 |             | Pole     |          |          |          |

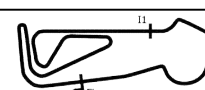
Pole

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

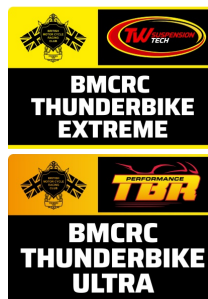
Printed - 13:51 Saturday, 03 May 2025

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME             | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 5   | U  | 1   | Kieran SMITH     | Kawasaki ZX7R -                                          | 5    | 10:15.535 |          |        | 86.81 | 1:57.928 | 5  | 9   | 8  |
| 2   | 85  | U  | 2   | Clinton WOOD     | Suzuki GSXR1000 - CLINTON WOOD                           | 5    | 10:15.579 | 0.044    | 0.044  | 86.81 | 2:01.038 | 5  | 5   | 3  |
| 3   | 19  | U  | 3   | Tyler DONOVAN    | Kawasaki ZX10R - Tinder Corp                             | 5    | 10:21.932 | 6.397    | 6.353  | 85.92 | 2:00.890 | 4  | 8   | 5  |
| 4   | 78  | U  | 4   | Jamie THOMAS     | Suzuki GSXR 1000 - Team RubyRacing                       | 5    | 10:22.653 | 7.118    | 0.721  | 85.82 | 2:02.234 | 5  | 3   | -1 |
| 5   | 102 | U  | 5   | James FEARN      | - Greenplant satellite team                              | 5    | 10:22.979 | 7.444    | 0.326  | 85.78 | 2:01.801 | 5  | 1   | -4 |
| 6   | 23  | U  | 6   | Justin ROSE      | Yamaha R1 - J. Rose roofing services                     | 5    | 10:30.469 | 14.934   | 7.490  | 84.76 | 2:02.860 | 5  | 12  | 6  |
| 7   | 20  | U  | 7   | Connor SWYER     | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm &   | 5    | 10:30.831 | 15.296   | 0.362  | 84.71 | 2:02.261 | 5  | 6   | -1 |
| 8   | 115 | U  | 8   | Tony KEILTY      | Suzuki GSXR 1000 - Eat Your Heart Out                    | 5    | 10:32.147 | 16.612   | 1.316  | 84.53 | 2:02.860 | 5  | 10  | 2  |
| 9   | 25  | U  | 9   | Jamie GREEN      | Suzuki GSXR1000 -                                        | 5    | 10:48.759 | 33.224   | 16.612 | 82.37 | 2:05.254 | 5  | 11  | 2  |
| 10  | 63  | U  | 10  | Matthew WREN     | Suzuki GSXR - TBR performance                            | 5    | 11:02.425 | 46.890   | 13.666 | 80.67 | 2:09.772 | 3  | 16  | 6  |
| 11  | 82  | E  | 1   | Matt HINNELLS    | Honda CBR 954RR FIREBLADE - FH82Racing                   | 5    | 11:10.648 | 55.113   | 8.223  | 79.68 | 2:09.180 | 5  | 18  | 7  |
| 12  | 48  | E  | 2   | Shaun WALLIS     | Yamaha R6 - MBC Despatch Racing                          | 5    | 11:11.504 | 55.969   | 0.856  | 79.58 | 2:08.957 | 5  | 17  | 5  |
| 13  | 6   | E  | 3   | Andrew FIRTH     | Yamaha YZF-R1 - IMP Racing                               | 5    | 11:17.804 | 1:02.269 | 6.300  | 78.84 | 2:12.630 | 4  | 20  | 7  |
| 14  | 80  | U  | 11  | Mark OVEL        | Yamaha R1 - I STILL NEED A SPONSOR                       | 5    | 11:17.933 | 1:02.398 | 0.129  | 78.82 | 2:11.428 | 5  | 19  | 5  |
| 15  | 21  | U  | 12  | Danny BRENNAN    | Susuki GSXR 1000 -                                       | 5    | 11:20.888 | 1:05.353 | 2.955  | 78.48 | 2:13.824 | 2  | 23  | 8  |
| 16  | 17  | U  | 13  | Jordan KILLWORTH | Yamaha R1 4C8 - Greenplant/Pass Bike                     | 5    | 11:21.788 | 1:06.253 | 0.900  | 78.38 | 2:09.457 | 5  | 24  | 8  |
| 17  | 51  | E  | 4   | Paul BEESLEY     | Aprilia MILLE RSV -                                      | 5    | 11:23.255 | 1:07.720 | 1.467  | 78.21 | 2:12.155 | 5  | 21  | 4  |
| 18  | 69  | E  | 5   | Tony RUSSO       | Suzuki GSXR 750 - Wymark Lubricants                      | 5    | 11:34.493 | 1:18.958 | 11.238 | 76.94 | 2:14.413 | 2  | 13  | -5 |
| 19  | 75  | E  | 6   | Stewart MAY      | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em | 5    | 11:34.998 | 1:19.463 | 0.505  | 76.89 | 2:14.629 | 5  | 26  | 7  |
| 20  | 11  | E  | 7   | Jordan LANGFORD  | Yamaha R6 - JL racing                                    | 5    | 11:35.556 | 1:20.021 | 0.558  | 76.83 | 2:14.431 | 5  | 25  | 5  |

#### NOT CLASSIFIED

|     |     |   |  |                |                                              |   |          |        |        |       |          |   |    |  |
|-----|-----|---|--|----------------|----------------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 88  | E |  | George PRINOS  | Ducati 996 - KAPPA PLANNING LTD              | 4 | 9:44.810 | 1 Lap  | 1 Lap  | 73.10 | 2:22.982 | 2 | 27 |  |
| DNF | 53  | U |  | Seamus McGLYNN | - S and d build and design Ltd               | 3 | 6:12.994 | 2 Laps | 1 Lap  | 85.96 | 2:01.985 | 3 | 2  |  |
| DNF | 87  | E |  | Ben DOOLAN     | Yamaha R6 - my wallet                        | 2 | 4:39.113 | 3 Laps | 1 Lap  | 76.58 | 2:16.383 | 2 | 15 |  |
| DNF | 888 | U |  | Paul FAGG      | Yamaha R1 4C8 - -Contact me for sponsorship- | 2 | 5:19.045 | 3 Laps | 39.932 | 67.00 | 2:34.917 | 2 | 30 |  |
| DNF | 47  | U |  | Daryl DANCE    | YAMAHA YZF R1 - 2 brothers scaffolding       | 1 | 2:21.457 | 4 Laps | 1 Lap  | 75.55 |          |   | 4  |  |
| DNF | 81  | E |  | Darren CORKETT | Suzuki GSXR 750 - Jackson & Phillips         | 0 |          |        |        |       |          |   | 14 |  |

#### NOT STARTED

|    |    |   |  |             |                                                   |  |  |  |  |  |  |  |   |  |
|----|----|---|--|-------------|---------------------------------------------------|--|--|--|--|--|--|--|---|--|
| NS | 46 | U |  | Simon GATES | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |  |  |  |  |  |  |  | 7 |  |
|----|----|---|--|-------------|---------------------------------------------------|--|--|--|--|--|--|--|---|--|

#### FASTEST LAP

|  |    |   |  |              |                                 |   |          |  |           |  |            |  |  |  |
|--|----|---|--|--------------|---------------------------------|---|----------|--|-----------|--|------------|--|--|--|
|  | 5  | U |  | Kieran SMITH | Kawasaki ZX7R -                 | 5 | 1:57.928 |  | 90.63 mph |  | 145.85 kph |  |  |  |
|  | 48 | E |  | Shaun WALLIS | Yamaha R6 - MBC Despatch Racing | 5 | 2:08.957 |  | 82.88 mph |  | 133.38 kph |  |  |  |

Class U - 92.5% of Race Speed = 80.29 mph  
Class E - 92.5% of Race Speed = 73.70 mph

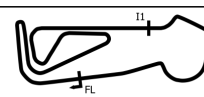
Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 10:23 Finish: 10:34  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:38 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 15 - LAP CHART

| LAP 1 @ 10:26:07.282 | LAP 2 @ 10:28:09.423  | LAP 3 @ 10:30:11.294 | LAP 4 @ 10:32:12.961 | LAP 5 @ 10:34:13.955 |
|----------------------|-----------------------|----------------------|----------------------|----------------------|
| NO BEHIND LAP TIME   | NO BEHIND LAP TIME    | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   |
| 53 2:08.862          | 85 2:01.963           | 85 2:01.871          | 85 2:01.667          | 5 1:57.928           |
| 85 0.178 2:09.040    | 53 0.006 2:02.147     | 53 0.120 2:01.985    | 5 3.066 1:59.434     | 85 0.044 2:01.038    |
| 102 1.795 2:10.657   | 78 3.423 2:02.966     | 78 4.658 2:03.106    | 78 5.878 2:02.887    | 19 6.397 2:01.249    |
| 78 2.598 2:11.460    | 102 3.947 2:04.293    | 102 5.175 2:03.099   | 19 6.142 2:00.890    | 78 7.118 2:02.234    |
| 19 4.819 2:13.681    | 19 6.549 2:03.871     | 5 5.299 2:00.146     | 102 6.637 2:03.129   | 102 7.444 2:01.801   |
| 5 4.864 2:13.726     | 5 7.024 2:04.301      | 19 6.919 2:02.241    | 23 13.068 2:03.087   | 23 14.934 2:02.860   |
| 115 5.505 2:14.367   | 115 8.631 2:05.267    | 23 11.648 2:03.719   | 20 14.029 2:03.920   | 20 15.296 2:02.261   |
| 23 6.281 2:15.143    | 20 9.275 2:05.054     | 20 11.776 2:04.372   | 115 14.746 2:04.043  | 115 16.612 2:02.860  |
| 20 6.362 2:15.224    | 23 9.800 2:05.660     | 115 12.370 2:05.610  | 25 28.964 2:06.467   | 25 33.224 2:05.254   |
| 63 11.454 2:20.316   | 25 19.590 2:08.038    | 25 24.164 2:06.445   | 63 37.551 2:11.117   | 63 46.890 2:10.333   |
| 47 12.595 2:21.457   | 63 20.200 2:10.887    | 63 28.101 2:09.772   | 82 46.927 2:11.058   | 82 55.113 2:09.180   |
| 25 13.693 2:22.555   | 21 26.629 2:13.824    | 82 37.536 2:10.897   | 48 48.006 2:10.462   | 48 55.969 2:08.957   |
| 87 13.868 2:22.730   | 6 27.585 2:13.754     | 21 38.903 2:14.145   | 6 50.074 2:12.630    | 6 1:02.269 2:13.189  |
| 21 14.946 2:23.808   | 87 28.110 2:16.383    | 6 39.111 2:13.397    | 80 51.964 2:12.024   | 80 1:02.398 2:11.428 |
| 6 15.972 2:24.834    | 48 28.269 2:13.566    | 48 39.211 2:12.813   | 21 52.352 2:15.116   | 21 1:05.353 2:13.995 |
| 48 16.844 2:25.706   | 82 28.510 2:12.755    | 80 41.607 2:12.321   | 51 56.559 2:13.618   | 17 1:06.253 2:09.457 |
| 69 16.989 2:25.851   | 69 29.261 2:14.413    | 69 43.311 2:15.921   | 17 57.790 2:09.912   | 51 1:07.720 2:12.155 |
| 80 17.658 2:26.520   | 80 31.157 2:15.640    | 51 44.608 2:14.529   | 69 1:00.407 2:18.763 | 69 1:18.958 2:19.545 |
| 82 17.896 2:26.758   | 51 31.950 2:15.409    | 17 49.545 2:12.717   | 75 1:05.828 2:14.644 | 75 1:19.463 2:14.629 |
| 51 18.682 2:27.544   | 11 36.848 2:17.554    | 11 51.586 2:16.609   | 11 1:06.584 2:16.665 | 11 1:20.021 2:14.431 |
| 11 21.435 2:30.297   | 17 38.699 2:17.706    | 75 52.851 2:14.661   | 88 1:30.269 2:24.082 |                      |
| 17 23.134 2:31.996   | 75 40.061 2:17.995    | 88 1:07.854 2:23.561 |                      |                      |
| 75 24.207 2:33.069   | 88 46.164 2:22.982    |                      |                      |                      |
| 88 25.323 2:34.185   | 888 1:08.042 2:34.917 |                      |                      |                      |
| 888 35.266 2:44.128  |                       |                      |                      |                      |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

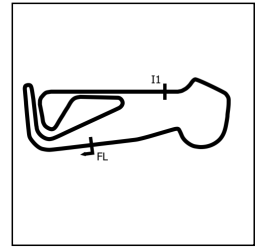
RACE 15 - POSITION CHART

| No  | Name      | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|-----------|-----|-----|-----|-----|-----|-----|
|     |           | Pos |     |     |     |     |     |
| 102 | FEARN     | 1   | 53  | 85  | 85  | 85  | 5   |
| 53  | McGLYNN   | 2   | 85  | 53  | 53  | 5   | 85  |
| 78  | THOMAS    | 3   | 102 | 78  | 78  | 78  | 19  |
| 47  | DANCE     | 4   | 78  | 102 | 102 | 19  | 78  |
| 85  | WOOD      | 5   | 19  | 19  | 5   | 102 | 102 |
| 20  | SWYER     | 6   | 5   | 5   | 19  | 23  | 23  |
| 46  | GATES     | 7   | 115 | 115 | 23  | 20  | 20  |
| 19  | DONOVAN   | 8   | 23  | 20  | 20  | 115 | 115 |
| 5   | SMITH     | 9   | 20  | 23  | 115 | 25  | 25  |
| 115 | KEILTY    | 10  | 63  | 25  | 25  | 63  | 63  |
| 25  | GREEN     | 11  | 47  | 63  | 63  | 82  | 82  |
| 23  | ROSE      | 12  | 25  | 21  | 82  | 48  | 48  |
| 69  | RUSSO     | 13  | 87  | 6   | 21  | 6   | 6   |
| 81  | CORKETT   | 14  | 21  | 87  | 6   | 80  | 80  |
| 87  | DOOLAN    | 15  | 6   | 48  | 48  | 21  | 21  |
| 63  | WREN      | 16  | 48  | 82  | 80  | 51  | 17  |
| 48  | WALLIS    | 17  | 69  | 69  | 69  | 17  | 51  |
| 82  | HINNELLS  | 18  | 80  | 80  | 51  | 69  | 69  |
| 80  | OVEL      | 19  | 82  | 51  | 17  | 75  | 75  |
| 6   | FIRTH     | 20  | 51  | 11  | 11  | 11  | 11  |
| 51  | BEESLEY   | 21  | 11  | 17  | 75  | 88  |     |
| 21  | BRENNAN   | 22  | 17  | 75  | 88  |     |     |
| 17  | KILLWORTH | 23  | 75  | 88  |     |     |     |
| 11  | LANGFORD  | 24  | 88  | 888 |     |     |     |
| 75  | MAY       | 25  | 888 |     |     |     |     |
| 88  | PRINOS    | 26  |     |     |     |     |     |
| 888 | FAGG      | 27  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - SECTOR ANALYSIS



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

| P1 5 U                    |          | Kieran SMITH             |              | Kawasaki ZX7R -    |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:57.928 |          | BEST LAP TIME : 1:57.928 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.148                   | 2:13.726     | 79.92              | 15.798 | 10:26:12.146 |
| 2 -                       | 1:23.544 | 40.757                   | 2:04.301     | 85.98              | 6.373  | 10:28:16.447 |
| 3 -                       | 1:20.321 | 39.825                   | 2:00.146 (3) | 88.95              | 2.218  | 10:30:16.593 |
| 4 -                       | 1:19.829 | 39.605                   | 1:59.434 (2) | 89.48              | 1.506  | 10:32:16.027 |
| 5 -                       | 1:18.465 | 39.463                   | 1:57.928 (1) | 90.63              |        | 10:34:13.955 |

| P2 85 U                   |          | Clinton WOOD             |              | Suzuki GSXR1000 - CLINTON WOOD |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:01.038 |          | BEST LAP TIME : 2:01.038 |              | DIFFERENCE : 0.000             |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                            | DIFF  | TIME OF DAY  |
| 1 -                       |          | 40.876                   | 2:09.040     | 82.82                          | 8.002 | 10:26:07.460 |
| 2 -                       | 1:21.161 | 40.802                   | 2:01.963     | 87.63                          | 0.925 | 10:28:09.423 |
| 3 -                       | 1:21.096 | 40.775                   | 2:01.871 (3) | 87.69                          | 0.833 | 10:30:11.294 |
| 4 -                       | 1:21.006 | 40.661                   | 2:01.667 (2) | 87.84                          | 0.629 | 10:32:12.961 |
| 5 -                       | 1:20.634 | 40.404                   | 2:01.038 (1) | 88.30                          |       | 10:34:13.999 |

| P3 19 U                   |          | Tyler DONOVAN            |              | Kawasaki ZX10R - Tinder Corp |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:00.672 |          | BEST LAP TIME : 2:00.890 |              | DIFFERENCE : 0.218           |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                          | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.424                   | 2:13.681     | 79.95                        | 12.791 | 10:26:12.101 |
| 2 -                       | 1:23.204 | 40.667                   | 2:03.871     | 86.28                        | 2.981  | 10:28:15.972 |
| 3 -                       | 1:21.657 | 40.584                   | 2:02.241 (3) | 87.43                        | 1.351  | 10:30:18.213 |
| 4 -                       | 1:20.465 | 40.425                   | 2:00.890 (1) | 88.41                        |        | 10:32:19.103 |
| 5 -                       | 1:20.247 | 41.002                   | 2:01.249 (2) | 88.14                        | 0.359  | 10:34:20.352 |

| P4 78 U                   |          | Jamie THOMAS             |              | Suzuki GSXR 1000 - Team RubyRacing |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:02.170 |          | BEST LAP TIME : 2:02.234 |              | DIFFERENCE : 0.064                 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.116                   | 2:11.460     | 81.30                              | 9.226 | 10:26:09.880 |
| 2 -                       | 1:21.791 | 41.175                   | 2:02.966 (3) | 86.91                              | 0.732 | 10:28:12.846 |
| 3 -                       | 1:22.222 | 40.884                   | 2:03.106     | 86.82                              | 0.872 | 10:30:15.952 |
| 4 -                       | 1:21.901 | 40.986                   | 2:02.887 (2) | 86.97                              | 0.653 | 10:32:18.839 |
| 5 -                       | 1:21.286 | 40.948                   | 2:02.234 (1) | 87.43                              |       | 10:34:21.073 |

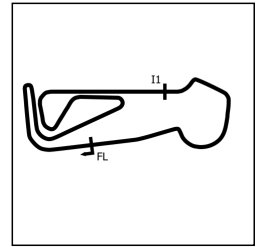
| P5 102 U                  |          | James FEARN              |              | - Greenplant satellite team |       |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------|-------|--------------|
| IDEAL LAP TIME : 2:01.801 |          | BEST LAP TIME : 2:01.801 |              | DIFFERENCE : 0.000          |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                         | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.558                   | 2:10.657     | 81.80                       | 8.856 | 10:26:09.077 |
| 2 -                       | 1:23.416 | 40.877                   | 2:04.293     | 85.99                       | 2.492 | 10:28:13.370 |
| 3 -                       | 1:22.085 | 41.014                   | 2:03.099 (2) | 86.82                       | 1.298 | 10:30:16.469 |
| 4 -                       | 1:22.235 | 40.894                   | 2:03.129 (3) | 86.80                       | 1.328 | 10:32:19.598 |
| 5 -                       | 1:21.421 | 40.380                   | 2:01.801 (1) | 87.75                       |       | 10:34:21.399 |

| P6 23 U                   |          | Justin ROSE              |              | Yamaha R1 - J. Rose roofing services |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.860 |          | BEST LAP TIME : 2:02.860 |              | DIFFERENCE : 0.000                   |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                  | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.341                   | 2:15.143     | 79.08                                | 12.283 | 10:26:13.563 |
| 2 -                       | 1:23.545 | 42.115                   | 2:05.660     | 85.05                                | 2.800  | 10:28:19.223 |
| 3 -                       | 1:22.595 | 41.124                   | 2:03.719 (3) | 86.38                                | 0.859  | 10:30:22.942 |
| 4 -                       | 1:22.059 | 41.028                   | 2:03.087 (2) | 86.83                                | 0.227  | 10:32:26.029 |
| 5 -                       | 1:21.971 | 40.889                   | 2:02.860 (1) | 86.99                                |        | 10:34:28.889 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - SECTOR ANALYSIS



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

| P7 20 U                   |          | Connor SWYER             |              | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm & dac |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.261 |          | BEST LAP TIME : 2:02.261 |              | DIFFERENCE : 0.000                                         |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                        | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.183                   | 2:15.224     | 79.03                                                      | 12.963 | 10:26:13.644 |
| 2 -                       | 1:23.493 | 41.561                   | 2:05.054     | 85.46                                                      | 2.793  | 10:28:18.698 |
| 3 -                       | 1:21.908 | 42.464                   | 2:04.372 (3) | 85.93                                                      | 2.111  | 10:30:23.070 |
| 4 -                       | 1:22.136 | 41.784                   | 2:03.920 (2) | 86.24                                                      | 1.659  | 10:32:26.990 |
| 5 -                       | 1:21.530 | 40.731                   | 2:02.261 (1) | 87.42                                                      |        | 10:34:29.251 |

| P8 115 U                  |          | Tony KEILTY              |              | Suzuki GSXR 1000 - Eat Your Heart Out |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.860 |          | BEST LAP TIME : 2:02.860 |              | DIFFERENCE : 0.000                    |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.146                   | 2:14.367     | 79.54                                 | 11.507 | 10:26:12.787 |
| 2 -                       | 1:23.648 | 41.619                   | 2:05.267 (3) | 85.32                                 | 2.407  | 10:28:18.054 |
| 3 -                       | 1:23.512 | 42.098                   | 2:05.610     | 85.08                                 | 2.750  | 10:30:23.664 |
| 4 -                       | 1:22.829 | 41.214                   | 2:04.043 (2) | 86.16                                 | 1.183  | 10:32:27.707 |
| 5 -                       | 1:21.915 | 40.945                   | 2:02.860 (1) | 86.99                                 |        | 10:34:30.567 |

| P9 25 U                   |          | Jamie GREEN              |              | Suzuki GSXR1000 -  |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:05.254 |          | BEST LAP TIME : 2:05.254 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 43.569                   | 2:22.555     | 74.97              | 17.301 | 10:26:20.975 |
| 2 -                       | 1:25.505 | 42.533                   | 2:08.038     | 83.47              | 2.784  | 10:28:29.013 |
| 3 -                       | 1:24.417 | 42.028                   | 2:06.445 (2) | 84.52              | 1.191  | 10:30:35.458 |
| 4 -                       | 1:24.237 | 42.230                   | 2:06.467 (3) | 84.51              | 1.213  | 10:32:41.925 |
| 5 -                       | 1:23.861 | 41.393                   | 2:05.254 (1) | 85.33              |        | 10:34:47.179 |

| P10 63 U                  |          | Matthew WREN             |              | Suzuki GSXR - TBR performance |        |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:09.367 |          | BEST LAP TIME : 2:09.772 |              | DIFFERENCE : 0.405            |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                           | DIFF   | TIME OF DAY  |
| 1 -                       |          | 44.715                   | 2:20.316     | 76.17                         | 10.544 | 10:26:18.736 |
| 2 -                       | 1:27.608 | 43.279                   | 2:10.887 (3) | 81.65                         | 1.115  | 10:28:29.623 |
| 3 -                       | 1:26.088 | 43.684                   | 2:09.772 (1) | 82.36                         |        | 10:30:39.395 |
| 4 -                       | 1:27.130 | 43.987                   | 2:11.117     | 81.51                         | 1.345  | 10:32:50.512 |
| 5 -                       | 1:26.581 | 43.752                   | 2:10.333 (2) | 82.00                         | 0.561  | 10:35:00.845 |

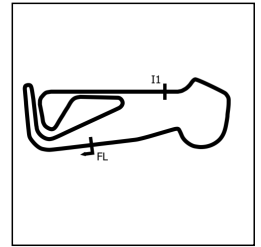
| P11 82 E                  |          | Matt HINNELLS            |              | Honda CBR 954RR FIREBLADE - FH82Racing |        |              |
|---------------------------|----------|--------------------------|--------------|----------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:09.180 |          | BEST LAP TIME : 2:09.180 |              | DIFFERENCE : 0.000                     |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                    | DIFF   | TIME OF DAY  |
| 1 -                       |          | 45.754                   | 2:26.758     | 72.82                                  | 17.578 | 10:26:25.178 |
| 2 -                       | 1:28.290 | 44.465                   | 2:12.755     | 80.50                                  | 3.575  | 10:28:37.933 |
| 3 -                       | 1:27.699 | 43.198                   | 2:10.897 (2) | 81.65                                  | 1.717  | 10:30:48.830 |
| 4 -                       | 1:27.682 | 43.376                   | 2:11.058 (3) | 81.55                                  | 1.878  | 10:32:59.888 |
| 5 -                       | 1:26.081 | 43.099                   | 2:09.180 (1) | 82.73                                  |        | 10:35:09.068 |

| P12 48 E                  |          | Shaun WALLIS             |              | Yamaha R6 - MBC Despatch Racing |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:08.957 |          | BEST LAP TIME : 2:08.957 |              | DIFFERENCE : 0.000              |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                             | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.269                   | 2:25.706     | 73.35                           | 16.749 | 10:26:24.126 |
| 2 -                       | 1:27.954 | 45.612                   | 2:13.566     | 80.02                           | 4.609  | 10:28:37.692 |
| 3 -                       | 1:28.372 | 44.441                   | 2:12.813 (3) | 80.47                           | 3.856  | 10:30:50.505 |
| 4 -                       | 1:26.701 | 43.761                   | 2:10.462 (2) | 81.92                           | 1.505  | 10:33:00.967 |
| 5 -                       | 1:25.639 | 43.318                   | 2:08.957 (1) | 82.88                           |        | 10:35:09.924 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - SECTOR ANALYSIS



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

| P13 6 E                   |                 | Andrew FIRTH             |                     | Yamaha YZF-R1 - IMP Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.984 |                 | BEST LAP TIME : 2:12.630 |                     | DIFFERENCE : 0.646         |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                        | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.637                   | 2:24.834            | 73.79                      | 12.204 | 10:26:23.254        |
| 2 -                       | 1:28.455        | 45.299                   | 2:13.754            | 79.90                      | 1.124  | 10:28:37.008        |
| 3 -                       | 1:28.727        | 44.670                   | 2:13.397 (3)        | 80.12                      | 0.767  | 10:30:50.405        |
| 4 -                       | 1:28.810        | <b>43.820</b>            | <b>2:12.630 (1)</b> | <b>80.58</b>               |        | <b>10:33:03.035</b> |
| 5 -                       | <b>1:28.164</b> | 45.025                   | 2:13.189 (2)        | 80.24                      | 0.559  | 10:35:16.224        |

| P14 80 U                  |                 | Mark OVEL                |                     | Yamaha R1 - I STILL NEED A SPONSOR |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.312 |                 | BEST LAP TIME : 2:11.428 |                     | DIFFERENCE : 1.116                 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.097                   | 2:26.520            | 72.94                              | 15.092 | 10:26:24.940        |
| 2 -                       | 1:30.610        | 45.030                   | 2:15.640            | 78.79                              | 4.212  | 10:28:40.580        |
| 3 -                       | 1:28.675        | <b>43.646</b>            | 2:12.321 (3)        | 80.77                              | 0.893  | 10:30:52.901        |
| 4 -                       | 1:27.918        | 44.106                   | 2:12.024 (2)        | 80.95                              | 0.596  | 10:33:04.925        |
| 5 -                       | <b>1:26.666</b> | 44.762                   | <b>2:11.428 (1)</b> | <b>81.32</b>                       |        | <b>10:35:16.353</b> |

| P15 21 U                  |                 | Danny BRENNAN            |                     | Suzuki GSXR 1000 - |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:13.613 |                 | BEST LAP TIME : 2:13.824 |                     | DIFFERENCE : 0.211 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.349                   | 2:23.808            | 74.32              | 9.984 | 10:26:22.228        |
| 2 -                       | 1:28.957        | 44.867                   | <b>2:13.824 (1)</b> | <b>79.86</b>       |       | <b>10:28:36.052</b> |
| 3 -                       | 1:29.421        | <b>44.724</b>            | 2:14.145 (3)        | 79.67              | 0.321 | 10:30:50.197        |
| 4 -                       | 1:29.911        | 45.205                   | 2:15.116            | 79.10              | 1.292 | 10:33:05.313        |
| 5 -                       | <b>1:28.889</b> | 45.106                   | 2:13.995 (2)        | 79.76              | 0.171 | 10:35:19.308        |

| P16 17 U                  |                 | Jordan KILLWORTH         |                     | Yamaha R1 4C8 - Greenplant/Pass Bike |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.662 |                 | BEST LAP TIME : 2:09.457 |                     | DIFFERENCE : 0.795                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.715                   | 2:31.996            | 70.31                                | 22.539 | 10:26:30.416        |
| 2 -                       | 1:32.543        | 45.163                   | 2:17.706            | 77.61                                | 8.249  | 10:28:48.122        |
| 3 -                       | 1:28.924        | 43.793                   | 2:12.717 (3)        | 80.53                                | 3.260  | 10:31:00.839        |
| 4 -                       | 1:26.887        | <b>43.025</b>            | 2:09.912 (2)        | 82.27                                | 0.455  | 10:33:10.751        |
| 5 -                       | <b>1:25.637</b> | 43.820                   | <b>2:09.457 (1)</b> | <b>82.56</b>                         |        | <b>10:35:20.208</b> |

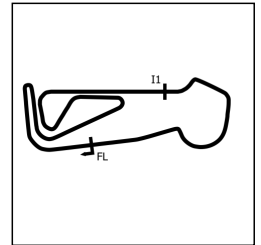
| P17 51 E                  |                 | Paul BEESLEY             |                     | Aprilia MILLE RSV - |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.155 |                 | BEST LAP TIME : 2:12.155 |                     | DIFFERENCE : 0.000  |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                 | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.030                   | 2:27.544            | 72.43               | 15.389 | 10:26:25.964        |
| 2 -                       | 1:30.385        | 45.024                   | 2:15.409            | 78.93               | 3.254  | 10:28:41.373        |
| 3 -                       | 1:28.899        | 45.630                   | 2:14.529 (3)        | 79.44               | 2.374  | 10:30:55.902        |
| 4 -                       | 1:29.330        | 44.288                   | 2:13.618 (2)        | 79.98               | 1.463  | 10:33:09.520        |
| 5 -                       | <b>1:27.940</b> | <b>44.215</b>            | <b>2:12.155 (1)</b> | <b>80.87</b>        |        | <b>10:35:21.675</b> |

| P18 69 E                  |                 | Tony RUSSO               |                     | Suzuki GSXR 750 - Wymark Lubricants |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.071 |                 | BEST LAP TIME : 2:14.413 |                     | DIFFERENCE : 0.342                  |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                 | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.801                   | 2:25.851            | 73.28                               | 11.438 | 10:26:24.271        |
| 2 -                       | <b>1:28.911</b> | 45.502                   | <b>2:14.413 (1)</b> | <b>79.51</b>                        |        | <b>10:28:38.684</b> |
| 3 -                       | 1:30.761        | <b>45.160</b>            | 2:15.921 (2)        | 78.63                               | 1.508  | 10:30:54.605        |
| 4 -                       | 1:33.475        | 45.288                   | 2:18.763 (3)        | 77.02                               | 4.350  | 10:33:13.368        |
| 5 -                       | 1:33.812        | 45.733                   | 2:19.545            | 76.59                               | 5.132  | 10:35:32.913        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                                          |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------------------------|--------|---------------------|
| <b>P19 75 E</b>           |                 | <b>Stewart MAY</b>       |                     | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em |        |                     |
| IDEAL LAP TIME : 2:13.762 |                 | BEST LAP TIME : 2:14.629 |                     | DIFFERENCE : 0.867                                       |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                      | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.287                   | 2:33.069            | 69.82                                                    | 18.440 | 10:26:31.489        |
| 2 -                       | 1:32.321        | 45.674                   | 2:17.995            | 77.45                                                    | 3.366  | 10:28:49.484        |
| 3 -                       | 1:29.891        | <b>44.770</b>            | 2:14.661 (3)        | 79.37                                                    | 0.032  | 10:31:04.145        |
| 4 -                       | 1:29.685        | 44.959                   | 2:14.644 (2)        | 79.38                                                    | 0.015  | 10:33:18.789        |
| 5 -                       | <b>1:28.992</b> | 45.637                   | <b>2:14.629 (1)</b> | <b>79.38</b>                                             |        | <b>10:35:33.418</b> |

|                           |                 |                          |                     |                       |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| <b>P20 11 E</b>           |                 | <b>Jordan LANGFORD</b>   |                     | Yamaha R6 - JL racing |        |                     |
| IDEAL LAP TIME : 2:14.431 |                 | BEST LAP TIME : 2:14.431 |                     | DIFFERENCE : 0.000    |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.265                   | 2:30.297            | 71.11                 | 15.866 | 10:26:28.717        |
| 2 -                       | 1:31.936        | 45.618                   | 2:17.554            | 77.70                 | 3.123  | 10:28:46.271        |
| 3 -                       | 1:30.940        | 45.669                   | 2:16.609 (2)        | 78.23                 | 2.178  | 10:31:02.880        |
| 4 -                       | 1:30.790        | 45.875                   | 2:16.665 (3)        | 78.20                 | 2.234  | 10:33:19.545        |
| 5 -                       | <b>1:29.447</b> | <b>44.984</b>            | <b>2:14.431 (1)</b> | <b>79.50</b>          |        | <b>10:35:33.976</b> |

|                           |                 |                          |                     |                                 |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------|--------|---------------------|
| <b>P21 88 E</b>           |                 | <b>George PRINOS</b>     |                     | Ducati 996 - KAPPA PLANNING LTD |        |                     |
| IDEAL LAP TIME : 2:22.561 |                 | BEST LAP TIME : 2:22.982 |                     | DIFFERENCE : 0.421              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.604                   | 2:34.185            | 69.31                           | 11.203 | 10:26:32.605        |
| 2 -                       | 1:35.631        | <b>47.351</b>            | <b>2:22.982 (1)</b> | <b>74.75</b>                    |        | <b>10:28:55.587</b> |
| 3 -                       | 1:35.787        | 47.774                   | 2:23.561 (2)        | 74.44                           | 0.579  | 10:31:19.148        |
| 4 -                       | <b>1:35.210</b> | 48.872                   | 2:24.082 (3)        | 74.18                           | 1.100  | 10:33:43.230        |

|                           |                 |                          |                     |                                |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| <b>P22 53 U</b>           |                 | <b>Seamus McGLYNN</b>    |                     | - S and d build and design Ltd |       |                     |
| IDEAL LAP TIME : 2:01.289 |                 | BEST LAP TIME : 2:01.985 |                     | DIFFERENCE : 0.696             |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.238                   | 2:08.862            | 82.94                          | 6.877 | 10:26:07.282        |
| 2 -                       | 1:21.641        | <b>40.506</b>            | 2:02.147 (2)        | 87.50                          | 0.162 | 10:28:09.429        |
| 3 -                       | <b>1:20.783</b> | 41.202                   | <b>2:01.985 (1)</b> | <b>87.61</b>                   |       | <b>10:30:11.414</b> |

|                           |                 |                          |                     |                       |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|-------|---------------------|
| <b>P23 87 E</b>           |                 | <b>Ben DOOLAN</b>        |                     | Yamaha R6 - my wallet |       |                     |
| IDEAL LAP TIME : 2:14.941 |                 | BEST LAP TIME : 2:16.383 |                     | DIFFERENCE : 1.442    |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                   | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>44.893</b>            | 2:22.730            | 74.88                 | 6.347 | 10:26:21.150        |
| 2 -                       | <b>1:30.048</b> | 46.335                   | <b>2:16.383 (1)</b> | <b>78.36</b>          |       | <b>10:28:37.533</b> |

|                           |                 |                          |                     |                                              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------------|-------|---------------------|
| <b>P24 888 U</b>          |                 | <b>Paul FAGG</b>         |                     | Yamaha R1 4C8 - -Contact me for sponsorship- |       |                     |
| IDEAL LAP TIME : 2:34.917 |                 | BEST LAP TIME : 2:34.917 |                     | DIFFERENCE : 0.000                           |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 55.366                   | 2:44.128            | 65.12                                        | 9.211 | 10:26:42.548        |
| 2 -                       | <b>1:41.362</b> | <b>53.555</b>            | <b>2:34.917 (1)</b> | <b>68.99</b>                                 |       | <b>10:29:17.465</b> |

|                  |          |                    |          |                                        |      |              |
|------------------|----------|--------------------|----------|----------------------------------------|------|--------------|
| <b>P25 47 U</b>  |          | <b>Daryl DANCE</b> |          | YAMAHA YZF R1 - 2 brothers scaffolding |      |              |
| IDEAL LAP TIME : |          | BEST LAP TIME :    |          | DIFFERENCE :                           |      |              |
| LAP              | SECTOR 1 | SECTOR 2           | LAP TIME | MPH                                    | DIFF | TIME OF DAY  |
| 1 -              |          | <b>44.740</b>      | 2:21.457 | 75.55                                  |      | 10:26:19.877 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 15 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |           | PERFECT LAP | 1:57.928 |       |
| 1        | 5   | 1:18.465 | 5        | 39.463 | 1                       | 5   | SMITH     | 1:57.928    | 1:57.928 | 0.000 |
| 2        | 19  | 1:20.247 | 102      | 40.380 | 2                       | 19  | DONOVAN   | 2:00.672    | 2:00.890 | 0.218 |
| 3        | 85  | 1:20.634 | 85       | 40.404 | 3                       | 85  | WOOD      | 2:01.038    | 2:01.038 | 0.000 |
| 4        | 53  | 1:20.783 | 19       | 40.425 | 4                       | 53  | McGLYNN   | 2:01.289    | 2:01.985 | 0.696 |
| 5        | 78  | 1:21.286 | 53       | 40.506 | 5                       | 102 | FEARN     | 2:01.801    | 2:01.801 | 0.000 |
| 6        | 102 | 1:21.421 | 20       | 40.731 | 6                       | 78  | THOMAS    | 2:02.170    | 2:02.234 | 0.064 |
| 7        | 20  | 1:21.530 | 78       | 40.884 | 7                       | 20  | SWYER     | 2:02.261    | 2:02.261 | 0.000 |
| 8        | 115 | 1:21.915 | 23       | 40.889 | 8                       | 115 | KEILTY    | 2:02.860    | 2:02.860 | 0.000 |
| 9        | 23  | 1:21.971 | 115      | 40.945 | 9                       | 23  | ROSE      | 2:02.860    | 2:02.860 | 0.000 |
| 10       | 25  | 1:23.861 | 25       | 41.393 | 10                      | 25  | GREEN     | 2:05.254    | 2:05.254 | 0.000 |
| 11       | 17  | 1:25.637 | 17       | 43.025 | 11                      | 17  | KILLWORTH | 2:08.662    | 2:09.457 | 0.795 |
| 12       | 48  | 1:25.639 | 82       | 43.099 | 12                      | 48  | WALLIS    | 2:08.957    | 2:08.957 | 0.000 |
| 13       | 82  | 1:26.081 | 63       | 43.279 | 13                      | 82  | HINNELLS  | 2:09.180    | 2:09.180 | 0.000 |
| 14       | 63  | 1:26.088 | 48       | 43.318 | 14                      | 63  | WREN      | 2:09.367    | 2:09.772 | 0.405 |
| 15       | 80  | 1:26.666 | 80       | 43.646 | 15                      | 80  | OVEL      | 2:10.312    | 2:11.428 | 1.116 |
| 16       | 51  | 1:27.940 | 6        | 43.820 | 16                      | 6   | FIRTH     | 2:11.984    | 2:12.630 | 0.646 |
| 17       | 6   | 1:28.164 | 51       | 44.215 | 17                      | 51  | BEESLEY   | 2:12.155    | 2:12.155 | 0.000 |
| 18       | 21  | 1:28.889 | 21       | 44.724 | 18                      | 21  | BRENNAN   | 2:13.613    | 2:13.824 | 0.211 |
| 19       | 69  | 1:28.911 | 47       | 44.740 | 19                      | 75  | MAY       | 2:13.762    | 2:14.629 | 0.867 |
| 20       | 75  | 1:28.992 | 75       | 44.770 | 20                      | 69  | RUSO      | 2:14.071    | 2:14.413 | 0.342 |
| 21       | 11  | 1:29.447 | 87       | 44.893 | 21                      | 11  | LANGFORD  | 2:14.431    | 2:14.431 | 0.000 |
| 22       | 87  | 1:30.048 | 11       | 44.984 | 22                      | 87  | DOOLAN    | 2:14.941    | 2:16.383 | 1.442 |
| 23       | 88  | 1:35.210 | 69       | 45.160 | 23                      | 88  | PRINOS    | 2:22.561    | 2:22.982 | 0.421 |
| 24       | 888 | 1:41.362 | 88       | 47.351 | 24                      | 888 | FAGG      | 2:34.917    | 2:34.917 | 0.000 |
| 25       |     |          | 888      | 53.555 | 25                      | 47  | DANCE     |             |          |       |
| 26       |     |          |          |        |                         |     |           |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 15 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 26                        |
| Planned Start          | 2025-05-04 @ 09:40:00.000 |
| Actual Start           | 2025-05-04 @ 10:23:58.419 |
| Finish Time            | 2025-05-04 @ 10:34:13.954 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 112                       |
| Total Distance Covered | 332.5180mi.               |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|--------------|----------|--------------|-----|-----------------|
| 85 | U  | Clinton WOOD | 2:01.963 | 10:28:09.423 | 2   | Suzuki GSXR1000 |
| 85 | U  | Clinton WOOD | 2:01.871 | 10:30:11.294 | 3   | Suzuki GSXR1000 |
| 5  | U  | Kieran SMITH | 2:00.146 | 10:30:16.593 | 3   | Kawasaki ZX7R   |
| 5  | U  | Kieran SMITH | 1:59.434 | 10:32:16.027 | 4   | Kawasaki ZX7R   |
| 5  | U  | Kieran SMITH | 1:57.928 | 10:34:13.955 | 5   | Kawasaki ZX7R   |

Session Leader History

| NO | CL | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|----|----------------|----------|----------|------------|-----------------|
| 53 | U  | Seamus McGLYNN | 1        | 1        | 2.96 miles |                 |
| 85 | U  | Clinton WOOD   | 2        | 3        | 8.90 miles | Suzuki GSXR1000 |
| 5  | U  | Kieran SMITH   | 5        | 1        | 2.96 miles | Kawasaki ZX7R   |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:23:58.419 |
| FINISH | 10:34:13.954 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:11.113  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - STATISTICS

CLASS : E

10 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE                   |
|----|---------------|----------|--------------|-----|---------------------------|
| 6  | Andrew FIRTH  | 2:13.754 | 10:28:37.008 | 2   | Yamaha YZF-R1             |
| 48 | Shaun WALLIS  | 2:13.566 | 10:28:37.692 | 2   | Yamaha R6                 |
| 82 | Matt HINNELLS | 2:12.755 | 10:28:37.933 | 2   | Honda CBR 954RR FIREBLADE |
| 82 | Matt HINNELLS | 2:10.897 | 10:30:48.830 | 3   | Honda CBR 954RR FIREBLADE |
| 48 | Shaun WALLIS  | 2:10.462 | 10:33:00.967 | 4   | Yamaha R6                 |
| 82 | Matt HINNELLS | 2:09.180 | 10:35:09.068 | 5   | Honda CBR 954RR FIREBLADE |
| 48 | Shaun WALLIS  | 2:08.957 | 10:35:09.924 | 5   | Yamaha R6                 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE                   |
|----|---------------|----------|----------|------------|---------------------------|
| 87 | Ben DOOLAN    | 1        | 1        | 2.96 miles | Yamaha R6                 |
| 6  | Andrew FIRTH  | 2        | 1        | 2.96 miles | Yamaha YZF-R1             |
| 82 | Matt HINNELLS | 3        | 3        | 8.90 miles | Honda CBR 954RR FIREBLADE |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 15 - STATISTICS

CLASS : U

16 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|--------------|----------|--------------|-----|-----------------|
| 85 | Clinton WOOD | 2:01.963 | 10:28:09.423 | 2   | Suzuki GSXR1000 |
| 85 | Clinton WOOD | 2:01.871 | 10:30:11.294 | 3   | Suzuki GSXR1000 |
| 5  | Kieran SMITH | 2:00.146 | 10:30:16.593 | 3   | Kawasaki ZX7R   |
| 5  | Kieran SMITH | 1:59.434 | 10:32:16.027 | 4   | Kawasaki ZX7R   |
| 5  | Kieran SMITH | 1:57.928 | 10:34:13.955 | 5   | Kawasaki ZX7R   |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|----------------|----------|----------|------------|-----------------|
| 53 | Seamus McGLYNN | 1        | 1        | 2.96 miles |                 |
| 85 | Clinton WOOD   | 2        | 3        | 8.90 miles | Suzuki GSXR1000 |
| 5  | Kieran SMITH   | 5        | 1        | 2.96 miles | Kawasaki ZX7R   |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - GRID (5 Laps)

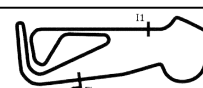
|        |    |     |              |    |     |                  |
|--------|----|-----|--------------|----|-----|------------------|
| ROW 11 | 32 | 33  | Mark BISWELL | 31 | 40  | Malcolm BATE     |
| ROW 10 | 30 | 3   | Oliver ARBON | 29 | 211 | Ben HYLAND       |
| ROW 9  | 27 | 46  | Simon GATES  | 26 | 888 | Paul FAGG        |
| ROW 8  | 24 | 87  | Ben DOOLAN   | 23 | 75  | Stewart MAY      |
| ROW 7  | 21 | 69  | Tony RUSSO   | 20 | 81  | Darren CORKETT   |
| ROW 6  | 18 | 6   | Andrew FIRTH | 17 | 51  | Paul BEESLEY     |
| ROW 5  | 15 | 63  | Matthew WREN | 14 | 17  | Jordan KILLWORTH |
| ROW 4  | 12 | 48  | Shaun WALLIS | 11 | 25  | Jamie GREEN      |
| ROW 3  | 9  | 115 | Tony KEILTY  | 8  | 23  | Justin ROSE      |
| ROW 2  | 6  | 78  | Jamie THOMAS | 5  | 53  | Seamus McGLYNN   |
| ROW 1  | 3  | 85  | Clinton WOOD | 2  | 19  | Tyler DONOVAN    |
|        |    |     |              | 1  | 5   | Kieran SMITH     |
|        |    |     |              |    |     | Pole             |

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

Snetterton 300: 2.9689 miles

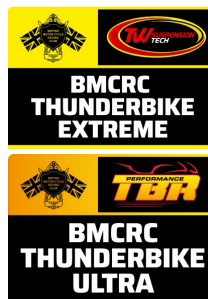
Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:41 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS                                       | NO  | CL | PIC | NAME           | ENTRY                                                    | LAPS | TIME      | GAP    | DIFF      | MPH   | BEST       | ON | GRD | ↑↓ |
|-------------------------------------------|-----|----|-----|----------------|----------------------------------------------------------|------|-----------|--------|-----------|-------|------------|----|-----|----|
| 1                                         | 85  | U  | 1   | Clinton WOOD   | Suzuki GSXR1000 - CLINTON WOOD                           | 5    | 11:04.155 |        |           | 80.46 | 2:10.182   | 5  | 3   | 2  |
| 2                                         | 20  | U  | 2   | Connor SWYER   | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm &   | 5    | 11:11.951 | 7.796  | 7.796     | 79.53 | 2:12.344   | 3  | 7   | 5  |
| 3                                         | 19  | U  | 3   | Tyler DONOVAN  | Kawasaki ZX10R - Tinder Corp                             | 5    | 11:15.759 | 11.604 | 3.808     | 79.08 | 2:12.150   | 5  | 2   | -1 |
| 4                                         | 78  | U  | 4   | Jamie THOMAS   | Suzuki GSXR 1000 - Team RubyRacing                       | 5    | 11:20.682 | 16.527 | 4.923     | 78.51 | 2:11.309   | 5  | 6   | 2  |
| 5                                         | 115 | U  | 5   | Tony KEILTY    | Suzuki GSXR 1000 - Eat Your Heart Out                    | 5    | 11:22.232 | 18.077 | 1.550     | 78.33 | 2:13.183   | 5  | 9   | 4  |
| 6                                         | 80  | U  | 6   | Mark OVEL      | Yamaha R1 - I STILL NEED A SPONSOR                       | 5    | 11:24.303 | 20.148 | 2.071     | 78.09 | 2:13.609   | 5  | 16  | 10 |
| 7                                         | 6   | E  | 1   | Andrew FIRTH   | Yamaha YZF-R1 - IMP Racing                               | 5    | 11:24.948 | 20.793 | 0.645     | 78.02 | 2:13.770   | 5  | 18  | 11 |
| 8                                         | 81  | E  | 2   | Darren CORKETT | Suzuki GSXR 750 - Jackson & Phillips                     | 5    | 11:25.032 | 20.877 | 0.084     | 78.01 | 2:13.482   | 4  | 20  | 12 |
| 9                                         | 23  | U  | 7   | Justin ROSE    | Yamaha R1 - J. Rose roofing services                     | 5    | 11:38.785 | 34.630 | 13.753    | 76.47 | 2:14.633   | 5  | 8   | -1 |
| 10                                        | 69  | E  | 3   | Tony RUSSO     | Suzuki GSXR 750 - Wymark Lubricants                      | 5    | 11:39.107 | 34.952 | 0.322     | 76.44 | 2:16.164   | 3  | 21  | 11 |
| 11                                        | 82  | E  | 4   | Matt HINNELLS  | Honda CBR 954RR FIREBLADE - FH82Racing                   | 5    | 11:42.512 | 38.357 | 3.405     | 76.07 | 2:15.741   | 5  | 13  | 2  |
| 12                                        | 51  | E  | 5   | Paul BEESLEY   | Aprilia MILLE RSV -                                      | 5    | 11:42.691 | 38.536 | 0.179     | 76.05 | 2:14.610   | 5  | 17  | 5  |
| 13                                        | 47  | U  | 8   | Daryl DANCE    | YAMAHA YZF R1 - 2 brothers scaffolding                   | 5    | 11:47.499 | 43.344 | 4.808     | 75.53 | 2:19.984   | 2  | 10  | -3 |
| NOT CLASSIFIED                            |     |    |     |                |                                                          |      |           |        |           |       |            |    |     |    |
| DNF                                       | 21  | U  |     | Danny BRENNAN  | Susuki GSXR 1000 -                                       | 0    |           |        |           |       |            |    | 19  |    |
| DNF                                       | 75  | E  |     | Stewart MAY    | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em | 0    |           |        |           |       |            |    | 23  |    |
| FASTEST LAP                               |     |    |     |                |                                                          |      |           |        |           |       |            |    |     |    |
| 85                                        | U   |    |     | Clinton WOOD   | Suzuki GSXR1000 - CLINTON WOOD                           | 5    | 2:10.182  |        | 82.10 mph |       | 132.12 kph |    |     |    |
| 81                                        | E   |    |     | Darren CORKETT | Suzuki GSXR 750 - Jackson & Phillips                     | 4    | 2:13.482  |        | 80.07 mph |       | 128.86 kph |    |     |    |
| Class U - 92.5% of Race Speed = 74.42 mph |     |    |     |                |                                                          |      |           |        |           |       |            |    |     |    |
| Class E - 92.5% of Race Speed = 72.16 mph |     |    |     |                |                                                          |      |           |        |           |       |            |    |     |    |

Weather / Track : Cloudy / Dry

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

Clerk Of Course:

Timekeeper: Craig Smith

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:33 Sunday, 04 May 2025

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - LAP CHART

| LAP 1 @ 12:21:34.819 | LAP 2 @ 12:23:46.684 | LAP 3 @ 12:25:57.740 | LAP 4 @ 12:28:08.619 | LAP 5 @ 12:30:18.801 |
|----------------------|----------------------|----------------------|----------------------|----------------------|
| NOBEHINDLAP TIME     | NOBEHINDLAP TIME     | NOBEHINDLAP TIME     | NOBEHINDLAP TIME     | NOBEHINDLAP TIME     |
| 192:20.173           | 852:11.453           | 852:11.056           | 852:10.879           | 852:10.182           |
| 850.4122:20.585      | 191.8142:13.679      | 203.4422:12.344      | 204.9902:12.427      | 207.7962:12.988      |
| 201.0692:21.242      | 202.1542:12.950      | 194.1172:13.359      | 199.6362:16.398      | 1911.6042:12.150     |
| 472.3362:22.509      | 1158.3642:16.627     | 11512.1492:14.841    | 11515.0762:13.806    | 7816.5272:11.309     |
| 1153.6022:23.775     | 788.6032:15.816      | 7812.6242:15.077     | 7815.4002:13.655     | 11518.0772:13.183    |
| 784.6522:24.825      | 69.6412:16.048       | 613.1142:14.529      | 8016.7212:14.127     | 8020.1482:13.609     |
| 65.4582:25.631       | 4710.4552:19.984     | 8013.4732:13.611     | 617.2052:14.970      | 620.7932:13.770      |
| 815.6932:25.866      | 8010.9182:16.982     | 8114.8942:14.739     | 8117.4972:13.482     | 8120.8772:13.562     |
| 805.8012:25.974      | 8111.2112:17.383     | 6918.6592:16.164     | 6925.2062:17.426     | 2334.6302:14.633     |
| 697.8822:28.055      | 6913.5512:17.534     | 4722.6422:23.243     | 2330.1792:17.177     | 6934.9522:19.928     |
| 8210.2522:30.425     | 8218.5312:20.144     | 2323.8812:15.062     | 8232.7982:19.574     | 8238.3572:15.741     |
| 2313.1882:33.361     | 2319.8752:18.552     | 8224.1032:16.628     | 4733.1282:21.365     | 5138.5362:14.610     |
| 5114.7342:34.907     | 5122.7612:19.892     | 5128.4592:16.754     | 5134.1082:16.528     | 4743.3442:20.398     |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - POSITION CHART

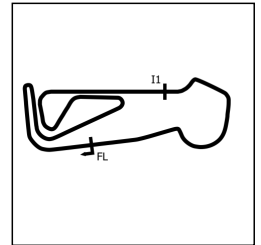
|     |          | Lap |     |     |     |     |     |
|-----|----------|-----|-----|-----|-----|-----|-----|
| No  | Name     | Pos | 1   | 2   | 3   | 4   | 5   |
| 19  | DONOVAN  | 1   | 19  | 85  | 85  | 85  | 85  |
| 85  | WOOD     | 2   | 85  | 19  | 20  | 20  | 20  |
| 78  | THOMAS   | 3   | 20  | 20  | 19  | 19  | 19  |
| 20  | SWYER    | 4   | 47  | 115 | 115 | 115 | 78  |
| 23  | ROSE     | 5   | 115 | 78  | 78  | 78  | 115 |
| 115 | KEILTY   | 6   | 78  | 6   | 6   | 80  | 80  |
| 47  | DANCE    | 7   | 6   | 47  | 80  | 6   | 6   |
| 82  | HINNELLS | 8   | 81  | 80  | 81  | 81  | 81  |
| 80  | OVEL     | 9   | 80  | 81  | 69  | 69  | 23  |
| 51  | BEESELEY | 10  | 69  | 69  | 47  | 23  | 69  |
| 6   | FIRTH    | 11  | 82  | 82  | 23  | 82  | 82  |
| 21  | BRENNAN  | 12  | 23  | 23  | 82  | 47  | 51  |
| 81  | CORKETT  | 13  | 51  | 51  | 51  | 51  | 47  |
| 69  | RUSSO    | 14  |     |     |     |     |     |
| 75  | MAY      | 15  |     |     |     |     |     |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

| P1 85 U                   |          | Clinton WOOD             |              | Suzuki GSXR1000 - CLINTON WOOD |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:10.058 |          | BEST LAP TIME : 2:10.182 |              | DIFFERENCE : 0.124             |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                            | DIFF   | TIME OF DAY  |
| 1 -                       |          | 45.849                   | 2:20.585     | 76.02                          | 10.403 | 12:21:35.231 |
| 2 -                       | 1:27.281 | 44.172                   | 2:11.453     | 81.30                          | 1.271  | 12:23:46.684 |
| 3 -                       | 1:26.564 | 44.492                   | 2:11.056 (3) | 81.55                          | 0.874  | 12:25:57.740 |
| 4 -                       | 1:26.558 | 44.321                   | 2:10.879 (2) | 81.66                          | 0.697  | 12:28:08.619 |
| 5 -                       | 1:26.682 | 43.500                   | 2:10.182 (1) | 82.10                          |        | 12:30:18.801 |

| P2 20 U                   |          | Connor SWYER             |              | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm & dac |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:12.053 |          | BEST LAP TIME : 2:12.344 |              | DIFFERENCE : 0.291                                         |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                        | DIFF  | TIME OF DAY  |
| 1 -                       |          | 45.235                   | 2:21.242     | 75.67                                                      | 8.898 | 12:21:35.888 |
| 2 -                       | 1:28.628 | 44.322                   | 2:12.950 (3) | 80.39                                                      | 0.606 | 12:23:48.838 |
| 3 -                       | 1:27.731 | 44.613                   | 2:12.344 (1) | 80.75                                                      |       | 12:26:01.182 |
| 4 -                       | 1:27.899 | 44.528                   | 2:12.427 (2) | 80.70                                                      | 0.083 | 12:28:13.609 |
| 5 -                       | 1:28.318 | 44.670                   | 2:12.988     | 80.36                                                      | 0.644 | 12:30:26.597 |

| P3 19 U                   |          | Tyler DONOVAN            |              | Kawasaki ZX10R - Tinder Corp |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:11.470 |          | BEST LAP TIME : 2:12.150 |              | DIFFERENCE : 0.680           |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                          | DIFF  | TIME OF DAY  |
| 1 -                       |          | 44.699                   | 2:20.173     | 76.24                        | 8.023 | 12:21:34.819 |
| 2 -                       | 1:29.275 | 44.404                   | 2:13.679 (3) | 79.95                        | 1.529 | 12:23:48.498 |
| 3 -                       | 1:27.661 | 45.698                   | 2:13.359 (2) | 80.14                        | 1.209 | 12:26:01.857 |
| 4 -                       | 1:31.228 | 45.170                   | 2:16.398     | 78.35                        | 4.248 | 12:28:18.255 |
| 5 -                       | 1:28.341 | 43.809                   | 2:12.150 (1) | 80.87                        |       | 12:30:30.405 |

| P4 78 U                   |          | Jamie THOMAS             |              | Suzuki GSXR 1000 - Team RubyRacing |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:11.309 |          | BEST LAP TIME : 2:11.309 |              | DIFFERENCE : 0.000                 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.014                   | 2:24.825     | 73.79                              | 13.516 | 12:21:39.471 |
| 2 -                       | 1:30.067 | 45.749                   | 2:15.816     | 78.69                              | 4.507  | 12:23:55.287 |
| 3 -                       | 1:29.602 | 45.475                   | 2:15.077 (3) | 79.12                              | 3.768  | 12:26:10.364 |
| 4 -                       | 1:28.787 | 44.868                   | 2:13.655 (2) | 79.96                              | 2.346  | 12:28:24.019 |
| 5 -                       | 1:27.898 | 43.411                   | 2:11.309 (1) | 81.39                              |        | 12:30:35.328 |

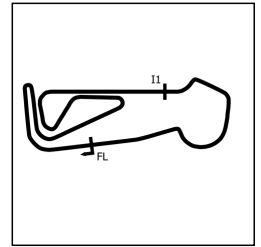
| P5 115 U                  |          | Tony KEILTY              |              | Suzuki GSXR 1000 - Eat Your Heart Out |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:13.183 |          | BEST LAP TIME : 2:13.183 |              | DIFFERENCE : 0.000                    |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.260                   | 2:23.775     | 74.33                                 | 10.592 | 12:21:38.421 |
| 2 -                       | 1:30.081 | 46.546                   | 2:16.627     | 78.22                                 | 3.444  | 12:23:55.048 |
| 3 -                       | 1:29.378 | 45.463                   | 2:14.841 (3) | 79.26                                 | 1.658  | 12:26:09.889 |
| 4 -                       | 1:28.800 | 45.006                   | 2:13.806 (2) | 79.87                                 | 0.623  | 12:28:23.695 |
| 5 -                       | 1:28.656 | 44.527                   | 2:13.183 (1) | 80.25                                 |        | 12:30:36.878 |

| P6 80 U                   |          | Mark OVEL                |              | Yamaha R1 - I STILL NEED A SPONSOR |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:13.311 |          | BEST LAP TIME : 2:13.609 |              | DIFFERENCE : 0.298                 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 47.007                   | 2:25.974     | 73.21                              | 12.365 | 12:21:40.620 |
| 2 -                       | 1:29.407 | 47.575                   | 2:16.982     | 78.02                              | 3.373  | 12:23:57.602 |
| 3 -                       | 1:28.153 | 45.458                   | 2:13.611 (2) | 79.99                              | 0.002  | 12:26:11.213 |
| 4 -                       | 1:28.651 | 45.476                   | 2:14.127 (3) | 79.68                              | 0.518  | 12:28:25.340 |
| 5 -                       | 1:28.451 | 45.158                   | 2:13.609 (1) | 79.99                              |        | 12:30:38.949 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

| P7 6 E Andrew FIRTH       |                 | Yamaha YZF-R1 - IMP Racing |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.285 |                 | BEST LAP TIME : 2:13.770   |                     | DIFFERENCE : 0.485 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.126                     | 2:25.631            | 73.39              | 11.861 | 12:21:40.277        |
| 2 -                       | 1:29.643        | 46.405                     | 2:16.048            | 78.56              | 2.278  | 12:23:56.325        |
| 3 -                       | <b>1:28.990</b> | 45.539                     | 2:14.529 (2)        | 79.44              | 0.759  | 12:26:10.854        |
| 4 -                       | 1:29.487        | 45.483                     | 2:14.970 (3)        | 79.18              | 1.200  | 12:28:25.824        |
| 5 -                       | 1:29.475        | <b>44.295</b>              | <b>2:13.770 (1)</b> | <b>79.89</b>       |        | <b>12:30:39.594</b> |

| P8 81 E Darren CORKETT    |                 | Suzuki GSXR 750 - Jackson & Phillips |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.587 |                 | BEST LAP TIME : 2:13.482             |                     | DIFFERENCE : 0.895 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                             | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.652                               | 2:25.866            | 73.27              | 12.384 | 12:21:40.512        |
| 2 -                       | 1:29.749        | 47.634                               | 2:17.383            | 77.79              | 3.901  | 12:23:57.895        |
| 3 -                       | 1:29.083        | 45.656                               | 2:14.739 (3)        | 79.32              | 1.257  | 12:26:12.634        |
| 4 -                       | <b>1:28.421</b> | 45.061                               | <b>2:13.482 (1)</b> | <b>80.07</b>       |        | <b>12:28:26.116</b> |
| 5 -                       | 1:29.396        | <b>44.166</b>                        | 2:13.562 (2)        | 80.02              | 0.080  | 12:30:39.678        |

| P9 23 U Justin ROSE       |                 | Yamaha R1 - J. Rose roofing services |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.332 |                 | BEST LAP TIME : 2:14.633             |                     | DIFFERENCE : 0.301 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                             | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 55.899                               | 2:33.361            | 69.69              | 18.728 | 12:21:48.007        |
| 2 -                       | 1:32.365        | 46.187                               | 2:18.552            | 77.14              | 3.919  | 12:24:06.559        |
| 3 -                       | <b>1:29.532</b> | 45.530                               | 2:15.062 (2)        | 79.13              | 0.429  | 12:26:21.621        |
| 4 -                       | 1:32.190        | 44.987                               | 2:17.177 (3)        | 77.91              | 2.544  | 12:28:38.798        |
| 5 -                       | 1:29.833        | <b>44.800</b>                        | <b>2:14.633 (1)</b> | <b>79.38</b>       |        | <b>12:30:53.431</b> |

| P10 69 E Tony RUSSO       |                 | Suzuki GSXR 750 - Wymark Lubricants |                     |                    |        |                     |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.164 |                 | BEST LAP TIME : 2:16.164            |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.652                              | 2:28.055            | 72.18              | 11.891 | 12:21:42.701        |
| 2 -                       | 1:31.008        | 46.526                              | 2:17.534 (3)        | 77.71              | 1.370  | 12:24:00.235        |
| 3 -                       | <b>1:30.072</b> | <b>46.092</b>                       | <b>2:16.164 (1)</b> | <b>78.49</b>       |        | <b>12:26:16.399</b> |
| 4 -                       | 1:31.256        | 46.170                              | 2:17.426 (2)        | 77.77              | 1.262  | 12:28:33.825        |
| 5 -                       | 1:32.834        | 47.094                              | 2:19.928            | 76.38              | 3.764  | 12:30:53.753        |

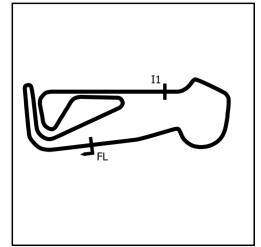
| P11 82 E Matt HINNELLS    |                 | Honda CBR 954RR FIREBLADE - FH82Racing |                     |                    |        |                     |
|---------------------------|-----------------|----------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.580 |                 | BEST LAP TIME : 2:15.741               |                     | DIFFERENCE : 0.161 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.625                                 | 2:30.425            | 71.05              | 14.684 | 12:21:45.071        |
| 2 -                       | 1:32.900        | 47.244                                 | 2:20.144            | 76.26              | 4.403  | 12:24:05.215        |
| 3 -                       | <b>1:30.160</b> | 46.468                                 | 2:16.628 (2)        | 78.22              | 0.887  | 12:26:21.843        |
| 4 -                       | 1:32.881        | 46.693                                 | 2:19.574 (3)        | 76.57              | 3.833  | 12:28:41.417        |
| 5 -                       | 1:30.321        | <b>45.420</b>                          | <b>2:15.741 (1)</b> | <b>78.73</b>       |        | <b>12:30:57.158</b> |

| P12 51 E Paul BEESLEY     |                 | Aprilia MILLE RSV -      |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.610 |                 | BEST LAP TIME : 2:14.610 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.076                   | 2:34.907            | 68.99              | 20.297 | 12:21:49.553        |
| 2 -                       | 1:33.048        | 46.844                   | 2:19.892            | 76.40              | 5.282  | 12:24:09.445        |
| 3 -                       | 1:30.404        | 46.350                   | 2:16.754 (3)        | 78.15              | 2.144  | 12:26:26.199        |
| 4 -                       | 1:30.113        | 46.415                   | 2:16.528 (2)        | 78.28              | 1.918  | 12:28:42.727        |
| 5 -                       | <b>1:29.619</b> | <b>44.991</b>            | <b>2:14.610 (1)</b> | <b>79.40</b>       |        | <b>12:30:57.337</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                        |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|-------|---------------------|
| <b>P13 47 U</b>           |                 | <b>Daryl DANCE</b>       |                     | YAMAHA YZF R1 - 2 brothers scaffolding |       |                     |
| IDEAL LAP TIME : 2:18.971 |                 | BEST LAP TIME : 2:19.984 |                     | DIFFERENCE : 1.013                     |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.706</b>            | 2:22.509            | 74.99                                  | 2.525 | 12:21:37.155        |
| 2 -                       | <b>1:32.265</b> | 47.719                   | <b>2:19.984 (1)</b> | <b>76.35</b>                           |       | <b>12:23:57.139</b> |
| 3 -                       | 1:35.148        | 48.095                   | 2:23.243            | 74.61                                  | 3.259 | 12:26:20.382        |
| 4 -                       | 1:33.481        | 47.884                   | 2:21.365 <b>(3)</b> | 75.60                                  | 1.381 | 12:28:41.747        |
| 5 -                       | 1:33.371        | 47.027                   | 2:20.398 <b>(2)</b> | 76.12                                  | 0.414 | 12:31:02.145        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |          |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|----------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME     | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |          | PERFECT LAP | 2:09.969 |       |
| 1        | 85  | 1:26.558 | 78       | 43.411 | 1                       | 85  | WOOD     | 2:10.058    | 2:10.182 | 0.124 |
| 2        | 19  | 1:27.661 | 85       | 43.500 | 2                       | 78  | THOMAS   | 2:11.309    | 2:11.309 | 0.000 |
| 3        | 20  | 1:27.731 | 19       | 43.809 | 3                       | 19  | DONOVAN  | 2:11.470    | 2:12.150 | 0.680 |
| 4        | 78  | 1:27.898 | 81       | 44.166 | 4                       | 20  | SWYER    | 2:12.053    | 2:12.344 | 0.291 |
| 5        | 80  | 1:28.153 | 6        | 44.295 | 5                       | 81  | CORKETT  | 2:12.587    | 2:13.482 | 0.895 |
| 6        | 81  | 1:28.421 | 20       | 44.322 | 6                       | 115 | KEILTY   | 2:13.183    | 2:13.183 | 0.000 |
| 7        | 115 | 1:28.656 | 115      | 44.527 | 7                       | 6   | FIRTH    | 2:13.285    | 2:13.770 | 0.485 |
| 8        | 6   | 1:28.990 | 23       | 44.800 | 8                       | 80  | OVEL     | 2:13.311    | 2:13.609 | 0.298 |
| 9        | 23  | 1:29.532 | 51       | 44.991 | 9                       | 23  | ROSE     | 2:14.332    | 2:14.633 | 0.301 |
| 10       | 51  | 1:29.619 | 80       | 45.158 | 10                      | 51  | BEESELEY | 2:14.610    | 2:14.610 | 0.000 |
| 11       | 69  | 1:30.072 | 82       | 45.420 | 11                      | 82  | HINNELLS | 2:15.580    | 2:15.741 | 0.161 |
| 12       | 82  | 1:30.160 | 69       | 46.092 | 12                      | 69  | RUSSO    | 2:16.164    | 2:16.164 | 0.000 |
| 13       | 47  | 1:32.265 | 47       | 46.706 | 13                      | 47  | DANCE    | 2:18.971    | 2:19.984 | 1.013 |
| 14       |     |          |          |        |                         |     |          |             |          |       |
| 15       |     |          |          |        |                         |     |          |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 5 - STATISTICS

Competitors Started 15

Planned Start 2025-05-04 @ 10:40:00.000

Actual Start 2025-05-04 @ 12:19:14.645

Finish Time 2025-05-04 @ 12:30:18.800

Track Length 2.9689mi.

Total Laps 65

Total Distance Covered 192.9792mi.

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|--------------|----------|--------------|-----|-----------------|
| 85 | U  | Clinton WOOD | 2:11.453 | 12:23:46.684 | 2   | Suzuki GSXR1000 |
| 85 | U  | Clinton WOOD | 2:11.056 | 12:25:57.740 | 3   | Suzuki GSXR1000 |
| 85 | U  | Clinton WOOD | 2:10.879 | 12:28:08.619 | 4   | Suzuki GSXR1000 |
| 85 | U  | Clinton WOOD | 2:10.182 | 12:30:18.801 | 5   | Suzuki GSXR1000 |

Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|---------------|----------|----------|-------------|-----------------|
| 19 | U  | Tyler DONOVAN | 1        | 1        | 2.96 miles  | Kawasaki ZX10R  |
| 85 | U  | Clinton WOOD  | 2        | 4        | 11.87 miles | Suzuki GSXR1000 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:19:14.645 |
| FINISH | 12:30:18.800 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:01.791  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - STATISTICS

**CLASS : E**

6 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----------------|----------|--------------|-----|-----------------|
| 6  | Andrew FIRTH   | 2:16.048 | 12:23:56.325 | 2   | Yamaha YZF-R1   |
| 6  | Andrew FIRTH   | 2:14.529 | 12:26:10.854 | 3   | Yamaha YZF-R1   |
| 81 | Darren CORKETT | 2:13.482 | 12:28:26.116 | 4   | Suzuki GSXR 750 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE       |
|----|--------------|----------|----------|-------------|---------------|
| 6  | Andrew FIRTH | 1        | 5        | 14.84 miles | Yamaha YZF-R1 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 5 - STATISTICS

CLASS : U

9 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|--------------|----------|--------------|-----|-----------------|
| 85 | Clinton WOOD | 2:11.453 | 12:23:46.684 | 2   | Suzuki GSXR1000 |
| 85 | Clinton WOOD | 2:11.056 | 12:25:57.740 | 3   | Suzuki GSXR1000 |
| 85 | Clinton WOOD | 2:10.879 | 12:28:08.619 | 4   | Suzuki GSXR1000 |
| 85 | Clinton WOOD | 2:10.182 | 12:30:18.801 | 5   | Suzuki GSXR1000 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|---------------|----------|----------|-------------|-----------------|
| 19 | Tyler DONOVAN | 1        | 1        | 2.96 miles  | Kawasaki ZX10R  |
| 85 | Clinton WOOD  | 2        | 4        | 11.87 miles | Suzuki GSXR1000 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - GRID (5 Laps)

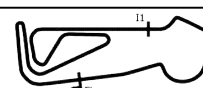
|        |    |    |                |    |                  |                 |     |               |              |              |               |          |          |          |
|--------|----|----|----------------|----|------------------|-----------------|-----|---------------|--------------|--------------|---------------|----------|----------|----------|
| ROW 11 | 32 |    |                | 33 | Mark BISWELL     | 31              |     |               | 40           | Malcolm BATE |               |          |          |          |
| ROW 10 | 30 | 3  | Oliver ARBON   | 29 | 211              | Ben HYLAND      | 28  | 89            | Daryl SKINNS |              |               |          |          |          |
| ROW 9  | 27 |    |                | 46 | Simon GATES      | 26              | 888 | Paul FAGG     | 25           | 88           | George PRINOS |          |          |          |
| ROW 8  | 24 | 87 | Ben DOOLAN     | 23 | 11               | Jordan LANGFORD | 22  | 63            | Matthew WREN |              |               |          |          |          |
| ROW 7  | 21 |    |                | 17 | Jordan KILLWORTH | 20              | 48  | Shaun WALLIS  | 19           | 25           | Jamie GREEN   |          |          |          |
| ROW 6  | 18 | 53 | Seamus McGLYNN | 17 | 102              | James FEARN     | 16  | 5             | Kieran SMITH |              |               |          |          |          |
| ROW 5  | 15 |    |                | 75 | Stewart MAY      | 14              | 21  | Danny BRENNAN | 13           | 47           | Daryl DANCE   | 2:19.984 |          |          |
| ROW 4  | 12 | 69 | Tony RUSSO     | 11 | 82               | Matt HINNELLS   | 10  | 23            | Justin ROSE  |              |               | 2:16.164 | 2:15.741 | 2:14.633 |
| ROW 3  | 9  |    |                | 51 | Paul BEESLEY     | 8               | 6   | Andrew FIRTH  | 7            | 80           | Mark OVEL     | 2:14.610 | 2:13.770 | 2:13.609 |
| ROW 2  | 6  | 81 | Darren CORKETT | 5  | 115              | Tony KEILTY     | 4   | 20            | Connor SWYER |              |               | 2:13.482 | 2:13.183 | 2:12.344 |
| ROW 1  | 3  |    |                | 19 | Tyler DONOVAN    | 2               | 78  | Jamie THOMAS  | 1            | 85           | Clinton WOOD  | 2:12.150 | 2:11.309 | 2:10.182 |
| Pole   |    |    |                |    |                  |                 |     |               |              |              |               |          |          |          |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith

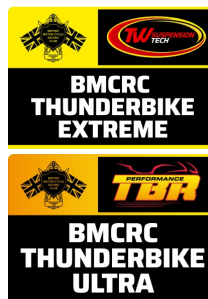


Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:35 Sunday, 04 May 2025







BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 16 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME            | ENTRY                                                  | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-----------------|--------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 19  | U  | 1   | Tyler DONOVAN   | Kawasaki ZX10R - Tinder Corp                           | 5    | 10:12.960 |          |        | 87.18 | 2:00.963 | 5  | 3   | 2  |
| 2   | 85  | U  | 2   | Clinton WOOD    | Suzuki GSXR1000 - CLINTON WOOD                         | 5    | 10:15.493 | 2.533    | 2.533  | 86.82 | 2:01.919 | 4  | 1   | -1 |
| 3   | 53  | U  | 3   | Seamus McGLYNN  | - S and d build and design Ltd                         | 5    | 10:17.714 | 4.754    | 2.221  | 86.51 | 2:01.470 | 5  | 18  | 15 |
| 4   | 115 | U  | 4   | Tony KEILTY     | Suzuki GSXR 1000 - Eat Your Heart Out                  | 5    | 10:20.838 | 7.878    | 3.124  | 86.07 | 2:02.630 | 2  | 5   | 1  |
| 5   | 46  | U  | 5   | Simon GATES     | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro      | 5    | 10:34.894 | 21.934   | 14.056 | 84.17 | 2:02.162 | 5  | 27  | 22 |
| 6   | 63  | U  | 6   | Matthew WREN    | Suzuki GSXR - TBR performance                          | 5    | 10:37.164 | 24.204   | 2.270  | 83.87 | 2:04.754 | 5  | 22  | 16 |
| 7   | 25  | U  | 7   | Jamie GREEN     | Suzuki GSXR1000 -                                      | 5    | 10:37.539 | 24.579   | 0.375  | 83.82 | 2:04.289 | 5  | 19  | 12 |
| 8   | 23  | U  | 8   | Justin ROSE     | Yamaha R1 - J. Rose roofing services                   | 5    | 10:39.811 | 26.851   | 2.272  | 83.52 | 2:06.640 | 5  | 10  | 2  |
| 9   | 69  | E  | 1   | Tony RUSSO      | Suzuki GSXR 750 - Wymark Lubricants                    | 5    | 10:40.114 | 27.154   | 0.303  | 83.48 | 2:04.097 | 5  | 12  | 3  |
| 10  | 81  | E  | 2   | Darren CORKETT  | Suzuki GSXR 750 - Jackson & Phillips                   | 5    | 10:40.760 | 27.800   | 0.646  | 83.40 | 2:03.477 | 5  | 6   | -4 |
| 11  | 82  | E  | 3   | Matt HINNELLS   | Honda CBR 954RR FIREBLADE - FH82Racing                 | 5    | 10:40.810 | 27.850   | 0.050  | 83.39 | 2:05.039 | 5  | 11  | 0  |
| 12  | 20  | U  | 9   | Connor SWYER    | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm & | 5    | 10:45.388 | 32.428   | 4.578  | 82.80 | 2:07.135 | 4  | 4   | -8 |
| 13  | 48  | E  | 4   | Shaun WALLIS    | Yamaha R6 - MBC Despatch Racing                        | 5    | 11:02.006 | 49.046   | 16.618 | 80.72 | 2:09.384 | 5  | 20  | 7  |
| 14  | 6   | E  | 5   | Andrew FIRTH    | Yamaha YZF-R1 - IMP Racing                             | 5    | 11:05.144 | 52.184   | 3.138  | 80.34 | 2:10.315 | 4  | 8   | -6 |
| 15  | 80  | U  | 10  | Mark OVEL       | Yamaha R1 - I STILL NEED A SPONSOR                     | 5    | 11:22.166 | 1:09.206 | 17.022 | 78.33 | 2:14.002 | 3  | 7   | -8 |
| 16  | 21  | U  | 11  | Danny BRENNAN   | Susuki GSXR 1000 -                                     | 5    | 11:24.441 | 1:11.481 | 2.275  | 78.07 | 2:14.440 | 4  | 14  | -2 |
| 17  | 51  | E  | 6   | Paul BEESLEY    | Aprilia MILLE RSV -                                    | 5    | 11:24.674 | 1:11.714 | 0.233  | 78.05 | 2:14.467 | 3  | 9   | -8 |
| 18  | 11  | E  | 7   | Jordan LANGFORD | Yamaha R6 - JL racing                                  | 5    | 11:34.679 | 1:21.719 | 10.005 | 76.92 | 2:16.901 | 4  | 23  | 5  |
| 19  | 211 | U  | 12  | Ben HYLAND      | Yamaha R1 -                                            | 5    | 12:04.653 | 1:51.693 | 29.974 | 73.74 | 2:21.943 | 4  | 29  | 10 |

NOT CLASSIFIED

|     |    |   |  |                  |                                                          |   |          |        |       |       |          |   |    |  |
|-----|----|---|--|------------------|----------------------------------------------------------|---|----------|--------|-------|-------|----------|---|----|--|
| DNF | 17 | U |  | Jordan KILLWORTH | Yamaha R1 4C8 - Greenplant/Pass Bike                     | 4 | 8:52.019 | 1 Lap  | 1 Lap | 80.35 | 2:08.915 | 3 | 21 |  |
| DNF | 75 | E |  | Stewart MAY      | Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em | 3 | 7:08.085 | 2 Laps | 1 Lap | 74.90 | 2:19.499 | 2 | 15 |  |

FASTEST LAP

|    |   |  |  |                |                                      |   |          |  |  |           |  |  |            |  |
|----|---|--|--|----------------|--------------------------------------|---|----------|--|--|-----------|--|--|------------|--|
| 19 | U |  |  | Tyler DONOVAN  | Kawasaki ZX10R - Tinder Corp         | 5 | 2:00.963 |  |  | 88.35 mph |  |  | 142.19 kph |  |
| 81 | E |  |  | Darren CORKETT | Suzuki GSXR 750 - Jackson & Phillips | 5 | 2:03.477 |  |  | 86.55 mph |  |  | 139.30 kph |  |

Class U - 92.5% of Race Speed = 80.64 mph  
Class E - 92.5% of Race Speed = 77.21 mph

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

Date: 04/05/2025 Start: 17:12 Finish: 17:22  
Snetterton 300: 2.9689 miles

|                  |                         |  |
|------------------|-------------------------|--|
| Clerk Of Course: | Timekeeper: Craig Smith |  |
|------------------|-------------------------|--|

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com) Printed - 17:25 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 16 - LAP CHART

| LAP 1 @ 17:14:51.905 | LAP 2 @ 17:16:54.082 | LAP 3 @ 17:18:55.277  | LAP 4 @ 17:20:56.509  | LAP 5 @ 17:22:57.472  |
|----------------------|----------------------|-----------------------|-----------------------|-----------------------|
| NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    | NO BEHIND LAP TIME    |
| 85 2:07.393          | 85 2:02.177          | 19 2:01.120           | 19 2:01.232           | 19 2:00.963           |
| 19 0.466 2:07.859    | 19 0.075 2:01.786    | 85 0.817 2:02.012     | 85 1.504 2:01.919     | 85 2.533 2:01.992     |
| 115 1.353 2:08.746   | 115 1.806 2:02.630   | 115 3.431 2:02.820    | 53 4.247 2:02.001     | 53 4.754 2:01.470     |
| 53 2.683 2:10.076    | 53 2.302 2:01.796    | 53 3.478 2:02.371     | 115 5.722 2:03.523    | 115 7.878 2:03.119    |
| 23 4.553 2:11.946    | 23 9.193 2:06.817    | 23 15.083 2:07.085    | 63 20.413 2:05.351    | 46 21.934 2:02.162    |
| 20 7.382 2:14.775    | 63 11.389 2:05.286   | 63 16.294 2:06.100    | 46 20.735 2:05.067    | 63 24.204 2:04.754    |
| 81 8.161 2:15.554    | 25 12.377 2:06.049   | 25 16.522 2:05.340    | 23 21.174 2:07.323    | 25 24.579 2:04.289    |
| 63 8.280 2:15.673    | 20 12.586 2:07.381   | 46 16.900 2:04.907    | 25 21.253 2:05.963    | 23 26.851 2:06.640    |
| 25 8.505 2:15.898    | 46 13.188 2:06.468   | 20 19.124 2:07.733    | 82 23.774 2:05.196    | 69 27.154 2:04.097    |
| 82 8.601 2:15.994    | 81 13.196 2:07.212   | 81 19.454 2:07.453    | 69 24.020 2:05.208    | 81 27.800 2:03.477    |
| 46 8.897 2:16.290    | 82 14.053 2:07.629   | 82 19.810 2:06.952    | 20 25.027 2:07.135    | 82 27.850 2:05.039    |
| 69 13.203 2:20.596   | 69 16.683 2:05.657   | 69 20.044 2:04.556    | 81 25.286 2:07.064    | 20 32.428 2:08.364    |
| 6 15.228 2:22.621    | 48 23.024 2:09.690   | 48 31.371 2:09.542    | 17 40.022 2:09.063    | 48 49.046 2:09.384    |
| 80 15.492 2:22.885   | 6 23.707 2:10.656    | 17 32.191 2:08.915    | 48 40.625 2:10.486    | 6 52.184 2:11.198     |
| 48 15.511 2:22.904   | 17 24.471 2:10.698   | 6 32.866 2:10.354     | 6 41.949 2:10.315     | 80 1:09.206 2:15.420  |
| 21 15.881 2:23.274   | 80 27.832 2:14.517   | 80 40.639 2:14.002    | 80 54.749 2:15.342    | 21 1:11.481 2:16.716  |
| 17 15.950 2:23.343   | 21 28.546 2:14.842   | 21 42.520 2:15.169    | 21 55.728 2:14.440    | 51 1:11.714 2:15.741  |
| 51 17.399 2:24.792   | 51 29.746 2:14.524   | 51 43.018 2:14.467    | 51 56.936 2:15.150    | 11 1:21.719 2:17.111  |
| 11 18.826 2:26.219   | 11 33.582 2:16.933   | 11 49.902 2:17.515    | 11 1:05.571 2:16.901  | 211 1:51.693 2:23.078 |
| 75 20.734 2:28.127   | 75 38.056 2:19.499   | 75 57.320 2:20.459    | 211 1:29.578 2:21.943 |                       |
| 211 23.764 2:31.157  | 211 46.108 2:24.521  | 211 1:08.867 2:23.954 |                       |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

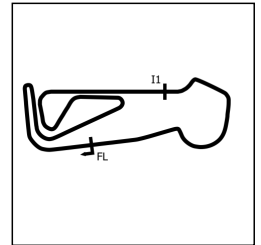
RACE 16 - POSITION CHART

| No  | Name      | Lap |     |     |     |     |     |
|-----|-----------|-----|-----|-----|-----|-----|-----|
|     |           | Pos | 1   | 2   | 3   | 4   | 5   |
| 85  | WOOD      | 1   | 85  | 85  | 19  | 19  | 19  |
| 19  | DONOVAN   | 2   | 19  | 19  | 85  | 85  | 85  |
| 20  | SWYER     | 3   | 115 | 115 | 115 | 53  | 53  |
| 115 | KEILTY    | 4   | 53  | 53  | 53  | 115 | 115 |
| 81  | CORKETT   | 5   | 23  | 23  | 23  | 63  | 46  |
| 80  | OVEL      | 6   | 20  | 63  | 63  | 46  | 63  |
| 6   | FIRTH     | 7   | 81  | 25  | 25  | 23  | 25  |
| 51  | BEESELEY  | 8   | 63  | 20  | 46  | 25  | 23  |
| 23  | ROSE      | 9   | 25  | 46  | 20  | 82  | 69  |
| 82  | HINNELLS  | 10  | 82  | 81  | 81  | 69  | 81  |
| 69  | RUSSO     | 11  | 46  | 82  | 82  | 20  | 82  |
| 21  | BRENNAN   | 12  | 69  | 69  | 69  | 81  | 20  |
| 75  | MAY       | 13  | 6   | 48  | 48  | 17  | 48  |
| 53  | McGLYNN   | 14  | 80  | 6   | 17  | 48  | 6   |
| 25  | GREEN     | 15  | 48  | 17  | 6   | 6   | 80  |
| 48  | WALLIS    | 16  | 21  | 80  | 80  | 80  | 21  |
| 17  | KILLWORTH | 17  | 17  | 21  | 21  | 21  | 51  |
| 63  | WREN      | 18  | 51  | 51  | 51  | 51  | 11  |
| 11  | LANGFORD  | 19  | 11  | 11  | 11  | 11  | 211 |
| 46  | GATES     | 20  | 75  | 75  | 75  | 211 |     |
| 211 | HYLAND    | 21  | 211 | 211 | 211 |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - SECTOR ANALYSIS



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

| P1 19 U                   |          | Tyler DONOVAN            |              | Kawasaki ZX10R - Tinder Corp |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:00.963 |          | BEST LAP TIME : 2:00.963 |              | DIFFERENCE : 0.000           |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                          | DIFF  | TIME OF DAY  |
| 1 -                       |          | 40.987                   | 2:07.859     | 83.59                        | 6.896 | 17:14:52.371 |
| 2 -                       | 1:21.176 | 40.610                   | 2:01.786     | 87.76                        | 0.823 | 17:16:54.157 |
| 3 -                       | 1:20.581 | 40.539                   | 2:01.120 (2) | 88.24                        | 0.157 | 17:18:55.277 |
| 4 -                       | 1:20.733 | 40.499                   | 2:01.232 (3) | 88.16                        | 0.269 | 17:20:56.509 |
| 5 -                       | 1:20.499 | 40.464                   | 2:00.963 (1) | 88.35                        |       | 17:22:57.472 |

| P2 85 U                   |          | Clinton WOOD             |              | Suzuki GSXR1000 - CLINTON WOOD |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:01.740 |          | BEST LAP TIME : 2:01.919 |              | DIFFERENCE : 0.179             |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                            | DIFF  | TIME OF DAY  |
| 1 -                       |          | 40.908                   | 2:07.393     | 83.89                          | 5.474 | 17:14:51.905 |
| 2 -                       | 1:21.250 | 40.927                   | 2:02.177     | 87.48                          | 0.258 | 17:16:54.082 |
| 3 -                       | 1:21.057 | 40.955                   | 2:02.012 (3) | 87.59                          | 0.093 | 17:18:56.094 |
| 4 -                       | 1:20.832 | 41.087                   | 2:01.919 (1) | 87.66                          |       | 17:20:58.013 |
| 5 -                       | 1:20.930 | 41.062                   | 2:01.992 (2) | 87.61                          | 0.073 | 17:23:00.005 |

| P3 53 U                   |          | Seamus McGLYNN           |              | - S and d build and design Ltd |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:01.274 |          | BEST LAP TIME : 2:01.470 |              | DIFFERENCE : 0.196             |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                            | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.037                   | 2:10.076     | 82.16                          | 8.606 | 17:14:54.588 |
| 2 -                       | 1:21.322 | 40.474                   | 2:01.796 (2) | 87.75                          | 0.326 | 17:16:56.384 |
| 3 -                       | 1:21.669 | 40.702                   | 2:02.371     | 87.34                          | 0.901 | 17:18:58.755 |
| 4 -                       | 1:21.365 | 40.636                   | 2:02.001 (3) | 87.60                          | 0.531 | 17:21:00.756 |
| 5 -                       | 1:20.800 | 40.670                   | 2:01.470 (1) | 87.98                          |       | 17:23:02.226 |

| P4 115 U                  |          | Tony KEILTY              |              | Suzuki GSXR 1000 - Eat Your Heart Out |       |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:02.499 |          | BEST LAP TIME : 2:02.630 |              | DIFFERENCE : 0.131                    |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 40.881                   | 2:08.746     | 83.01                                 | 6.116 | 17:14:53.258 |
| 2 -                       | 1:21.618 | 41.012                   | 2:02.630 (1) | 87.15                                 |       | 17:16:55.888 |
| 3 -                       | 1:21.871 | 40.949                   | 2:02.820 (2) | 87.02                                 | 0.190 | 17:18:58.708 |
| 4 -                       | 1:22.225 | 41.298                   | 2:03.523     | 86.52                                 | 0.893 | 17:21:02.231 |
| 5 -                       | 1:21.962 | 41.157                   | 2:03.119 (3) | 86.81                                 | 0.489 | 17:23:05.350 |

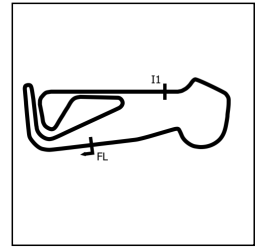
| P5 46 U                   |          | Simon GATES              |              | Yamaha YZF R1 - T.A Roden LTD / Canine Plus Hydro |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.162 |          | BEST LAP TIME : 2:02.162 |              | DIFFERENCE : 0.000                                |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                               | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.041                   | 2:16.290     | 78.42                                             | 14.128 | 17:15:00.802 |
| 2 -                       | 1:24.003 | 42.465                   | 2:06.468     | 84.51                                             | 4.306  | 17:17:07.270 |
| 3 -                       | 1:23.343 | 41.564                   | 2:04.907 (2) | 85.56                                             | 2.745  | 17:19:12.177 |
| 4 -                       | 1:23.174 | 41.893                   | 2:05.067 (3) | 85.45                                             | 2.905  | 17:21:17.244 |
| 5 -                       | 1:21.653 | 40.509                   | 2:02.162 (1) | 87.49                                             |        | 17:23:19.406 |

| P6 63 U                   |          | Matthew WREN             |              | Suzuki GSXR - TBR performance |        |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:04.754 |          | BEST LAP TIME : 2:04.754 |              | DIFFERENCE : 0.000            |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                           | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.636                   | 2:15.673     | 78.77                         | 10.919 | 17:15:00.185 |
| 2 -                       | 1:23.146 | 42.140                   | 2:05.286 (2) | 85.30                         | 0.532  | 17:17:05.471 |
| 3 -                       | 1:23.887 | 42.213                   | 2:06.100     | 84.75                         | 1.346  | 17:19:11.571 |
| 4 -                       | 1:23.378 | 41.973                   | 2:05.351 (3) | 85.26                         | 0.597  | 17:21:16.922 |
| 5 -                       | 1:23.113 | 41.641                   | 2:04.754 (1) | 85.67                         |        | 17:23:21.676 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - SECTOR ANALYSIS



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

| P7 25 U                   |          | Jamie GREEN              |              | Suzuki GSXR1000 -  |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:04.289 |          | BEST LAP TIME : 2:04.289 |              | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 42.201                   | 2:15.898     | 78.64              | 11.609 | 17:15:00.410 |
| 2 -                       | 1:23.968 | 42.081                   | 2:06.049     | 84.79              | 1.760  | 17:17:06.459 |
| 3 -                       | 1:23.980 | 41.360                   | 2:05.340 (2) | 85.27              | 1.051  | 17:19:11.799 |
| 4 -                       | 1:23.773 | 42.190                   | 2:05.963 (3) | 84.85              | 1.674  | 17:21:17.762 |
| 5 -                       | 1:23.331 | 40.958                   | 2:04.289 (1) | 85.99              |        | 17:23:22.051 |

| P8 23 U                   |          | Justin ROSE              |              | Yamaha R1 - J. Rose roofing services |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:06.603 |          | BEST LAP TIME : 2:06.640 |              | DIFFERENCE : 0.037                   |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                  | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.331                   | 2:11.946     | 81.00                                | 5.306 | 17:14:56.458 |
| 2 -                       | 1:24.753 | 42.064                   | 2:06.817 (2) | 84.27                                | 0.177 | 17:17:03.275 |
| 3 -                       | 1:24.641 | 42.444                   | 2:07.085 (3) | 84.10                                | 0.445 | 17:19:10.360 |
| 4 -                       | 1:24.619 | 42.704                   | 2:07.323     | 83.94                                | 0.683 | 17:21:17.683 |
| 5 -                       | 1:24.656 | 41.984                   | 2:06.640 (1) | 84.39                                |       | 17:23:24.323 |

| P9 69 E                   |          | Tony RUSSO               |              | Suzuki GSXR 750 - Wymark Lubricants |        |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:03.752 |          | BEST LAP TIME : 2:04.097 |              | DIFFERENCE : 0.345                  |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                 | DIFF   | TIME OF DAY  |
| 1 -                       |          | 43.013                   | 2:20.596     | 76.01                               | 16.499 | 17:15:05.108 |
| 2 -                       | 1:23.880 | 41.777                   | 2:05.657     | 85.05                               | 1.560  | 17:17:10.765 |
| 3 -                       | 1:23.002 | 41.554                   | 2:04.556 (2) | 85.80                               | 0.459  | 17:19:15.321 |
| 4 -                       | 1:23.757 | 41.451                   | 2:05.208 (3) | 85.36                               | 1.111  | 17:21:20.529 |
| 5 -                       | 1:22.301 | 41.796                   | 2:04.097 (1) | 86.12                               |        | 17:23:24.626 |

| P10 81 E                  |          | Darren CORKETT           |              | Suzuki GSXR 750 - Jackson & Phillips |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:03.477 |          | BEST LAP TIME : 2:03.477 |              | DIFFERENCE : 0.000                   |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                  | DIFF   | TIME OF DAY  |
| 1 -                       |          | 43.676                   | 2:15.554     | 78.84                                | 12.077 | 17:15:00.066 |
| 2 -                       | 1:24.726 | 42.486                   | 2:07.212 (3) | 84.01                                | 3.735  | 17:17:07.278 |
| 3 -                       | 1:25.011 | 42.442                   | 2:07.453     | 83.85                                | 3.976  | 17:19:14.731 |
| 4 -                       | 1:24.660 | 42.404                   | 2:07.064 (2) | 84.11                                | 3.587  | 17:21:21.795 |
| 5 -                       | 1:22.526 | 40.951                   | 2:03.477 (1) | 86.55                                |        | 17:23:25.272 |

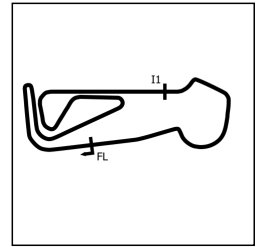
| P11 82 E                  |          | Matt HINNELLS            |              | Honda CBR 954RR FIREBLADE - FH82Racing |        |              |
|---------------------------|----------|--------------------------|--------------|----------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:04.659 |          | BEST LAP TIME : 2:05.039 |              | DIFFERENCE : 0.380                     |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                    | DIFF   | TIME OF DAY  |
| 1 -                       |          | 43.617                   | 2:15.994     | 78.59                                  | 10.955 | 17:15:00.506 |
| 2 -                       | 1:25.289 | 42.340                   | 2:07.629     | 83.74                                  | 2.590  | 17:17:08.135 |
| 3 -                       | 1:24.463 | 42.489                   | 2:06.952 (3) | 84.18                                  | 1.913  | 17:19:15.087 |
| 4 -                       | 1:23.810 | 41.386                   | 2:05.196 (2) | 85.37                                  | 0.157  | 17:21:20.283 |
| 5 -                       | 1:23.273 | 41.766                   | 2:05.039 (1) | 85.47                                  |        | 17:23:25.322 |

| P12 20 U                  |          | Connor SWYER             |              | SUZUKI GSXR 1000 K6 - WSC Performace & lleithyr farm & dac |       |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:06.738 |          | BEST LAP TIME : 2:07.135 |              | DIFFERENCE : 0.397                                         |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                        | DIFF  | TIME OF DAY  |
| 1 -                       |          | 43.278                   | 2:14.775     | 79.30                                                      | 7.640 | 17:14:59.287 |
| 2 -                       | 1:25.057 | 42.324                   | 2:07.381 (2) | 83.90                                                      | 0.246 | 17:17:06.668 |
| 3 -                       | 1:25.319 | 42.414                   | 2:07.733 (3) | 83.67                                                      | 0.598 | 17:19:14.401 |
| 4 -                       | 1:24.414 | 42.721                   | 2:07.135 (1) | 84.06                                                      |       | 17:21:21.536 |
| 5 -                       | 1:25.340 | 43.024                   | 2:08.364     | 83.26                                                      | 1.229 | 17:23:29.900 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - SECTOR ANALYSIS



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

|                           |                 |                          |                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|--------|---------------------|
| <b>P13</b>                | <b>48 E</b>     | <b>Shaun WALLIS</b>      | Yamaha R6 - MBC Despatch Racing |              |        |                     |
| IDEAL LAP TIME : 2:09.239 |                 | BEST LAP TIME : 2:09.384 | DIFFERENCE : 0.145              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.964                   | 2:22.904                        | 74.79        | 13.520 | 17:15:07.416        |
| 2 -                       | 1:25.910        | 43.780                   | 2:09.690 <b>(3)</b>             | 82.41        | 0.306  | 17:17:17.106        |
| 3 -                       | <b>1:25.750</b> | 43.792                   | 2:09.542 <b>(2)</b>             | 82.50        | 0.158  | 17:19:26.648        |
| 4 -                       | 1:26.670        | 43.816                   | 2:10.486                        | 81.90        | 1.102  | 17:21:37.134        |
| 5 -                       | 1:25.895        | <b>43.489</b>            | <b>2:09.384 (1)</b>             | <b>82.60</b> |        | <b>17:23:46.518</b> |

|                           |                 |                          |                            |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>6 E</b>      | <b>Andrew FIRTH</b>      | Yamaha YZF-R1 - IMP Racing |              |        |                     |
| IDEAL LAP TIME : 2:10.074 |                 | BEST LAP TIME : 2:10.315 | DIFFERENCE : 0.241         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.018                   | 2:22.621                   | 74.94        | 12.306 | 17:15:07.133        |
| 2 -                       | 1:26.645        | 44.011                   | 2:10.656 <b>(3)</b>        | 81.80        | 0.341  | 17:17:17.789        |
| 3 -                       | <b>1:26.518</b> | 43.836                   | 2:10.354 <b>(2)</b>        | 81.99        | 0.039  | 17:19:28.143        |
| 4 -                       | 1:26.759        | <b>43.556</b>            | <b>2:10.315 (1)</b>        | <b>82.01</b> |        | <b>17:21:38.458</b> |
| 5 -                       | 1:27.204        | 43.994                   | 2:11.198                   | 81.46        | 0.883  | 17:23:49.656        |

|                           |                 |                          |                                    |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|-------|---------------------|
| <b>P15</b>                | <b>80 U</b>     | <b>Mark OVEL</b>         | Yamaha R1 - I STILL NEED A SPONSOR |              |       |                     |
| IDEAL LAP TIME : 2:13.942 |                 | BEST LAP TIME : 2:14.002 | DIFFERENCE : 0.060                 |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.770                   | 2:22.885                           | 74.80        | 8.883 | 17:15:07.397        |
| 2 -                       | 1:29.517        | <b>45.000</b>            | 2:14.517 <b>(2)</b>                | 79.45        | 0.515 | 17:17:21.914        |
| 3 -                       | <b>1:28.942</b> | 45.060                   | <b>2:14.002 (1)</b>                | <b>79.76</b> |       | <b>17:19:35.916</b> |
| 4 -                       | 1:30.087        | 45.255                   | 2:15.342 <b>(3)</b>                | 78.97        | 1.340 | 17:21:51.258        |
| 5 -                       | 1:29.971        | 45.449                   | 2:15.420                           | 78.92        | 1.418 | 17:24:06.678        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P16</b>                | <b>21 U</b>     | <b>Danny BRENNAN</b>     | Suzuki GSXR 1000 -  |              |       |                     |
| IDEAL LAP TIME : 2:14.364 |                 | BEST LAP TIME : 2:14.440 | DIFFERENCE : 0.076  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.577                   | 2:23.274            | 74.59        | 8.834 | 17:15:07.786        |
| 2 -                       | 1:29.776        | <b>45.066</b>            | 2:14.842 <b>(2)</b> | 79.26        | 0.402 | 17:17:22.628        |
| 3 -                       | 1:30.011        | 45.158                   | 2:15.169 <b>(3)</b> | 79.07        | 0.729 | 17:19:37.797        |
| 4 -                       | <b>1:29.298</b> | 45.142                   | <b>2:14.440 (1)</b> | <b>79.50</b> |       | <b>17:21:52.237</b> |
| 5 -                       | 1:31.095        | 45.621                   | 2:16.716            | 78.17        | 2.276 | 17:24:08.953        |

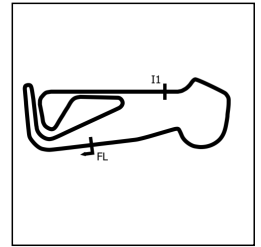
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>51 E</b>     | <b>Paul BEESLEY</b>      | Aprilia MILLE RSV - |              |        |                     |
| IDEAL LAP TIME : 2:14.438 |                 | BEST LAP TIME : 2:14.467 | DIFFERENCE : 0.029  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.262                   | 2:24.792            | 73.81        | 10.325 | 17:15:09.304        |
| 2 -                       | <b>1:29.529</b> | 44.995                   | 2:14.524 <b>(2)</b> | 79.45        | 0.057  | 17:17:23.828        |
| 3 -                       | 1:29.558        | <b>44.909</b>            | <b>2:14.467 (1)</b> | <b>79.48</b> |        | <b>17:19:38.295</b> |
| 4 -                       | 1:30.131        | 45.019                   | 2:15.150 <b>(3)</b> | 79.08        | 0.683  | 17:21:53.445        |
| 5 -                       | 1:30.041        | 45.700                   | 2:15.741            | 78.73        | 1.274  | 17:24:09.186        |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P18</b>                | <b>11 E</b>     | <b>Jordan LANGFORD</b>   | Yamaha R6 - JL racing |              |       |                     |
| IDEAL LAP TIME : 2:16.587 |                 | BEST LAP TIME : 2:16.901 | DIFFERENCE : 0.314    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.784                   | 2:26.219              | 73.09        | 9.318 | 17:15:10.731        |
| 2 -                       | <b>1:30.898</b> | 46.035                   | 2:16.933 <b>(2)</b>   | 78.05        | 0.032 | 17:17:27.664        |
| 3 -                       | 1:31.786        | 45.729                   | 2:17.515              | 77.72        | 0.614 | 17:19:45.179        |
| 4 -                       | 1:31.212        | <b>45.689</b>            | <b>2:16.901 (1)</b>   | <b>78.07</b> |       | <b>17:22:02.080</b> |
| 5 -                       | 1:31.067        | 46.044                   | 2:17.111 <b>(3)</b>   | 77.95        | 0.210 | 17:24:19.191        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - SECTOR ANALYSIS



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

| P19 211 U Ben HYLAND Yamaha R1 - |          |                          |              |                    |       |              |
|----------------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:21.785        |          | BEST LAP TIME : 2:21.943 |              | DIFFERENCE : 0.158 |       |              |
| LAP                              | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                              |          | 47.618                   | 2:31.157     | 70.70              | 9.214 | 17:15:15.669 |
| 2 -                              | 1:36.771 | 47.750                   | 2:24.521     | 73.95              | 2.578 | 17:17:40.190 |
| 3 -                              | 1:36.389 | 47.565                   | 2:23.954 (3) | 74.24              | 2.011 | 17:20:04.144 |
| 4 -                              | 1:34.505 | 47.438                   | 2:21.943 (1) | 75.29              |       | 17:22:26.087 |
| 5 -                              | 1:35.798 | 47.280                   | 2:23.078 (2) | 74.70              | 1.135 | 17:24:49.165 |

| P20 17 U Jordan KILLWORTH Yamaha R1 4C8 - Greenplant/Pass Bike |          |                          |              |                    |        |              |
|----------------------------------------------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:08.892                                      |          | BEST LAP TIME : 2:08.915 |              | DIFFERENCE : 0.023 |        |              |
| LAP                                                            | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                                                            |          | 44.660                   | 2:23.343     | 74.56              | 14.428 | 17:15:07.855 |
| 2 -                                                            | 1:27.502 | 43.196                   | 2:10.698 (3) | 81.77              | 1.783  | 17:17:18.553 |
| 3 -                                                            | 1:26.084 | 42.831                   | 2:08.915 (1) | 82.90              |        | 17:19:27.468 |
| 4 -                                                            | 1:26.255 | 42.808                   | 2:09.063 (2) | 82.81              | 0.148  | 17:21:36.531 |

| P21 75 E Stewart MAY Kawasaki ZX6R - Joe's taxidermy you snuff em we stuff em |          |                          |              |                    |       |              |
|-------------------------------------------------------------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:19.477                                                     |          | BEST LAP TIME : 2:19.499 |              | DIFFERENCE : 0.022 |       |              |
| LAP                                                                           | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                                                                           |          | 46.944                   | 2:28.127     | 72.15              | 8.628 | 17:15:12.639 |
| 2 -                                                                           | 1:32.533 | 46.966                   | 2:19.499 (1) | 76.61              |       | 17:17:32.138 |
| 3 -                                                                           | 1:32.591 | 47.868                   | 2:20.459 (2) | 76.09              | 0.960 | 17:19:52.597 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 16 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | PERFECT LAP 2:00.963    |     |           |          |          |       |
| 1        | 19  | 1:20.499 | 19       | 40.464 | 1                       | 19  | DONOVAN   | 2:00.963 | 2:00.963 | 0.000 |
| 2        | 53  | 1:20.800 | 53       | 40.474 | 2                       | 53  | McGLYNN   | 2:01.274 | 2:01.470 | 0.196 |
| 3        | 85  | 1:20.832 | 46       | 40.509 | 3                       | 85  | WOOD      | 2:01.740 | 2:01.919 | 0.179 |
| 4        | 115 | 1:21.618 | 115      | 40.881 | 4                       | 46  | GATES     | 2:02.162 | 2:02.162 | 0.000 |
| 5        | 46  | 1:21.653 | 85       | 40.908 | 5                       | 115 | KEILTY    | 2:02.499 | 2:02.630 | 0.131 |
| 6        | 69  | 1:22.301 | 81       | 40.951 | 6                       | 81  | CORKETT   | 2:03.477 | 2:03.477 | 0.000 |
| 7        | 81  | 1:22.526 | 25       | 40.958 | 7                       | 69  | RUSSO     | 2:03.752 | 2:04.097 | 0.345 |
| 8        | 63  | 1:23.113 | 82       | 41.386 | 8                       | 25  | GREEN     | 2:04.289 | 2:04.289 | 0.000 |
| 9        | 82  | 1:23.273 | 69       | 41.451 | 9                       | 82  | HINNELLS  | 2:04.659 | 2:05.039 | 0.380 |
| 10       | 25  | 1:23.331 | 63       | 41.641 | 10                      | 63  | WREN      | 2:04.754 | 2:04.754 | 0.000 |
| 11       | 20  | 1:24.414 | 23       | 41.984 | 11                      | 23  | ROSE      | 2:06.603 | 2:06.640 | 0.037 |
| 12       | 23  | 1:24.619 | 20       | 42.324 | 12                      | 20  | SWYER     | 2:06.738 | 2:07.135 | 0.397 |
| 13       | 48  | 1:25.750 | 17       | 42.808 | 13                      | 17  | KILLWORTH | 2:08.892 | 2:08.915 | 0.023 |
| 14       | 17  | 1:26.084 | 48       | 43.489 | 14                      | 48  | WALLIS    | 2:09.239 | 2:09.384 | 0.145 |
| 15       | 6   | 1:26.518 | 6        | 43.556 | 15                      | 6   | FIRTH     | 2:10.074 | 2:10.315 | 0.241 |
| 16       | 80  | 1:28.942 | 51       | 44.909 | 16                      | 80  | OVEL      | 2:13.942 | 2:14.002 | 0.060 |
| 17       | 21  | 1:29.298 | 80       | 45.000 | 17                      | 21  | BRENNAN   | 2:14.364 | 2:14.440 | 0.076 |
| 18       | 51  | 1:29.529 | 21       | 45.066 | 18                      | 51  | BEESLEY   | 2:14.438 | 2:14.467 | 0.029 |
| 19       | 11  | 1:30.898 | 11       | 45.689 | 19                      | 11  | LANGFORD  | 2:16.587 | 2:16.901 | 0.314 |
| 20       | 75  | 1:32.533 | 75       | 46.944 | 20                      | 75  | MAY       | 2:19.477 | 2:19.499 | 0.022 |
| 21       | 211 | 1:34.505 | 211      | 47.280 | 21                      | 211 | HYLAND    | 2:21.785 | 2:21.943 | 0.158 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

BMCRC Thunderbike Ultra & Extreme

RACE 16 - STATISTICS

Competitors Started 21

Planned Start 2025-05-04 @ 16:40:00.000

Actual Start 2025-05-04 @ 17:12:44.511

Finish Time 2025-05-04 @ 17:22:57.471

Track Length 2.9689mi.

Total Laps 102

Total Distance Covered 302.8289mi.

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|---------------|----------|--------------|-----|-----------------|
| 85 | U  | Clinton WOOD  | 2:02.177 | 17:16:54.082 | 2   | Suzuki GSXR1000 |
| 19 | U  | Tyler DONOVAN | 2:01.786 | 17:16:54.157 | 2   | Kawasaki ZX10R  |
| 19 | U  | Tyler DONOVAN | 2:01.120 | 17:18:55.277 | 3   | Kawasaki ZX10R  |
| 19 | U  | Tyler DONOVAN | 2:00.963 | 17:22:57.472 | 5   | Kawasaki ZX10R  |

Session Leader History

| NO | CL | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|----|---------------|----------|----------|------------|-----------------|
| 85 | U  | Clinton WOOD  | 1        | 2        | 5.93 miles | Suzuki GSXR1000 |
| 19 | U  | Tyler DONOVAN | 3        | 3        | 8.90 miles | Kawasaki ZX10R  |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:12:44.511 |
| FINISH | 17:22:57.471 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:10.855  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - STATISTICS

**CLASS : E**

**8 Starters**

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----------------|----------|--------------|-----|-----------------|
| 81 | Darren CORKETT | 2:07.212 | 17:17:07.278 | 2   | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 2:05.657 | 17:17:10.765 | 2   | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 2:04.556 | 17:19:15.321 | 3   | Suzuki GSXR 750 |
| 69 | Tony RUSSO     | 2:04.097 | 17:23:24.626 | 5   | Suzuki GSXR 750 |
| 81 | Darren CORKETT | 2:03.477 | 17:23:25.272 | 5   | Suzuki GSXR 750 |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE                   |
|----|----------------|----------|----------|------------|---------------------------|
| 81 | Darren CORKETT | 1        | 3        | 8.90 miles | Suzuki GSXR 750           |
| 82 | Matt HINNELLS  | 4        | 1        | 2.96 miles | Honda CBR 954RR FIREBLADE |
| 69 | Tony RUSSO     | 5        | 1        | 2.96 miles | Suzuki GSXR 750           |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## BMCRC Thunderbike Ultra & Extreme

### RACE 16 - STATISTICS

**CLASS : U**

13 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|---------------|----------|--------------|-----|-----------------|
| 85 | Clinton WOOD  | 2:02.177 | 17:16:54.082 | 2   | Suzuki GSXR1000 |
| 19 | Tyler DONOVAN | 2:01.786 | 17:16:54.157 | 2   | Kawasaki ZX10R  |
| 19 | Tyler DONOVAN | 2:01.120 | 17:18:55.277 | 3   | Kawasaki ZX10R  |
| 19 | Tyler DONOVAN | 2:00.963 | 17:22:57.472 | 5   | Kawasaki ZX10R  |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|---------------|----------|----------|------------|-----------------|
| 85 | Clinton WOOD  | 1        | 2        | 5.93 miles | Suzuki GSXR1000 |
| 19 | Tyler DONOVAN | 3        | 3        | 8.90 miles | Kawasaki ZX10R  |



# THE CLOTHING KINGS BMCRC THUNDERBIKE SPORT, TW SUSPENSION BMCRC SUPERTWINS & BMCRC FORMULA 400



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025



SPORTS TIMING

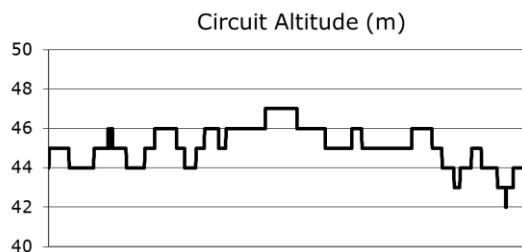
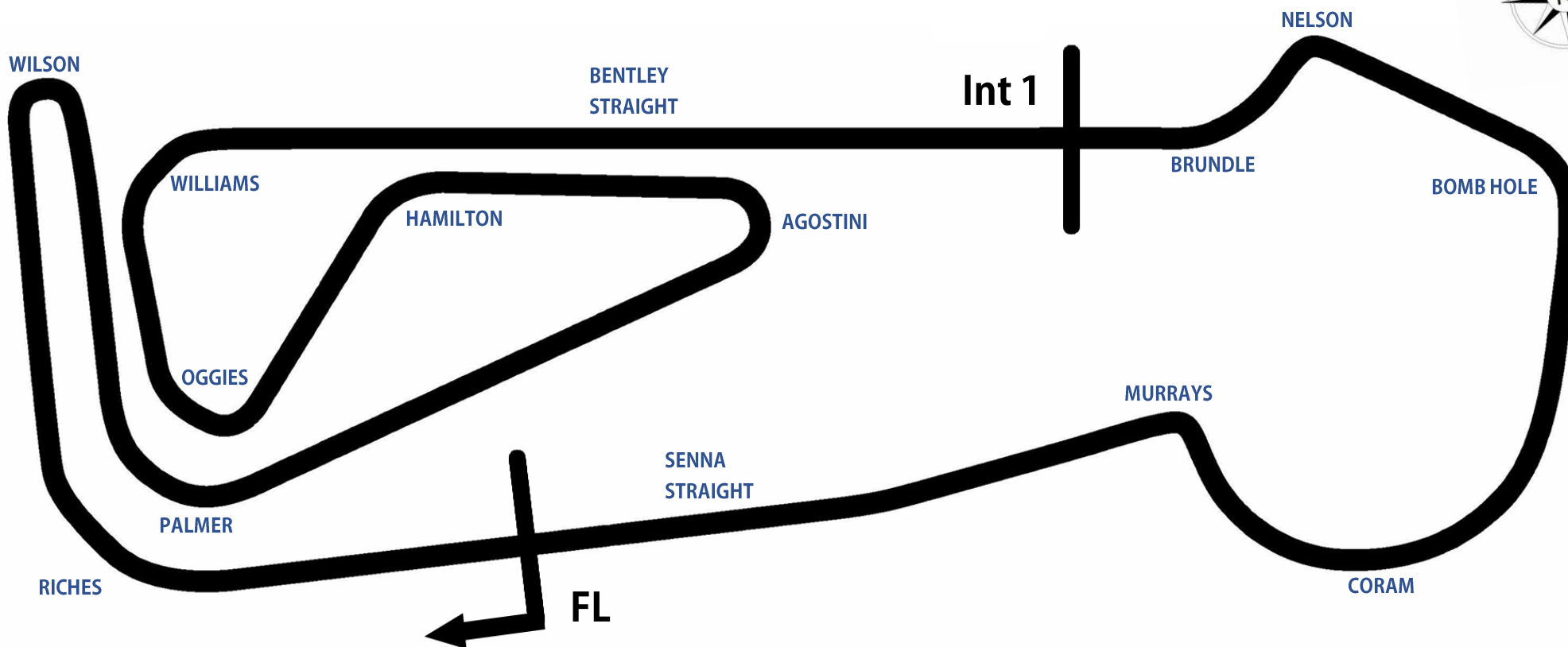
TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |



## BMCR-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - CLASSIFICATION

| POS | NO  | CL    | PIC | NAME                       | ENTRY                                                | TIME     | ON | LAPS | GAP    | DIFF   | MPH   |
|-----|-----|-------|-----|----------------------------|------------------------------------------------------|----------|----|------|--------|--------|-------|
| 1   | 22  | TWINS | 1   | Darren DOWDS               | Suzuki GSX8R - Sublime Dsg Ltd                       | 2:02.092 | 4  | 5    |        |        | 87.54 |
| 2   | 61  | TWINS | 2   | Cameron HARRIS             | Aprilia RS660 - Harris / Tony Scott Motorsport       | 2:03.285 | 4  | 5    | 1.193  | 1.193  | 86.69 |
| 3   | 77  |       | 1   | Joe WHITE                  | Suzuki GSXR 600 - The Race Shack /Just In Graphics   | 2:04.521 | 5  | 5    | 2.429  | 1.236  | 85.83 |
| 4   | 13  |       | 2   | Daniel MERCER              | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical f  | 2:05.488 | 4  | 5    | 3.396  | 0.967  | 85.17 |
| 5   | 112 |       | 3   | Vince GEDGE                | Honda CBR600 -                                       | 2:05.543 | 5  | 5    | 3.451  | 0.055  | 85.13 |
| 6   | 76  | F400  | 1   | Luca WILKINSON             | Kawasaki ZX4RR - Speedy Freight - NW Racing          | 2:06.168 | 5  | 5    | 4.076  | 0.625  | 84.71 |
| 7   | 5   |       | 4   | Logan STONE                | Yamaha R6 -                                          | 2:06.243 | 5  | 5    | 4.151  | 0.075  | 84.66 |
| 8   | 15  |       | 5   | Nick SMITH                 | Honda CBR600RR - Hi-Precision Engineering Ltd        | 2:06.890 | 5  | 5    | 4.798  | 0.647  | 84.23 |
| 9   | 961 | TWINS | 3   | Jack SIM                   | Kawasaki ER6 -                                       | 2:07.496 | 3  | 5    | 5.404  | 0.606  | 83.83 |
| 10  | 54  |       | 6   | Adam JAMISON               | Yamaha R6 - AJ Racing                                | 2:07.577 | 5  | 5    | 5.485  | 0.081  | 83.77 |
| 11  | 27  | TWINS | 4   | Ben BROWN                  | Yamaha R7 - Hunts Motorcycles                        | 2:07.595 | 5  | 5    | 5.503  | 0.018  | 83.76 |
| 12  | 48  |       | 7   | Shaun WALLIS               | Yamaha R6 (W) - MBC Despatch Racing                  | 2:07.721 | 3  | 5    | 5.629  | 0.126  | 83.68 |
| 13  | 141 | TWINS | 5   | Jack ANDREWS               | Yamaha R7 - B1 Barbers and power tool hub            | 2:07.772 | 4  | 5    | 5.680  | 0.051  | 83.64 |
| 14  | 2   | TWINS | 6   | James SEATH                | Aprilia RS660 - Ovenden Earthmoving                  | 2:08.265 | 5  | 5    | 6.173  | 0.493  | 83.32 |
| 15  | 99  |       | 8   | Lee BELLOTTI               | Kawasaki ZX6R - My Wallet                            | 2:09.464 | 4  | 5    | 7.372  | 1.199  | 82.55 |
| 16  | 88  |       | 9   | Florentin Valentin STANCIU | Honda 600F -                                         | 2:10.310 | 5  | 5    | 8.218  | 0.846  | 82.02 |
| 17  | 8   |       | 10  | Leigh SMITH                | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lar  | 2:10.631 | 5  | 5    | 8.539  | 0.321  | 81.81 |
| 18  | 50  | TWINS | 7   | Alex TUFNALL               | Aprilia RS660 -                                      | 2:10.702 | 5  | 5    | 8.610  | 0.071  | 81.77 |
| 19  | 81  | TWINS | 8   | Malvern MAY                | Aprilia RS660 - IMP racing                           | 2:10.801 | 2  | 5    | 8.709  | 0.099  | 81.71 |
| 20  | 69  |       | 11  | Terry SMITH                | Yamaha R6 - IMP Racing                               | 2:10.823 | 5  | 5    | 8.731  | 0.022  | 81.69 |
| 21  | 166 |       | 12  | Ben KING                   | Suzuki SV650 -                                       | 2:11.898 | 5  | 5    | 9.806  | 1.075  | 81.03 |
| 22  | 79  | F400  | 2   | Sean CRONE                 | Kawasaki NINJA 400 - BD Racing                       | 2:12.574 | 5  | 5    | 10.482 | 0.676  | 80.61 |
| 23  | 21  | TWINS | 9   | Toby FINNIS                | Triumph DAYTONA 660 - Tey Farm, Harlow AG, Sublin    | 2:12.664 | 4  | 5    | 10.572 | 0.090  | 80.56 |
| 24  | 402 |       | 13  | Kaine FARR                 | Suzuki GSXR - The Elms B&B Snetterton                | 2:12.736 | 4  | 5    | 10.644 | 0.072  | 80.52 |
| 25  | 131 |       | 14  | Nicholas KINGSTONE         | Suzuki GSXR600 -                                     | 2:12.773 | 4  | 5    | 10.681 | 0.037  | 80.49 |
| 26  | 65  | F400  | 3   | Ian SOILLEUX               | Kawasaki ZX4RR - BDRacing                            | 2:13.263 | 5  | 5    | 11.171 | 0.490  | 80.20 |
| 27  | 137 |       | 15  | Colin McPHERSON            | Yamaha R6 -                                          | 2:13.840 | 5  | 5    | 11.748 | 0.577  | 79.85 |
| 28  | 55  |       | 16  | Magnus MANSON-CHUBB        | Kawasaki ZXR400L -                                   | 2:14.514 | 4  | 5    | 12.422 | 0.674  | 79.45 |
| 29  | 30  |       | 17  | David LUFF                 | Suzuki SV 650 - ATP & Sarah O'Neill                  | 2:15.690 | 5  | 5    | 13.598 | 1.176  | 78.76 |
| 30  | 26  | F400  | 4   | Damian LEE                 | Yamaha TZR 250 - Leed Autos                          | 2:16.235 | 5  | 5    | 14.143 | 0.545  | 78.45 |
| 31  | 89  |       | 18  | Daryl SKINNS               | Suzuki GSXR 750 - Target Site Services & Rapid Elect | 2:16.926 | 5  | 5    | 14.834 | 0.691  | 78.05 |
| 32  | 46  | F400  | 5   | Isobel CARTER              | - R&G                                                | 2:17.587 | 4  | 5    | 15.495 | 0.661  | 77.68 |
| 33  | 172 |       | 19  | Andrew ROBINSON            | Yamaha YZF R6 -                                      | 2:18.376 | 3  | 3    | 16.284 | 0.789  | 77.23 |
| 34  | 53  |       | 20  | Peter HAMMOND              | Suzuki SRAD -                                        | 2:18.878 | 4  | 5    | 16.786 | 0.502  | 76.96 |
| 35  | 35  | TWINS | 10  | Stuart THURTL              | Aprilia RS660 - TeamTortoise Racing                  | 2:19.111 | 5  | 5    | 17.019 | 0.233  | 76.83 |
| 36  | 40  | F400  | 6   | Archie ORMROD              | Kawasaki NINJA 400 - Prestige Flooring               | 2:19.177 | 5  | 5    | 17.085 | 0.066  | 76.79 |
| 37  | 138 | TWINS | 11  | Craig JARMIN               | Suzuki SV 650 - SK PreP / NB Toolmaking              | 2:21.881 | 4  | 4    | 19.789 | 2.704  | 75.33 |
| 38  | 29  |       | 21  | Sarah MACDONALD            | Suzuki GSXR 600 -                                    | 2:35.592 | 4  | 4    | 33.500 | 13.711 | 68.69 |

Weather / Track : Cloudy / Dry

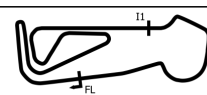
Date: 03/05/2025 Start: 10:23 Finish: 10:33

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

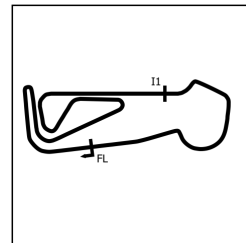
Printed - 10:35 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------------|-------|---------------------|
| <b>P1</b>                 | <b>22 TWINS</b> | <b>Darren DOWDS</b>      | Suzuki GSX8R - Sublime Dsg Ltd |                    |       |                     |
| IDEAL LAP TIME : 2:02.092 |                 | BEST LAP TIME : 2:02.092 |                                | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.004        | 42.291                   | 2:11.295                       | 81.40              | 9.203 | 10:25:44.793        |
| 2 -                       | 1:23.332        | 41.100                   | 2:04.432                       | 85.89              | 2.340 | 10:27:49.225        |
| 3 -                       | 1:22.596        | 40.701                   | 2:03.297 (2)                   | 86.68              | 1.205 | 10:29:52.522        |
| 4 -                       | <b>1:21.662</b> | <b>40.430</b>            | <b>2:02.092 (1)</b>            | <b>87.54</b>       |       | <b>10:31:54.614</b> |
| 5 -                       | 1:22.568        | 41.778                   | 2:04.346 (3)                   | 85.95              | 2.254 | 10:33:58.960        |

|                           |                 |                          |                                                |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------|--------------------|-------|---------------------|
| <b>P2</b>                 | <b>61 TWINS</b> | <b>Cameron HARRIS</b>    | Aprilla RS660 - Harris / Tony Scott Motorsport |                    |       |                     |
| IDEAL LAP TIME : 2:03.285 |                 | BEST LAP TIME : 2:03.285 |                                                | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:27.333        | 42.847                   | 2:10.180                                       | 82.10              | 6.895 | 10:25:40.817        |
| 2 -                       | 1:23.465        | 41.935                   | 2:05.400 (3)                                   | 85.23              | 2.115 | 10:27:46.217        |
| 3 -                       | 1:22.422        | 41.329                   | 2:03.751 (2)                                   | 86.36              | 0.466 | 10:29:49.968        |
| 4 -                       | <b>1:22.385</b> | <b>40.900</b>            | <b>2:03.285 (1)</b>                            | <b>86.69</b>       |       | <b>10:31:53.253</b> |
| 5 -                       | 1:24.013        | 42.033                   | 2:06.046                                       | 84.79              | 2.761 | 10:33:59.299        |

|                           |                 |                          |                                                    |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------|--------------------|--------|---------------------|
| <b>P3</b>                 | <b>77</b>       | <b>Joe WHITE</b>         | Suzuki GSXR 600 - The Race Shack /Just In Graphics |                    |        |                     |
| IDEAL LAP TIME : 2:04.521 |                 | BEST LAP TIME : 2:04.521 |                                                    | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                           | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.776        | 43.380                   | 2:15.156                                           | 79.07              | 10.635 | 10:25:47.980        |
| 2 -                       | 1:23.881        | 41.670                   | 2:05.551 (3)                                       | 85.12              | 1.030  | 10:27:53.531        |
| 3 -                       | 1:25.016        | 42.001                   | 2:07.017                                           | 84.14              | 2.496  | 10:30:00.548        |
| 4 -                       | 1:23.770        | 41.614                   | 2:05.384 (2)                                       | 85.24              | 0.863  | 10:32:05.932        |
| 5 -                       | <b>1:22.959</b> | <b>41.562</b>            | <b>2:04.521 (1)</b>                                | <b>85.83</b>       |        | <b>10:34:10.453</b> |

|                           |                 |                          |                                                             |                    |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------------------|--------------------|-------|---------------------|
| <b>P4</b>                 | <b>13</b>       | <b>Daniel MERCER</b>     | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engineeri |                    |       |                     |
| IDEAL LAP TIME : 2:05.488 |                 | BEST LAP TIME : 2:05.488 |                                                             | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:29.995        | 43.194                   | 2:13.189                                                    | 80.24              | 7.701 | 10:25:45.411        |
| 2 -                       | 1:24.640        | 41.854                   | 2:06.494 (3)                                                | 84.49              | 1.006 | 10:27:51.905        |
| 3 -                       | 1:23.846        | 41.798                   | 2:05.644 (2)                                                | 85.06              | 0.156 | 10:29:57.549        |
| 4 -                       | <b>1:23.780</b> | <b>41.708</b>            | <b>2:05.488 (1)</b>                                         | <b>85.17</b>       |       | <b>10:32:03.037</b> |
| 5 -                       | 1:23.981        | 42.643                   | 2:06.624                                                    | 84.40              | 1.136 | 10:34:09.661        |

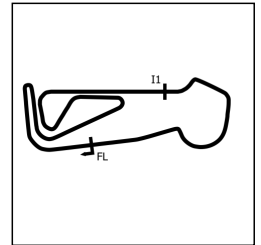
|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P5</b>                 | <b>112</b>      | <b>Vince GEDGE</b>       | Honda CBR600 -      |                    |        |                     |
| IDEAL LAP TIME : 2:05.366 |                 | BEST LAP TIME : 2:05.543 |                     | DIFFERENCE : 0.177 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:30.367        | 50.146                   | 2:20.513            | 76.06              | 14.970 | 10:25:55.792        |
| 2 -                       | 1:27.532        | 42.998                   | 2:10.530            | 81.88              | 4.987  | 10:28:06.322        |
| 3 -                       | 1:25.152        | 42.583                   | 2:07.735 (3)        | 83.67              | 2.192  | 10:30:14.057        |
| 4 -                       | <b>1:23.740</b> | 42.050                   | 2:05.790 (2)        | 84.96              | 0.247  | 10:32:19.847        |
| 5 -                       | 1:23.917        | <b>41.626</b>            | <b>2:05.543 (1)</b> | <b>85.13</b>       |        | <b>10:34:25.390</b> |

|                           |                 |                          |                                             |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------------|-------|---------------------|
| <b>P6</b>                 | <b>76 F400</b>  | <b>Luca WILKINSON</b>    | Kawasaki ZX4RR - Speedy Freight - NW Racing |                    |       |                     |
| IDEAL LAP TIME : 2:06.168 |                 | BEST LAP TIME : 2:06.168 |                                             | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.009        | 43.846                   | 2:14.855                                    | 79.25              | 8.687 | 10:25:48.361        |
| 2 -                       | 1:26.378        | 47.043                   | 2:13.421                                    | 80.10              | 7.253 | 10:28:01.782        |
| 3 -                       | 1:24.935        | 43.388                   | 2:08.323 (3)                                | 83.29              | 2.155 | 10:30:10.105        |
| 4 -                       | 1:24.727        | 42.514                   | 2:07.241 (2)                                | 83.99              | 1.073 | 10:32:17.346        |
| 5 -                       | <b>1:23.976</b> | <b>42.192</b>            | <b>2:06.168 (1)</b>                         | <b>84.71</b>       |       | <b>10:34:23.514</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>5</b>        | <b>Logan STONE</b>       | Yamaha R6 -         |              |       |                     |
| IDEAL LAP TIME : 2:06.243 |                 | BEST LAP TIME : 2:06.243 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.280        | 43.333                   | 2:15.613            | 78.81        | 9.370 | 10:25:49.679        |
| 2 -                       | 1:26.960        | 43.442                   | 2:10.402            | 81.96        | 4.159 | 10:28:00.081        |
| 3 -                       | 1:25.374        | 42.517                   | 2:07.891 (2)        | 83.57        | 1.648 | 10:30:07.972        |
| 4 -                       | 1:24.958        | 43.108                   | 2:08.066 (3)        | 83.45        | 1.823 | 10:32:16.038        |
| 5 -                       | <b>1:24.254</b> | <b>41.989</b>            | <b>2:06.243 (1)</b> | <b>84.66</b> |       | <b>10:34:22.281</b> |

|                           |                 |                          |                                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>15</b>       | <b>Nick SMITH</b>        | Honda CBR600RR - Hi-Precision Engineering Ltd |              |       |                     |
| IDEAL LAP TIME : 2:06.579 |                 | BEST LAP TIME : 2:06.890 | DIFFERENCE : 0.311                            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.591        | 43.555                   | 2:15.146                                      | 79.08        | 8.256 | 10:25:51.796        |
| 2 -                       | 1:25.580        | 42.820                   | 2:08.400 (3)                                  | 83.24        | 1.510 | 10:28:00.196        |
| 3 -                       | 1:25.716        | 43.977                   | 2:09.693                                      | 82.41        | 2.803 | 10:30:09.889        |
| 4 -                       | <b>1:24.632</b> | 42.668                   | 2:07.300 (2)                                  | 83.95        | 0.410 | 10:32:17.189        |
| 5 -                       | 1:24.943        | <b>41.947</b>            | <b>2:06.890 (1)</b>                           | <b>84.23</b> |       | <b>10:34:24.079</b> |

|                           |                  |                          |                     |              |       |                     |
|---------------------------|------------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>961 TWINS</b> | <b>Jack SIM</b>          | Kawasaki ER6 -      |              |       |                     |
| IDEAL LAP TIME : 2:07.198 |                  | BEST LAP TIME : 2:07.496 | DIFFERENCE : 0.298  |              |       |                     |
| LAP                       | SECTOR 1         | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.602         | 43.822                   | 2:15.424            | 78.92        | 7.928 | 10:25:48.915        |
| 2 -                       | 1:26.309         | 42.916                   | 2:09.225            | 82.70        | 1.729 | 10:27:58.140        |
| 3 -                       | <b>1:24.592</b>  | 42.904                   | <b>2:07.496 (1)</b> | <b>83.83</b> |       | <b>10:30:05.636</b> |
| 4 -                       | 1:25.041         | <b>42.606</b>            | 2:07.647 (2)        | 83.73        | 0.151 | 10:32:13.283        |
| 5 -                       | 1:24.868         | 42.930                   | 2:07.798 (3)        | 83.63        | 0.302 | 10:34:21.081        |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>54</b>       | <b>Adam JAMISON</b>      | Yamaha R6 - AJ Racing |              |       |                     |
| IDEAL LAP TIME : 2:07.504 |                 | BEST LAP TIME : 2:07.577 | DIFFERENCE : 0.073    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.475        | 43.843                   | 2:15.318              | 78.98        | 7.741 | 10:25:48.148        |
| 2 -                       | 1:25.974        | 43.039                   | 2:09.013              | 82.84        | 1.436 | 10:27:57.161        |
| 3 -                       | 1:24.948        | 43.161                   | 2:08.109 (3)          | 83.42        | 0.532 | 10:30:05.270        |
| 4 -                       | 1:25.101        | <b>42.814</b>            | 2:07.915 (2)          | 83.55        | 0.338 | 10:32:13.185        |
| 5 -                       | <b>1:24.690</b> | 42.887                   | <b>2:07.577 (1)</b>   | <b>83.77</b> |       | <b>10:34:20.762</b> |

|                           |                 |                          |                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>27 TWINS</b> | <b>Ben BROWN</b>         | Yamaha R7 - Hunts Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:07.388 |                 | BEST LAP TIME : 2:07.595 | DIFFERENCE : 0.207            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:30.494        | 43.683                   | 2:14.177                      | 79.65        | 6.582 | 10:25:46.693        |
| 2 -                       | 1:27.155        | 43.097                   | 2:10.252                      | 82.05        | 2.657 | 10:27:56.945        |
| 3 -                       | 1:26.037        | 42.800                   | 2:08.837 (3)                  | 82.95        | 1.242 | 10:30:05.782        |
| 4 -                       | 1:25.087        | <b>42.676</b>            | 2:07.763 (2)                  | 83.65        | 0.168 | 10:32:13.545        |
| 5 -                       | <b>1:24.712</b> | 42.883                   | <b>2:07.595 (1)</b>           | <b>83.76</b> |       | <b>10:34:21.140</b> |

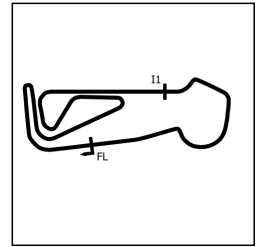
|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>48</b>       | <b>Shaun WALLIS</b>      | Yamaha R6 (W) - MBC Despatch Racing |              |        |                     |
| IDEAL LAP TIME : 2:07.721 |                 | BEST LAP TIME : 2:07.721 | DIFFERENCE : 0.000                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.087        | 46.626                   | 2:21.713                            | 75.42        | 13.992 | 10:25:56.514        |
| 2 -                       | 1:27.211        | 43.891                   | 2:11.102 (3)                        | 81.52        | 3.381  | 10:28:07.616        |
| 3 -                       | <b>1:24.568</b> | <b>43.153</b>            | <b>2:07.721 (1)</b>                 | <b>83.68</b> |        | <b>10:30:15.337</b> |
| 4 -                       | 1:28.787        | 44.740                   | 2:13.527                            | 80.04        | 5.806  | 10:32:28.864        |
| 5 -                       | 1:25.140        | 43.685                   | 2:08.825 (2)                        | 82.96        | 1.104  | 10:34:37.689        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P13</b>                | <b>141 TWINS</b> | <b>Jack ANDREWS</b>      | Yamaha R7 - B1 Barbers and power tool hub |              |       |                     |
|---------------------------|------------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.743 |                  | BEST LAP TIME : 2:07.772 | DIFFERENCE : 0.029                        |              |       |                     |
| LAP                       | SECTOR 1         | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.995         | 44.600                   | 2:17.595                                  | 77.67        | 9.823 | 10:25:50.093        |
| 2 -                       | 1:26.945         | 43.640                   | 2:10.585                                  | 81.84        | 2.813 | 10:28:00.678        |
| 3 -                       | 1:26.174         | 43.889                   | 2:10.063 (3)                              | 82.17        | 2.291 | 10:30:10.741        |
| 4 -                       | <b>1:25.302</b>  | 42.470                   | <b>2:07.772 (1)</b>                       | <b>83.64</b> |       | <b>10:32:18.513</b> |
| 5 -                       | 1:25.830         | <b>42.441</b>            | 2:08.271 (2)                              | 83.32        | 0.499 | 10:34:26.784        |

| <b>P14</b>                | <b>2 TWINS</b>  | <b>James SEATH</b>       | Aprilia RS660 - Ovenden Earthmoving |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.132 |                 | BEST LAP TIME : 2:08.265 | DIFFERENCE : 0.133                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.834        | 43.823                   | 2:15.657                            | 78.78        | 7.392 | 10:25:47.933        |
| 2 -                       | 1:27.875        | 44.138                   | 2:12.013                            | 80.96        | 3.748 | 10:27:59.946        |
| 3 -                       | 1:25.594        | 44.170                   | 2:09.764 (2)                        | 82.36        | 1.499 | 10:30:09.710        |
| 4 -                       | 1:27.344        | <b>42.945</b>            | 2:10.289 (3)                        | 82.03        | 2.024 | 10:32:19.999        |
| 5 -                       | <b>1:25.187</b> | 43.078                   | <b>2:08.265 (1)</b>                 | <b>83.32</b> |       | <b>10:34:28.264</b> |

| <b>P15</b>                | <b>99</b>       | <b>Lee BELLOTTI</b>      | Kawasaki ZX6R - My Wallet |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.412 |                 | BEST LAP TIME : 2:09.464 | DIFFERENCE : 0.052        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.759        | 45.777                   | 2:21.536                  | 75.51        | 12.072 | 10:26:08.011        |
| 2 -                       | 1:28.538        | 44.567                   | 2:13.105                  | 80.29        | 3.641  | 10:28:21.116        |
| 3 -                       | 1:26.814        | 44.564                   | 2:11.378 (3)              | 81.35        | 1.914  | 10:30:32.494        |
| 4 -                       | 1:25.937        | <b>43.527</b>            | <b>2:09.464 (1)</b>       | <b>82.55</b> |        | <b>10:32:41.958</b> |
| 5 -                       | <b>1:25.885</b> | 43.728                   | 2:09.613 (2)              | 82.46        | 0.149  | 10:34:51.571        |

| <b>P16</b>                | <b>88</b>       | <b>Florentin Valentin STANCIU</b> | Honda 600F -        |              |       |                     |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:10.107 |                 | BEST LAP TIME : 2:10.310          | DIFFERENCE : 0.203  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                          | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.018        | 46.535                            | 2:19.553            | 76.58        | 9.243 | 10:25:56.435        |
| 2 -                       | 1:28.382        | <b>43.968</b>                     | 2:12.350 (3)        | 80.75        | 2.040 | 10:28:08.785        |
| 3 -                       | <b>1:26.139</b> | 44.439                            | 2:10.578 (2)        | 81.85        | 0.268 | 10:30:19.363        |
| 4 -                       | 1:28.218        | 44.413                            | 2:12.631            | 80.58        | 2.321 | 10:32:31.994        |
| 5 -                       | 1:26.319        | 43.991                            | <b>2:10.310 (1)</b> | <b>82.02</b> |       | <b>10:34:42.304</b> |

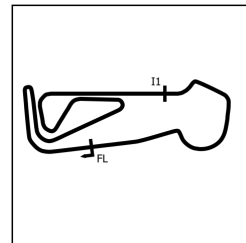
| <b>P17</b>                | <b>8</b>        | <b>Leigh SMITH</b>       | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde Au |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.631 |                 | BEST LAP TIME : 2:10.631 | DIFFERENCE : 0.000                                         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.839        | 46.787                   | 2:23.626                                                   | 74.41        | 12.995 | 10:26:03.830        |
| 2 -                       | 1:30.530        | 44.722                   | 2:15.252                                                   | 79.02        | 4.621  | 10:28:19.082        |
| 3 -                       | 1:28.544        | 44.913                   | 2:13.457 (3)                                               | 80.08        | 2.826  | 10:30:32.539        |
| 4 -                       | 1:27.422        | 44.216                   | 2:11.638 (2)                                               | 81.19        | 1.007  | 10:32:44.177        |
| 5 -                       | <b>1:26.760</b> | <b>43.871</b>            | <b>2:10.631 (1)</b>                                        | <b>81.81</b> |        | <b>10:34:54.808</b> |

| <b>P18</b>                | <b>50 TWINS</b> | <b>Alex TUFNALL</b>      | Aprilia RS660 -     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:10.574 |                 | BEST LAP TIME : 2:10.702 | DIFFERENCE : 0.128  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.118        | 44.877                   | 2:16.995            | 78.01        | 6.293 | 10:25:58.921        |
| 2 -                       | 1:27.466        | 44.790                   | 2:12.256            | 80.81        | 1.554 | 10:28:11.177        |
| 3 -                       | 1:26.697        | 44.572                   | 2:11.269 (3)        | 81.42        | 0.567 | 10:30:22.446        |
| 4 -                       | <b>1:26.536</b> | 44.324                   | 2:10.860 (2)        | 81.67        | 0.158 | 10:32:33.306        |
| 5 -                       | 1:26.664        | <b>44.038</b>            | <b>2:10.702 (1)</b> | <b>81.77</b> |       | <b>10:34:44.008</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

| P19 81 TWINS Malvern MAY  |                 |                          | Aprilia RS660 - IMP racing |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.507 |                 | BEST LAP TIME : 2:10.801 | DIFFERENCE : 0.294         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.515        | 48.731                   | 2:22.246                   | 75.13        | 11.445 | 10:25:59.434        |
| 2 -                       | 1:27.085        | <b>43.716</b>            | <b>2:10.801 (1)</b>        | <b>81.71</b> |        | <b>10:28:10.235</b> |
| 3 -                       | 1:26.804        | 44.679                   | 2:11.483 (3)               | 81.28        | 0.682  | 10:30:21.718        |
| 4 -                       | <b>1:26.791</b> | 44.080                   | 2:10.871 (2)               | 81.66        | 0.070  | 10:32:32.589        |
| 5 -                       | 1:27.401        | 45.085                   | 2:12.486                   | 80.67        | 1.685  | 10:34:45.075        |

| P20 69 Terry SMITH        |                 |                          | Yamaha R6 - IMP Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:10.823 |                 | BEST LAP TIME : 2:10.823 | DIFFERENCE : 0.000     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.277        | 45.409                   | 2:18.686               | 77.06        | 7.863 | 10:25:57.823        |
| 2 -                       | 1:27.456        | 44.464                   | 2:11.920 (3)           | 81.01        | 1.097 | 10:28:09.743        |
| 3 -                       | 1:26.878        | 44.293                   | 2:11.171 (2)           | 81.48        | 0.348 | 10:30:20.914        |
| 4 -                       | 1:29.069        | 44.476                   | 2:13.545               | 80.03        | 2.722 | 10:32:34.459        |
| 5 -                       | <b>1:26.560</b> | <b>44.263</b>            | <b>2:10.823 (1)</b>    | <b>81.69</b> |       | <b>10:34:45.282</b> |

| P21 166 Ben KING          |                 |                          | Suzuki SV650 -      |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.850 |                 | BEST LAP TIME : 2:11.898 | DIFFERENCE : 0.048  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.858        | 48.050                   | 2:22.908            | 74.78        | 11.010 | 10:26:06.862        |
| 2 -                       | 1:29.196        | 45.287                   | 2:14.483            | 79.47        | 2.585  | 10:28:21.345        |
| 3 -                       | 1:28.499        | 45.371                   | 2:13.870 (3)        | 79.83        | 1.972  | 10:30:35.215        |
| 4 -                       | <b>1:27.371</b> | 44.802                   | 2:12.173 (2)        | 80.86        | 0.275  | 10:32:47.388        |
| 5 -                       | 1:27.419        | <b>44.479</b>            | <b>2:11.898 (1)</b> | <b>81.03</b> |        | <b>10:34:59.286</b> |

| P22 79 F400 Sean CRONE    |                 |                          | Kawasaki NINJA 400 - BD Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.574 |                 | BEST LAP TIME : 2:12.574 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.680        | 45.987                   | 2:19.667                       | 76.52        | 7.093 | 10:25:58.172        |
| 2 -                       | 1:31.130        | 45.728                   | 2:16.858                       | 78.09        | 4.284 | 10:28:15.030        |
| 3 -                       | 1:28.655        | 44.985                   | 2:13.640 (3)                   | 79.97        | 1.066 | 10:30:28.670        |
| 4 -                       | 1:28.974        | 44.376                   | 2:13.350 (2)                   | 80.15        | 0.776 | 10:32:42.020        |
| 5 -                       | <b>1:28.421</b> | <b>44.153</b>            | <b>2:12.574 (1)</b>            | <b>80.61</b> |       | <b>10:34:54.594</b> |

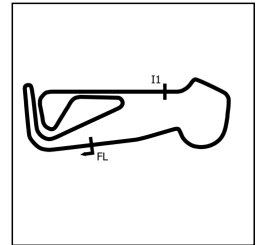
| P23 21 TWINS Toby FINNIS  |                 |                          | Triumph DAYTONA 660 - Tey Farm, Harlow AG, Sublime Dsg Li |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.253 |                 | BEST LAP TIME : 2:12.664 | DIFFERENCE : 0.411                                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:52.037        | 45.539                   | 2:37.576                                                  | 67.82        | 24.912 | 10:26:29.229        |
| 2 -                       | 1:28.547        | 44.568                   | 2:13.115 (2)                                              | 80.29        | 0.451  | 10:28:42.344        |
| 3 -                       | 1:29.827        | <b>43.852</b>            | 2:13.679                                                  | 79.95        | 1.015  | 10:30:56.023        |
| 4 -                       | 1:28.675        | 43.989                   | <b>2:12.664 (1)</b>                                       | <b>80.56</b> |        | <b>10:33:08.687</b> |
| 5 -                       | <b>1:28.401</b> | 45.235                   | 2:13.636 (3)                                              | 79.97        | 0.972  | 10:35:22.323        |

| P24 402 Kaine FARR        |                 |                          | Suzuki GSXR - The Elms B&B Snetterton |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.695 |                 | BEST LAP TIME : 2:12.736 | DIFFERENCE : 0.041                    |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:38.246        | 47.288                   | 2:25.534                              | 73.44        | 12.798 | 10:26:05.556        |
| 2 -                       | 1:32.040        | 47.706                   | 2:19.746                              | 76.48        | 7.010  | 10:28:25.302        |
| 3 -                       | 1:30.287        | 45.405                   | 2:15.692 (3)                          | 78.76        | 2.956  | 10:30:40.994        |
| 4 -                       | <b>1:28.026</b> | 44.710                   | <b>2:12.736 (1)</b>                   | <b>80.52</b> |        | <b>10:32:53.730</b> |
| 5 -                       | 1:28.566        | <b>44.669</b>            | 2:13.235 (2)                          | 80.21        | 0.499  | 10:35:06.965        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                           |                     |              |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>131</b>      | <b>Nicholas KINGSTONE</b> | Suzuki GSXR600 -    |              |        |                     |
| IDEAL LAP TIME : 2:12.327 |                 | BEST LAP TIME : 2:12.773  | DIFFERENCE : 0.446  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.962        | 46.842                    | 2:22.804            | 74.84        | 10.031 | 10:26:03.446        |
| 2 -                       | 1:31.087        | 45.387                    | 2:16.474            | 78.31        | 3.701  | 10:28:19.920        |
| 3 -                       | 1:28.722        | <b>44.532</b>             | 2:13.254 (2)        | 80.20        | 0.481  | 10:30:33.174        |
| 4 -                       | 1:28.194        | 44.579                    | <b>2:12.773 (1)</b> | <b>80.49</b> |        | <b>10:32:45.947</b> |
| 5 -                       | <b>1:27.795</b> | 46.124                    | 2:13.919 (3)        | 79.81        | 1.146  | 10:34:59.866        |

|                           |                 |                          |                           |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| <b>P26</b>                | <b>65 F400</b>  | <b>Ian SOILLEUX</b>      | Kawasaki ZX4RR - BDRacing |              |        |                     |
| IDEAL LAP TIME : 2:13.233 |                 | BEST LAP TIME : 2:13.263 | DIFFERENCE : 0.030        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.077        | 47.720                   | 2:23.797                  | 74.32        | 10.534 | 10:26:13.037        |
| 2 -                       | 1:29.085        | 45.110                   | 2:14.195 (3)              | 79.64        | 0.932  | 10:28:27.232        |
| 3 -                       | 1:29.199        | 45.300                   | 2:14.499                  | 79.46        | 1.236  | 10:30:41.731        |
| 4 -                       | 1:28.923        | <b>44.411</b>            | 2:13.334 (2)              | 80.16        | 0.071  | 10:32:55.065        |
| 5 -                       | <b>1:28.822</b> | 44.441                   | <b>2:13.263 (1)</b>       | <b>80.20</b> |        | <b>10:35:08.328</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P27</b>                | <b>137</b>      | <b>Colin McPHERSON</b>   | Yamaha R6 -         |              |        |                     |
| IDEAL LAP TIME : 2:13.840 |                 | BEST LAP TIME : 2:13.840 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:45.605        | 50.681                   | 2:36.286            | 68.38        | 22.446 | 10:26:15.014        |
| 2 -                       | 1:33.795        | 46.596                   | 2:20.391            | 76.13        | 6.551  | 10:28:35.405        |
| 3 -                       | 1:31.619        | 46.627                   | 2:18.246 (3)        | 77.31        | 4.406  | 10:30:53.651        |
| 4 -                       | 1:30.980        | 45.897                   | 2:16.877 (2)        | 78.08        | 3.037  | 10:33:10.528        |
| 5 -                       | <b>1:28.826</b> | <b>45.014</b>            | <b>2:13.840 (1)</b> | <b>79.85</b> |        | <b>10:35:24.368</b> |

|                           |                 |                            |                     |              |        |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------|--------|---------------------|
| <b>P28</b>                | <b>55</b>       | <b>Magnus MANSON-CHUBB</b> | Kawasaki ZXR400L -  |              |        |                     |
| IDEAL LAP TIME : 2:14.400 |                 | BEST LAP TIME : 2:14.514   | DIFFERENCE : 0.114  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.119        | 46.799                     | 2:25.918            | 73.24        | 11.404 | 10:26:24.771        |
| 2 -                       | 1:30.599        | <b>44.969</b>              | 2:15.568 (3)        | 78.83        | 1.054  | 10:28:40.339        |
| 3 -                       | 1:33.148        | 45.976                     | 2:19.124            | 76.82        | 4.610  | 10:30:59.463        |
| 4 -                       | <b>1:29.431</b> | 45.083                     | <b>2:14.514 (1)</b> | <b>79.45</b> |        | <b>10:33:13.977</b> |
| 5 -                       | 1:29.755        | 45.118                     | 2:14.873 (2)        | 79.24        | 0.359  | 10:35:28.850        |

|                           |                 |                          |                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| <b>P29</b>                | <b>30</b>       | <b>David LUFF</b>        | Suzuki SV 650 - ATP & Sarah O'Neill |              |       |                     |
| IDEAL LAP TIME : 2:15.690 |                 | BEST LAP TIME : 2:15.690 | DIFFERENCE : 0.000                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:34.281        | 46.840                   | 2:21.121                            | 75.73        | 5.431 | 10:26:07.377        |
| 2 -                       | 1:31.258        | 46.040                   | 2:17.298 (2)                        | 77.84        | 1.608 | 10:28:24.675        |
| 3 -                       | 1:33.415        | 46.844                   | 2:20.259                            | 76.20        | 4.569 | 10:30:44.934        |
| 4 -                       | 1:31.460        | 47.180                   | 2:18.640 (3)                        | 77.09        | 2.950 | 10:33:03.574        |
| 5 -                       | <b>1:30.578</b> | <b>45.112</b>            | <b>2:15.690 (1)</b>                 | <b>78.76</b> |       | <b>10:35:19.264</b> |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P30</b>                | <b>26 F400</b>  | <b>Damian LEE</b>        | Yamaha TZR 250 - Leed Autos |              |       |                     |
| IDEAL LAP TIME : 2:14.707 |                 | BEST LAP TIME : 2:16.235 | DIFFERENCE : 1.528          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.710        | 48.465                   | 2:26.175                    | 73.11        | 9.940 | 10:26:19.913        |
| 2 -                       | 1:33.639        | 47.004                   | 2:20.643                    | 75.99        | 4.408 | 10:28:40.556        |
| 3 -                       | 1:33.350        | 47.195                   | 2:20.545 (3)                | 76.04        | 4.310 | 10:31:01.101        |
| 4 -                       | 1:31.458        | <b>44.778</b>            | 2:16.236 (2)                | 78.45        | 0.001 | 10:33:17.337        |
| 5 -                       | <b>1:29.929</b> | 46.306                   | <b>2:16.235 (1)</b>         | <b>78.45</b> |       | <b>10:35:33.572</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|--------|---------------------|
| <b>P31</b>                | <b>89</b>       | <b>Daryl SKINNS</b>      | Suzuki GSXR 750 - Target Site Services & Rapid Electrical |              |        |                     |
| IDEAL LAP TIME : 2:16.926 |                 | BEST LAP TIME : 2:16.926 | DIFFERENCE : 0.000                                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.084        | 47.782                   | 2:27.866                                                  | 72.28        | 10.940 | 10:26:15.710        |
| 2 -                       | 1:33.793        | 47.461                   | 2:21.254                                                  | 75.66        | 4.328  | 10:28:36.964        |
| 3 -                       | 1:31.448        | 47.243                   | 2:18.691 <b>(2)</b>                                       | 77.06        | 1.765  | 10:30:55.655        |
| 4 -                       | 1:32.207        | 47.163                   | 2:19.370 <b>(3)</b>                                       | 76.68        | 2.444  | 10:33:15.025        |
| 5 -                       | <b>1:30.542</b> | <b>46.384</b>            | <b>2:16.926 (1)</b>                                       | <b>78.05</b> |        | <b>10:35:31.951</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P32</b>                | <b>46 F400</b>  | <b>Isobel CARTER</b>     | - R&G               |              |       |                     |
| IDEAL LAP TIME : 2:17.587 |                 | BEST LAP TIME : 2:17.587 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:37.054        | 49.718                   | 2:26.772            | 72.82        | 9.185 | 10:26:04.843        |
| 2 -                       | 1:34.494        | 47.736                   | 2:22.230            | 75.14        | 4.643 | 10:28:27.073        |
| 3 -                       | 1:32.854        | 47.044                   | 2:19.898 <b>(3)</b> | 76.39        | 2.311 | 10:30:46.971        |
| 4 -                       | <b>1:31.487</b> | <b>46.100</b>            | <b>2:17.587 (1)</b> | <b>77.68</b> |       | <b>10:33:04.558</b> |
| 5 -                       | 1:32.042        | 46.398                   | 2:18.440 <b>(2)</b> | 77.20        | 0.853 | 10:35:22.998        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P33</b>                | <b>172</b>      | <b>Andrew ROBINSON</b>   | Yamaha YZF R6 -     |              |        |                     |
| IDEAL LAP TIME : 2:17.792 |                 | BEST LAP TIME : 2:18.376 | DIFFERENCE : 0.584  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.013        | 58.002                   | 2:33.015 <b>(3)</b> | 69.84        | 14.639 | 10:26:17.504        |
| 2 -                       | 1:32.067        | <b>46.397</b>            | 2:18.464 <b>(2)</b> | 77.19        | 0.088  | 10:28:35.968        |
| 3 -                       | <b>1:31.395</b> | 46.981                   | <b>2:18.376 (1)</b> | <b>77.23</b> |        | <b>10:30:54.344</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P34</b>                | <b>53</b>       | <b>Peter HAMMOND</b>     | Suzuki SRAD -       |              |        |                     |
| IDEAL LAP TIME : 2:18.597 |                 | BEST LAP TIME : 2:18.878 | DIFFERENCE : 0.281  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.228        | 48.613                   | 2:29.841            | 71.32        | 10.963 | 10:26:18.444        |
| 2 -                       | 1:33.730        | 46.968                   | 2:20.698 <b>(3)</b> | 75.96        | 1.820  | 10:28:39.142        |
| 3 -                       | 1:33.289        | 47.992                   | 2:21.281            | 75.65        | 2.403  | 10:31:00.423        |
| 4 -                       | <b>1:31.881</b> | 46.997                   | <b>2:18.878 (1)</b> | <b>76.96</b> |        | <b>10:33:19.301</b> |
| 5 -                       | 1:32.774        | <b>46.716</b>            | 2:19.490 <b>(2)</b> | 76.62        | 0.612  | 10:35:38.791        |

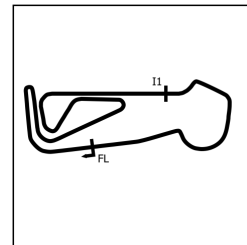
|                           |                 |                          |                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| <b>P35</b>                | <b>35 TWINS</b> | <b>Stuart THURTMORE</b>  | Aprilia RS660 - TeamTortoise Racing |              |       |                     |
| IDEAL LAP TIME : 2:18.547 |                 | BEST LAP TIME : 2:19.111 | DIFFERENCE : 0.564                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:38.580        | 48.640                   | 2:27.220                            | 72.59        | 8.109 | 10:26:03.763        |
| 2 -                       | 1:33.116        | 47.096                   | 2:20.212                            | 76.22        | 1.101 | 10:28:23.975        |
| 3 -                       | 1:33.059        | <b>46.669</b>            | 2:19.728 <b>(3)</b>                 | 76.49        | 0.617 | 10:30:43.703        |
| 4 -                       | <b>1:31.878</b> | 47.248                   | 2:19.126 <b>(2)</b>                 | 76.82        | 0.015 | 10:33:02.829        |
| 5 -                       | 1:32.191        | 46.920                   | <b>2:19.111 (1)</b>                 | <b>76.83</b> |       | <b>10:35:21.940</b> |

|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P36</b>                | <b>40 F400</b>  | <b>Archie ORMROD</b>     | Kawasaki NINJA 400 - Prestige Flooring |              |       |                     |
| IDEAL LAP TIME : 2:19.177 |                 | BEST LAP TIME : 2:19.177 | DIFFERENCE : 0.000                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:35.832        | 47.185                   | 2:23.017                               | 74.73        | 3.840 | 10:26:01.421        |
| 2 -                       | 1:33.877        | 46.171                   | 2:20.048 <b>(3)</b>                    | 76.31        | 0.871 | 10:28:21.469        |
| 3 -                       | 1:33.179        | 46.835                   | 2:20.014 <b>(2)</b>                    | 76.33        | 0.837 | 10:30:41.483        |
| 4 -                       | 1:34.189        | 46.578                   | 2:20.767                               | 75.92        | 1.590 | 10:33:02.250        |
| 5 -                       | <b>1:33.091</b> | <b>46.086</b>            | <b>2:19.177 (1)</b>                    | <b>76.79</b> |       | <b>10:35:21.427</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - SECTOR ANALYSIS



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

| P37 138 TWINS Craig JARMIN |          |                          |              | Suzuki SV 650 - SK PreP / NB Toolmaking |        |              |
|----------------------------|----------|--------------------------|--------------|-----------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:21.881  |          | BEST LAP TIME : 2:21.881 |              | DIFFERENCE : 0.000                      |        |              |
| LAP                        | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                     | DIFF   | TIME OF DAY  |
| 1 -                        | 1:43.114 | 52.689                   | 2:35.803     | 68.59                                   | 13.922 | 10:26:24.016 |
| 2 -                        | 1:37.252 | 49.022                   | 2:26.274 (3) | 73.06                                   | 4.393  | 10:28:50.290 |
| 3 -                        | 1:35.333 | 48.164                   | 2:23.497 (2) | 74.48                                   | 1.616  | 10:31:13.787 |
| 4 -                        | 1:34.489 | 47.392                   | 2:21.881 (1) | 75.33                                   |        | 10:33:35.668 |

| P38 29 Sarah MACDONALD    |          |                          |              | Suzuki GSXR 600 -  |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:34.780 |          | BEST LAP TIME : 2:35.592 |              | DIFFERENCE : 0.812 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       | 1:46.162 | 52.273                   | 2:38.435     | 67.46              | 2.843 | 10:26:23.206 |
| 2 -                       | 1:44.200 | 53.765                   | 2:37.965 (3) | 67.66              | 2.373 | 10:29:01.171 |
| 3 -                       | 1:43.449 | 53.190                   | 2:36.639 (2) | 68.23              | 1.047 | 10:31:37.810 |
| 4 -                       | 1:42.507 | 53.085                   | 2:35.592 (1) | 68.69              |       | 10:34:13.402 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:02.092 |       |
| 1        | 22  | 1:21.662 | 22       | 40.430 | 1                       | 22  | DOWDS        | 2:02.092    | 2:02.092 | 0.000 |
| 2        | 61  | 1:22.385 | 61       | 40.900 | 2                       | 61  | HARRIS       | 2:03.285    | 2:03.285 | 0.000 |
| 3        | 77  | 1:22.959 | 77       | 41.562 | 3                       | 77  | WHITE        | 2:04.521    | 2:04.521 | 0.000 |
| 4        | 112 | 1:23.740 | 112      | 41.626 | 4                       | 112 | GEDGE        | 2:05.366    | 2:05.543 | 0.177 |
| 5        | 13  | 1:23.780 | 13       | 41.708 | 5                       | 13  | MERCER       | 2:05.488    | 2:05.488 | 0.000 |
| 6        | 76  | 1:23.976 | 15       | 41.947 | 6                       | 76  | WILKINSON    | 2:06.168    | 2:06.168 | 0.000 |
| 7        | 5   | 1:24.254 | 5        | 41.989 | 7                       | 5   | STONE        | 2:06.243    | 2:06.243 | 0.000 |
| 8        | 48  | 1:24.568 | 76       | 42.192 | 8                       | 15  | SMITH        | 2:06.579    | 2:06.890 | 0.311 |
| 9        | 961 | 1:24.592 | 141      | 42.441 | 9                       | 961 | SIM          | 2:07.198    | 2:07.496 | 0.298 |
| 10       | 15  | 1:24.632 | 961      | 42.606 | 10                      | 27  | BROWN        | 2:07.388    | 2:07.595 | 0.207 |
| 11       | 54  | 1:24.690 | 27       | 42.676 | 11                      | 54  | JAMISON      | 2:07.504    | 2:07.577 | 0.073 |
| 12       | 27  | 1:24.712 | 54       | 42.814 | 12                      | 48  | WALLIS       | 2:07.721    | 2:07.721 | 0.000 |
| 13       | 2   | 1:25.187 | 2        | 42.945 | 13                      | 141 | ANDREWS      | 2:07.743    | 2:07.772 | 0.029 |
| 14       | 141 | 1:25.302 | 48       | 43.153 | 14                      | 2   | SEATH        | 2:08.132    | 2:08.265 | 0.133 |
| 15       | 99  | 1:25.885 | 99       | 43.527 | 15                      | 99  | BELLOTTI     | 2:09.412    | 2:09.464 | 0.052 |
| 16       | 88  | 1:26.139 | 81       | 43.716 | 16                      | 88  | STANCIU      | 2:10.107    | 2:10.310 | 0.203 |
| 17       | 50  | 1:26.536 | 21       | 43.852 | 17                      | 81  | MAY          | 2:10.507    | 2:10.801 | 0.294 |
| 18       | 69  | 1:26.560 | 8        | 43.871 | 18                      | 50  | TUFNALL      | 2:10.574    | 2:10.702 | 0.128 |
| 19       | 8   | 1:26.760 | 88       | 43.968 | 19                      | 8   | SMITH        | 2:10.631    | 2:10.631 | 0.000 |
| 20       | 81  | 1:26.791 | 50       | 44.038 | 20                      | 69  | SMITH        | 2:10.823    | 2:10.823 | 0.000 |
| 21       | 166 | 1:27.371 | 79       | 44.153 | 21                      | 166 | KING         | 2:11.850    | 2:11.898 | 0.048 |
| 22       | 131 | 1:27.795 | 69       | 44.263 | 22                      | 21  | FINNIS       | 2:12.253    | 2:12.664 | 0.411 |
| 23       | 402 | 1:28.026 | 65       | 44.411 | 23                      | 131 | KINGSTONE    | 2:12.327    | 2:12.773 | 0.446 |
| 24       | 21  | 1:28.401 | 166      | 44.479 | 24                      | 79  | CRONE        | 2:12.574    | 2:12.574 | 0.000 |
| 25       | 79  | 1:28.421 | 131      | 44.532 | 25                      | 402 | FARR         | 2:12.695    | 2:12.736 | 0.041 |
| 26       | 65  | 1:28.822 | 402      | 44.669 | 26                      | 65  | SOILLEUX     | 2:13.233    | 2:13.263 | 0.030 |
| 27       | 137 | 1:28.826 | 26       | 44.778 | 27                      | 137 | McPHERSON    | 2:13.840    | 2:13.840 | 0.000 |
| 28       | 55  | 1:29.431 | 55       | 44.969 | 28                      | 55  | MANSON-CHUBB | 2:14.400    | 2:14.514 | 0.114 |
| 29       | 26  | 1:29.929 | 137      | 45.014 | 29                      | 26  | LEE          | 2:14.707    | 2:16.235 | 1.528 |
| 30       | 89  | 1:30.542 | 30       | 45.112 | 30                      | 30  | LUFF         | 2:15.690    | 2:15.690 | 0.000 |
| 31       | 30  | 1:30.578 | 40       | 46.086 | 31                      | 89  | SKINNS       | 2:16.926    | 2:16.926 | 0.000 |
| 32       | 172 | 1:31.395 | 46       | 46.100 | 32                      | 46  | CARTER       | 2:17.587    | 2:17.587 | 0.000 |
| 33       | 46  | 1:31.487 | 89       | 46.384 | 33                      | 172 | ROBINSON     | 2:17.792    | 2:18.376 | 0.584 |
| 34       | 35  | 1:31.878 | 172      | 46.397 | 34                      | 35  | THURTL       | 2:18.547    | 2:19.111 | 0.564 |
| 35       | 53  | 1:31.881 | 35       | 46.669 | 35                      | 53  | HAMMOND      | 2:18.597    | 2:18.878 | 0.281 |
| 36       | 40  | 1:33.091 | 53       | 46.716 | 36                      | 40  | ORMROD       | 2:19.177    | 2:19.177 | 0.000 |
| 37       | 138 | 1:34.489 | 138      | 47.392 | 37                      | 138 | JARMIN       | 2:21.881    | 2:21.881 | 0.000 |
| 38       | 29  | 1:42.507 | 29       | 52.273 | 38                      | 29  | MACDONALD    | 2:34.780    | 2:35.592 | 0.812 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

QUALIFYING - STATISTICS

Competitors Started 38

Planned Start 2025-05-03 @ 10:18:00.000

Actual Start 2025-05-03 @ 10:23:23.652

Finish Time 2025-05-03 @ 10:33:26.902

Track Length 2.9689mi.

Total Laps 186

Total Distance Covered 552.2175mi.

Session Fastest Lap History

| NO | CL    | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------|----------------|----------|--------------|-----|---------------|
| 61 | TWINS | Cameron HARRIS | 2:10.180 | 10:25:40.817 | 1   | Aprilla RS660 |
| 61 | TWINS | Cameron HARRIS | 2:05.400 | 10:27:46.217 | 2   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:04.432 | 10:27:49.225 | 2   | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2:03.751 | 10:29:49.968 | 3   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:03.297 | 10:29:52.522 | 3   | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2:03.285 | 10:31:53.253 | 4   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:02.092 | 10:31:54.614 | 4   | Suzuki GSX8R  |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:23:23.652 |
| FINISH | 10:33:26.902 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:21.520  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - STATISTICS

CLASS :

21 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|---------------|----------|--------------|-----|-----------------|
| 13 | Daniel MERCER | 2:13.189 | 10:25:45.411 | 1   | Yamaha R6       |
| 13 | Daniel MERCER | 2:06.494 | 10:27:51.905 | 2   | Yamaha R6       |
| 77 | Joe WHITE     | 2:05.551 | 10:27:53.531 | 2   | Suzuki GSXR 600 |
| 13 | Daniel MERCER | 2:05.488 | 10:32:03.037 | 4   | Yamaha R6       |
| 77 | Joe WHITE     | 2:05.384 | 10:32:05.932 | 4   | Suzuki GSXR 600 |
| 77 | Joe WHITE     | 2:04.521 | 10:34:10.453 | 5   | Suzuki GSXR 600 |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### QUALIFYING - STATISTICS

CLASS : F400

6 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----------------|----------|--------------|-----|----------------|
| 76 | Luca WILKINSON | 2:14.855 | 10:25:48.361 | 1   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:13.421 | 10:28:01.782 | 2   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:08.323 | 10:30:10.105 | 3   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:07.241 | 10:32:17.346 | 4   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:06.168 | 10:34:23.514 | 5   | Kawasaki ZX4RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

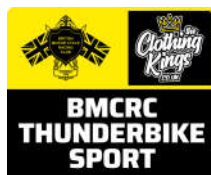
### QUALIFYING - STATISTICS

**CLASS : TWINS**

11 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|----------------|----------|--------------|-----|---------------|
| 61 | Cameron HARRIS | 2:10.180 | 10:25:40.817 | 1   | Aprilla RS660 |
| 61 | Cameron HARRIS | 2:05.400 | 10:27:46.217 | 2   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:04.432 | 10:27:49.225 | 2   | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2:03.751 | 10:29:49.968 | 3   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:03.297 | 10:29:52.522 | 3   | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2:03.285 | 10:31:53.253 | 4   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:02.092 | 10:31:54.614 | 4   | Suzuki GSX8R  |



## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - GRID (5 Laps)

|        |    |     |                 |          |    |     |                 |          |    |     |                            |
|--------|----|-----|-----------------|----------|----|-----|-----------------|----------|----|-----|----------------------------|
| ROW 13 | 39 | 3   | Oliver ARBON    | 2:35.592 | 38 | 29  | Sarah MACDONALD | 2:21.881 | 37 | 138 | Craig JARMIN               |
| ROW 12 | 36 | 40  | Archie ORMROD   | 2:19.177 | 35 | 35  | Stuart THURTL   | 2:19.111 | 34 | 53  | Peter HAMMOND              |
| ROW 11 | 33 | 172 | Andrew ROBINSON | 2:18.376 | 32 | 46  | Isobel CARTER   | 2:17.587 | 31 | 89  | Daryl SKINNS               |
| ROW 10 | 30 | 26  | Damian LEE      | 2:16.235 | 29 | 30  | David LUFF      | 2:15.690 | 28 | 55  | Magnus MANSON-CHUBB        |
| ROW 9  | 27 | 137 | Colin McPHERSON | 2:13.840 | 26 | 65  | Ian SOILLEUX    | 2:13.263 | 25 | 131 | Nicholas KINGSTONE         |
| ROW 8  | 24 | 402 | Kaine FARR      | 2:12.736 | 23 | 21  | Toby FINNIS     | 2:12.664 | 22 | 79  | Sean CRONE                 |
| ROW 7  | 21 | 166 | Ben KING        | 2:11.898 | 20 | 69  | Terry SMITH     | 2:10.823 | 19 | 81  | Malvern MAY                |
| ROW 6  | 18 | 50  | Alex TUFNALL    | 2:10.702 | 17 | 8   | Leigh SMITH     | 2:10.631 | 16 | 88  | Florentin Valentin STANCIU |
| ROW 5  | 15 | 99  | Lee BELLOTTI    | 2:09.464 | 14 | 2   | James SEATH     | 2:08.265 | 13 | 141 | Jack ANDREWS               |
| ROW 4  | 12 | 48  | Shaun WALLIS    | 2:07.721 | 11 | 27  | Ben BROWN       | 2:07.595 | 10 | 54  | Adam JAMISON               |
| ROW 3  | 9  | 961 | Jack SIM        | 2:07.496 | 8  | 15  | Nick SMITH      | 2:06.890 | 7  | 5   | Logan STONE                |
| ROW 2  | 6  | 76  | Luca WILKINSON  | 2:06.168 | 5  | 112 | Vince GEDGE     | 2:05.543 | 4  | 13  | Daniel MERCER              |
| ROW 1  | 3  | 77  | Joe WHITE       | 2:04.521 | 2  | 61  | Cameron HARRIS  | 2:03.285 | 1  | 22  | Darren DOWDS               |

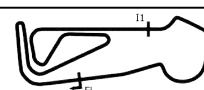
Pole

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

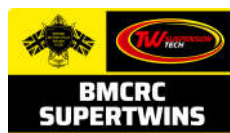
Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:37 Saturday, 03 May 2025





## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

## RACE 7 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL    | PIC | NAME                       | ENTRY                                                     | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|-----|-------|-----|----------------------------|-----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|-----|
| 1   | 22  | TWINS | 1   | Darren DOWDS               | Suzuki GSX8R - Sublime Dsg Ltd                            | 5    | 10:23.503 |          |        | 85.70 | 2:03.018 | 5  | 1   | 0   |
| 2   | 61  | TWINS | 2   | Cameron HARRIS             | Aprilia RS660 - Harris / Tony Scott Motorsport            | 5    | 10:24.023 | 0.520    | 0.520  | 85.63 | 2:03.129 | 4  | 2   | 0   |
| 3   | 77  |       | 1   | Joe WHITE                  | Suzuki GSXR 600 - The Race Shack /Just In Graphics        | 5    | 10:37.226 | 13.723   | 13.203 | 83.86 | 2:05.082 | 2  | 3   | 0   |
| 4   | 961 | TWINS | 3   | Jack SIM                   | Kawasaki ER6 -                                            | 5    | 10:42.702 | 19.199   | 5.476  | 83.14 | 2:06.554 | 4  | 9   | 5   |
| 5   | 48  |       | 2   | Shaun WALLIS               | Yamaha R6 (W) - MBC Despatch Racing                       | 5    | 10:43.413 | 19.910   | 0.711  | 83.05 | 2:06.599 | 5  | 12  | 7   |
| 6   | 15  |       | 3   | Nick SMITH                 | Honda CBR600RR - Hi-Precision Engineering Ltd             | 5    | 10:44.201 | 20.698   | 0.788  | 82.95 | 2:06.843 | 5  | 8   | 2   |
| 7   | 112 |       | 4   | Vince GEDGE                | Honda CBR600 -                                            | 5    | 10:46.877 | 23.374   | 2.676  | 82.61 | 2:07.685 | 4  | 5   | -2  |
| 8   | 5   |       | 5   | Logan STONE                | Yamaha R6 -                                               | 5    | 10:46.882 | 23.379   | 0.005  | 82.61 | 2:07.298 | 4  | 7   | -1  |
| 9   | 13* |       | 6   | Daniel MERCER              | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engir   | 5    | 10:47.584 | 24.081   | 0.702  | 82.52 | 2:06.826 | 2  | 4   | -5  |
| 10  | 54  |       | 7   | Adam JAMISON               | Yamaha R6 - AJ Racing                                     | 5    | 10:48.818 | 25.315   | 1.234  | 82.36 | 2:07.756 | 3  | 10  | 0   |
| 11  | 27  | TWINS | 4   | Ben BROWN                  | Yamaha R7 - Hunts Motorcycles                             | 5    | 10:49.678 | 26.175   | 0.860  | 82.25 | 2:07.672 | 5  | 11  | 0   |
| 12  | 141 | TWINS | 5   | Jack ANDREWS               | Yamaha R7 - B1 Barbers and power tool hub                 | 5    | 10:50.527 | 27.024   | 0.849  | 82.14 | 2:07.685 | 5  | 13  | 1   |
| 13  | 99  |       | 8   | Lee BELLOTTI               | Kawasaki ZX6R - My Wallet                                 | 5    | 10:57.973 | 34.470   | 7.446  | 81.21 | 2:08.992 | 5  | 15  | 2   |
| 14  | 2   | TWINS | 6   | James SEATH                | Aprilia RS660 - Ovenden Earthmoving                       | 5    | 10:58.679 | 35.176   | 0.706  | 81.13 | 2:09.321 | 5  | 14  | 0   |
| 15  | 50  | TWINS | 7   | Alex TUFNALL               | Aprilia RS660 -                                           | 5    | 10:59.188 | 35.685   | 0.509  | 81.07 | 2:09.190 | 5  | 18  | 3   |
| 16  | 76  | F400  | 1   | Luca WILKINSON             | Kawasaki ZX4RR - Speedy Freight - NW Racing               | 5    | 11:02.013 | 38.510   | 2.825  | 80.72 | 2:08.553 | 2  | 6   | -10 |
| 17  | 69  |       | 9   | Terry SMITH                | Yamaha R6 - IMP Racing                                    | 5    | 11:03.656 | 40.153   | 1.643  | 80.52 | 2:08.775 | 5  | 20  | 3   |
| 18  | 8   |       | 10  | Leigh SMITH                | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamond    | 5    | 11:04.151 | 40.648   | 0.495  | 80.46 | 2:09.318 | 5  | 17  | -1  |
| 19  | 81  | TWINS | 8   | Malvern MAY                | Aprilia RS660 - IMP racing                                | 5    | 11:04.879 | 41.376   | 0.728  | 80.37 | 2:09.115 | 5  | 19  | 0   |
| 20  | 137 |       | 11  | Colin McPHERSON            | Yamaha R6 -                                               | 5    | 11:19.178 | 55.675   | 14.299 | 78.68 | 2:13.465 | 2  | 27  | 7   |
| 21  | 89  |       | 12  | Daryl SKINNS               | Suzuki GSXR 750 - Target Site Services & Rapid Electrical | 5    | 11:19.426 | 55.923   | 0.248  | 78.65 | 2:12.207 | 5  | 31  | 10  |
| 22  | 402 |       | 13  | Kaine FARR                 | Suzuki GSXR - The Elms B&B Snetterton                     | 5    | 11:19.524 | 56.021   | 0.098  | 78.64 | 2:10.685 | 5  | 24  | 2   |
| 23  | 30  |       | 14  | David LUFF                 | Suzuki SV 650 - ATP & Sarah O'Neill                       | 5    | 11:21.456 | 57.953   | 1.932  | 78.42 | 2:13.430 | 3  | 29  | 6   |
| 24  | 55  |       | 15  | Magnus MANSON-CHUBB        | Kawasaki ZXR400L -                                        | 5    | 11:21.519 | 58.016   | 0.063  | 78.41 | 2:13.575 | 5  | 28  | 4   |
| 25  | 65  | F400  | 2   | Ian SOILLEUX               | Kawasaki ZX4RR - BDRacing                                 | 5    | 11:21.761 | 58.258   | 0.242  | 78.38 | 2:12.844 | 4  | 26  | 1   |
| 26  | 79  | F400  | 3   | Sean CRONE                 | Kawasaki NINJA 400 - BD Racing                            | 5    | 11:23.030 | 59.527   | 1.269  | 78.24 | 2:14.011 | 5  | 22  | -4  |
| 27  | 131 |       | 16  | Nicholas KINGSTONE         | Suzuki GSXR600 -                                          | 5    | 11:25.013 | 1:01.510 | 1.983  | 78.01 | 2:12.176 | 5  | 25  | -2  |
| 28  | 88  |       | 17  | Florentin Valentin STANCIU | Honda 600F -                                              | 5    | 11:25.057 | 1:01.554 | 0.044  | 78.00 | 2:11.519 | 5  | 16  | -12 |
| 29  | 26  | F400  | 4   | Damian LEE                 | Yamaha TZR 250 - Leed Autos                               | 5    | 11:29.599 | 1:06.096 | 4.542  | 77.49 | 2:14.767 | 3  | 30  | 1   |
| 30  | 53  |       | 18  | Peter HAMMOND              | Suzuki SRAD -                                             | 5    | 11:38.053 | 1:14.550 | 8.454  | 76.55 | 2:16.357 | 4  | 34  | 4   |
| 31  | 172 |       | 19  | Andrew ROBINSON            | Yamaha YZF R6 -                                           | 5    | 11:38.140 | 1:14.637 | 0.087  | 76.54 | 2:16.343 | 2  | 33  | 2   |
| 32  | 40  | F400  | 5   | Archie ORMROD              | Kawasaki NINJA 400 - Prestige Flooring                    | 5    | 11:42.954 | 1:19.451 | 4.814  | 76.02 | 2:17.972 | 5  | 36  | 4   |
| 33  | 46  | F400  | 6   | Isobel CARTER              | - R&G                                                     | 5    | 11:43.113 | 1:19.610 | 0.159  | 76.00 | 2:17.283 | 3  | 32  | -1  |
| 34  | 138 | TWINS | 9   | Craig JARMIN               | Suzuki SV 650 - SK PreP / NB Toolmaking                   | 5    | 11:54.611 | 1:31.108 | 11.498 | 74.78 | 2:19.608 | 5  | 37  | 3   |
| 35  | 29  |       | 20  | Sarah MACDONALD            | Suzuki GSXR 600 -                                         | 4    | 10:51.117 | 1 Lap    | 1 Lap  | 65.65 | 2:39.501 | 4  | 38  | 3   |

NOT CLASSIFIED

|     |     |       |  |               |                                      |   |  |  |  |  |  |  |    |
|-----|-----|-------|--|---------------|--------------------------------------|---|--|--|--|--|--|--|----|
| DNF | 166 |       |  | Ben KING      | Suzuki SV650 -                       | 0 |  |  |  |  |  |  | 21 |
| DNF | 35  | TWINS |  | Stuart THURTL | Aprilia RS660 - TeamTortoise Racing  | 0 |  |  |  |  |  |  | 35 |
| DNF | 3   | TWINS |  | Oliver ARBON  | Suzuki SV650 - TT Plumbing & Heating | 0 |  |  |  |  |  |  | 39 |

FASTEST LAP

|    |       |                |                                                    |   |          |           |            |
|----|-------|----------------|----------------------------------------------------|---|----------|-----------|------------|
| 22 | TWINS | Darren DOWDS   | Suzuki GSX8R - Sublime Dsg Ltd                     | 5 | 2:03.018 | 86.88 mph | 139.82 kph |
| 77 |       | Joe WHITE      | Suzuki GSXR 600 - The Race Shack /Just In Graphics | 2 | 2:05.082 | 85.44 mph | 137.51 kph |
| 76 | F400  | Luca WILKINSON | Kawasaki ZX4RR - Speedy Freight - NW Racing        | 2 | 2:08.553 | 83.14 mph | 133.80 kph |

\* No. 13 - Please fit a working transponder  
Class TWINS - 92.5% of Race Speed = 79.27 mph  
Class - 92.5% of Race Speed = 77.57 mph  
Class F400 - 92.5% of Race Speed = 74.66 mph

Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 14:14 Finish: 14:24

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 7 - LAP CHART

| LAP 1 @ 14:16:40.093 |        |          | LAP 2 @ 14:18:44.087 |          |          | LAP 3 @ 14:20:47.670 |          |          | LAP 4 @ 14:22:50.899 |          |          | LAP 5 @ 14:24:53.917 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 22                   |        | 2:09.679 | 22                   |          | 2:03.994 | 22                   |          | 2:03.583 | 22                   |          | 2:03.229 | 22                   |          | 2:03.018 |
| 61                   | 0.292  | 2:09.971 | 61                   | 0.722    | 2:04.424 | 61                   | 0.491    | 2:03.352 | 61                   | 0.391    | 2:03.129 | 61                   | 0.520    | 2:03.147 |
| 77                   | 2.841  | 2:12.520 | 77                   | 3.929    | 2:05.082 | 77                   | 6.478    | 2:06.132 | 77                   | 10.069   | 2:06.820 | 77                   | 13.723   | 2:06.672 |
| 15                   | 4.224  | 2:13.903 | 15                   | 7.902    | 2:07.672 | 961                  | 12.200   | 2:07.131 | 961                  | 15.525   | 2:06.554 | 961                  | 19.199   | 2:06.692 |
| 112                  | 5.072  | 2:14.751 | 48                   | 8.224    | 2:06.853 | 15                   | 12.435   | 2:08.116 | 48                   | 16.329   | 2:06.767 | 48                   | 19.910   | 2:06.599 |
| 48                   | 5.365  | 2:15.044 | 961                  | 8.652    | 2:06.892 | 48                   | 12.791   | 2:08.150 | 15                   | 16.873   | 2:07.667 | 15                   | 20.698   | 2:06.843 |
| 961                  | 5.754  | 2:15.433 | 112                  | 9.112    | 2:08.034 | 112                  | 13.860   | 2:08.331 | 112                  | 18.316   | 2:07.685 | 112                  | 23.374   | 2:08.076 |
| 54                   | 6.066  | 2:15.745 | 54                   | 9.908    | 2:07.836 | 54                   | 14.081   | 2:07.756 | 54                   | 18.743   | 2:07.891 | 5                    | 23.379   | 2:07.334 |
| 5                    | 6.585  | 2:16.264 | 13                   | 10.060   | 2:06.826 | 5                    | 14.994   | 2:08.422 | 13                   | 18.752   | 2:06.886 | 13                   | 24.081   | 2:08.346 |
| 13                   | 7.228  | 2:16.907 | 5                    | 10.155   | 2:07.564 | 13                   | 15.095   | 2:08.618 | 5                    | 19.063   | 2:07.298 | 54                   | 25.315   | 2:09.590 |
| 76                   | 7.316  | 2:16.995 | 76                   | 11.875   | 2:08.553 | 27                   | 16.894   | 2:08.273 | 27                   | 21.521   | 2:07.856 | 27                   | 26.175   | 2:07.672 |
| 27                   | 7.770  | 2:17.449 | 27                   | 12.204   | 2:08.428 | 76                   | 17.137   | 2:08.845 | 141                  | 22.357   | 2:07.834 | 141                  | 27.024   | 2:07.685 |
| 99                   | 8.498  | 2:18.177 | 141                  | 13.439   | 2:08.544 | 141                  | 17.752   | 2:07.896 | 99                   | 28.496   | 2:10.106 | 29                   | 1 Lap    | 2:39.501 |
| 141                  | 8.889  | 2:18.568 | 99                   | 15.025   | 2:10.521 | 2                    | 21.464   | 2:09.483 | 2                    | 28.873   | 2:10.638 | 99                   | 34.470   | 2:08.992 |
| 2                    | 9.373  | 2:19.052 | 2                    | 15.564   | 2:10.185 | 99                   | 21.619   | 2:10.177 | 50                   | 29.513   | 2:10.821 | 2                    | 35.176   | 2:09.321 |
| 50                   | 9.990  | 2:19.669 | 50                   | 16.155   | 2:10.159 | 50                   | 21.921   | 2:09.349 | 76                   | 31.213   | 2:17.305 | 50                   | 35.685   | 2:09.190 |
| 8                    | 11.813 | 2:21.492 | 8                    | 19.493   | 2:11.674 | 8                    | 26.886   | 2:10.976 | 8                    | 34.348   | 2:10.691 | 76                   | 38.510   | 2:10.315 |
| 69                   | 11.886 | 2:21.565 | 81                   | 19.997   | 2:11.907 | 69                   | 27.709   | 2:11.224 | 69                   | 34.396   | 2:09.916 | 69                   | 40.153   | 2:08.775 |
| 81                   | 12.084 | 2:21.763 | 69                   | 20.068   | 2:12.176 | 81                   | 27.968   | 2:11.554 | 81                   | 35.279   | 2:10.540 | 8                    | 40.648   | 2:09.318 |
| 55                   | 13.978 | 2:23.657 | 137                  | 23.550   | 2:13.465 | 137                  | 34.056   | 2:14.089 | 137                  | 45.088   | 2:14.261 | 81                   | 41.376   | 2:09.115 |
| 137                  | 14.079 | 2:23.758 | 30                   | 24.981   | 2:13.854 | 30                   | 34.828   | 2:13.430 | 30                   | 46.564   | 2:14.965 | 137                  | 55.675   | 2:13.605 |
| 30                   | 15.121 | 2:24.800 | 55                   | 25.278   | 2:15.294 | 55                   | 36.436   | 2:14.741 | 89                   | 46.734   | 2:12.879 | 89                   | 55.923   | 2:12.207 |
| 79                   | 15.939 | 2:25.618 | 79                   | 26.291   | 2:14.346 | 89                   | 37.084   | 2:13.639 | 55                   | 47.459   | 2:14.252 | 402                  | 56.021   | 2:10.685 |
| 131                  | 15.971 | 2:25.650 | 89                   | 27.028   | 2:13.985 | 79                   | 37.144   | 2:14.436 | 65                   | 47.554   | 2:12.844 | 30                   | 57.953   | 2:14.407 |
| 402                  | 16.111 | 2:25.790 | 131                  | 27.256   | 2:15.279 | 65                   | 37.939   | 2:13.124 | 402                  | 48.354   | 2:12.984 | 55                   | 58.016   | 2:13.575 |
| 89                   | 17.037 | 2:26.716 | 402                  | 28.258   | 2:16.141 | 402                  | 38.599   | 2:13.924 | 79                   | 48.534   | 2:14.619 | 65                   | 58.258   | 2:13.722 |
| 65                   | 18.126 | 2:27.805 | 65                   | 28.398   | 2:14.266 | 131                  | 39.491   | 2:15.818 | 131                  | 52.352   | 2:16.090 | 79                   | 59.527   | 2:14.011 |
| 40                   | 18.242 | 2:27.921 | 26                   | 30.012   | 2:15.393 | 26                   | 41.196   | 2:14.767 | 88                   | 53.053   | 2:11.980 | 131                  | 1:01.510 | 2:12.176 |
| 26                   | 18.613 | 2:28.292 | 40                   | 32.597   | 2:18.349 | 88                   | 44.302   | 2:12.771 | 26                   | 53.973   | 2:16.006 | 88                   | 1:01.554 | 2:11.519 |
| 53                   | 19.030 | 2:28.709 | 172                  | 32.858   | 2:16.343 | 172                  | 45.761   | 2:16.486 | 172                  | 59.861   | 2:17.329 | 26                   | 1:06.096 | 2:15.141 |
| 172                  | 20.509 | 2:30.188 | 53                   | 33.527   | 2:18.491 | 53                   | 47.864   | 2:17.920 | 53                   | 1:00.992 | 2:16.357 | 53                   | 1:14.550 | 2:16.576 |
| 46                   | 21.190 | 2:30.869 | 88                   | 35.114   | 2:14.107 | 40                   | 48.805   | 2:19.791 | 40                   | 1:04.497 | 2:18.921 | 172                  | 1:14.637 | 2:17.794 |
| 138                  | 22.258 | 2:31.937 | 46                   | 35.664   | 2:18.468 | 46                   | 49.364   | 2:17.283 | 46                   | 1:04.595 | 2:18.460 | 40                   | 1:19.451 | 2:17.972 |
| 88                   | 25.001 | 2:34.680 | 138                  | 40.386   | 2:22.122 | 138                  | 57.455   | 2:20.652 | 138                  | 1:14.518 | 2:20.292 | 46                   | 1:19.610 | 2:18.033 |
| 29                   | 39.474 | 2:49.153 | 29                   | 1:17.557 | 2:42.077 | 29                   | 1:54.360 | 2:40.386 |                      |          |          | 138                  | 1:31.108 | 2:19.608 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

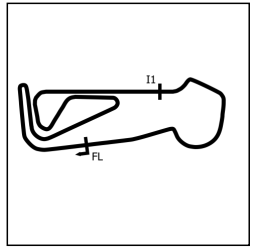
RACE 7 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 22  | DOWDS        | 1   | 22  | 22  | 22  | 22  | 22  |
| 61  | HARRIS       | 2   | 61  | 61  | 61  | 61  | 61  |
| 77  | WHITE        | 3   | 77  | 77  | 77  | 77  | 77  |
| 13  | MERCER       | 4   | 15  | 15  | 961 | 961 | 961 |
| 112 | GEDGE        | 5   | 112 | 48  | 15  | 48  | 48  |
| 76  | WILKINSON    | 6   | 48  | 961 | 48  | 15  | 15  |
| 5   | STONE        | 7   | 961 | 112 | 112 | 112 | 112 |
| 15  | SMITH        | 8   | 54  | 54  | 54  | 54  | 5   |
| 961 | SIM          | 9   | 5   | 13  | 5   | 13  | 13  |
| 54  | JAMISON      | 10  | 13  | 5   | 13  | 5   | 54  |
| 27  | BROWN        | 11  | 76  | 76  | 27  | 27  | 27  |
| 48  | WALLIS       | 12  | 27  | 27  | 76  | 141 | 141 |
| 141 | ANDREWS      | 13  | 99  | 141 | 141 | 99  | 99  |
| 2   | SEATH        | 14  | 141 | 99  | 2   | 2   | 2   |
| 99  | BELLOTTI     | 15  | 2   | 2   | 99  | 50  | 50  |
| 88  | STANCIU      | 16  | 50  | 50  | 50  | 76  | 76  |
| 8   | SMITH        | 17  | 8   | 8   | 8   | 8   | 69  |
| 50  | TUFNALL      | 18  | 69  | 81  | 69  | 69  | 8   |
| 81  | MAY          | 19  | 81  | 69  | 81  | 81  | 81  |
| 69  | SMITH        | 20  | 55  | 137 | 137 | 137 | 137 |
| 166 | KING         | 21  | 137 | 30  | 30  | 30  | 89  |
| 79  | CRONE        | 22  | 30  | 55  | 55  | 89  | 402 |
| 402 | FARR         | 23  | 79  | 79  | 89  | 55  | 30  |
| 131 | KINGSTONE    | 24  | 131 | 89  | 79  | 65  | 55  |
| 65  | SOILLEUX     | 25  | 402 | 131 | 65  | 402 | 65  |
| 137 | McPHERSON    | 26  | 89  | 402 | 402 | 79  | 79  |
| 55  | MANSON-CHUBB | 27  | 65  | 65  | 131 | 131 | 131 |
| 30  | LUFF         | 28  | 40  | 26  | 26  | 88  | 88  |
| 26  | LEE          | 29  | 26  | 40  | 88  | 26  | 26  |
| 89  | SKINNS       | 30  | 53  | 172 | 172 | 172 | 53  |
| 46  | CARTER       | 31  | 172 | 53  | 53  | 53  | 172 |
| 172 | ROBINSON     | 32  | 46  | 88  | 40  | 40  | 40  |
| 53  | HAMMOND      | 33  | 138 | 46  | 46  | 46  | 46  |
| 35  | THURTLLE     | 34  | 88  | 138 | 138 | 138 | 138 |
| 40  | ORMROD       | 35  | 29  | 29  | 29  | 29  |     |
| 138 | JARMIN       | 36  |     |     |     |     |     |
| 29  | MACDONALD    | 37  |     |     |     |     |     |
| 3   | ARBON        | 38  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

| P1 22 TWINS Darren DOWDS  |                 |                          | Suzuki GSX8R - Sublime Dsg Ltd |                    |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.985 |                 | BEST LAP TIME : 2:03.018 |                                | DIFFERENCE : 0.033 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.312                   | 2:09.679                       | 82.41              | 6.661 | 14:16:40.093        |
| 2 -                       | 1:22.910        | 41.084                   | 2:03.994                       | 86.19              | 0.976 | 14:18:44.087        |
| 3 -                       | 1:22.817        | <b>40.766</b>            | 2:03.583 (3)                   | 86.48              | 0.565 | 14:20:47.670        |
| 4 -                       | 1:22.411        | 40.818                   | 2:03.229 (2)                   | 86.73              | 0.211 | 14:22:50.899        |
| 5 -                       | <b>1:22.219</b> | 40.799                   | <b>2:03.018 (1)</b>            | <b>86.88</b>       |       | <b>14:24:53.917</b> |

| P2 61 TWINS Cameron HARRIS |                 |                          | Aprilla RS660 - Harris / Tony Scott Motorsport |                    |       |                     |
|----------------------------|-----------------|--------------------------|------------------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.940  |                 | BEST LAP TIME : 2:03.129 |                                                | DIFFERENCE : 0.189 |       |                     |
| LAP                        | SECTOR 1        | SECTOR 2                 | LAP TIME                                       | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |                 | 41.152                   | 2:09.971                                       | 82.23              | 6.842 | 14:16:40.385        |
| 2 -                        | 1:22.879        | 41.545                   | 2:04.424                                       | 85.90              | 1.295 | 14:18:44.809        |
| 3 -                        | 1:22.623        | 40.729                   | 2:03.352 (3)                                   | 86.64              | 0.223 | 14:20:48.161        |
| 4 -                        | 1:22.434        | <b>40.695</b>            | <b>2:03.129 (1)</b>                            | <b>86.80</b>       |       | <b>14:22:51.290</b> |
| 5 -                        | <b>1:22.245</b> | 40.902                   | 2:03.147 (2)                                   | 86.79              | 0.018 | 14:24:54.437        |

| P3 77 Joe WHITE           |                 |                          | Suzuki GSXR 600 - The Race Shack /Just In Graphics |                    |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.082 |                 | BEST LAP TIME : 2:05.082 |                                                    | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                           | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.912                   | 2:12.520                                           | 80.65              | 7.438 | 14:16:42.934        |
| 2 -                       | <b>1:23.682</b> | <b>41.400</b>            | <b>2:05.082 (1)</b>                                | <b>85.44</b>       |       | <b>14:18:48.016</b> |
| 3 -                       | 1:24.254        | 41.878                   | 2:06.132 (2)                                       | 84.73              | 1.050 | 14:20:54.148        |
| 4 -                       | 1:24.369        | 42.451                   | 2:06.820                                           | 84.27              | 1.738 | 14:23:00.968        |
| 5 -                       | 1:24.591        | 42.081                   | 2:06.672 (3)                                       | 84.37              | 1.590 | 14:25:07.640        |

| P4 961 TWINS Jack SIM     |                 |                          | Kawasaki ER6 -      |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.190 |                 | BEST LAP TIME : 2:06.554 |                     | DIFFERENCE : 0.364 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.211                   | 2:15.433            | 78.91              | 8.879 | 14:16:45.847        |
| 2 -                       | 1:24.825        | 42.067                   | 2:06.892 (3)        | 84.22              | 0.338 | 14:18:52.739        |
| 3 -                       | 1:24.963        | 42.168                   | 2:07.131            | 84.07              | 0.577 | 14:20:59.870        |
| 4 -                       | 1:24.832        | <b>41.722</b>            | <b>2:06.554 (1)</b> | <b>84.45</b>       |       | <b>14:23:06.424</b> |
| 5 -                       | <b>1:24.468</b> | 42.224                   | 2:06.692 (2)        | 84.36              | 0.138 | 14:25:13.116        |

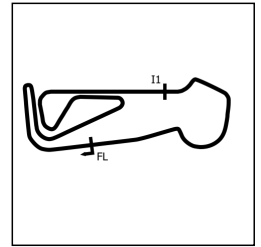
| P5 48 Shaun WALLIS        |                 |                          | Yamaha R6 (W) - MBC Despatch Racing |                    |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.965 |                 | BEST LAP TIME : 2:06.599 |                                     | DIFFERENCE : 0.634 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>42.102</b>            | 2:15.044                            | 79.14              | 8.445 | 14:16:45.458        |
| 2 -                       | 1:24.498        | 42.355                   | 2:06.853 (3)                        | 84.25              | 0.254 | 14:18:52.311        |
| 3 -                       | 1:25.481        | 42.669                   | 2:08.150                            | 83.40              | 1.551 | 14:21:00.461        |
| 4 -                       | 1:24.529        | 42.238                   | 2:06.767 (2)                        | 84.31              | 0.168 | 14:23:07.228        |
| 5 -                       | <b>1:23.863</b> | 42.736                   | <b>2:06.599 (1)</b>                 | <b>84.42</b>       |       | <b>14:25:13.827</b> |

| P6 15 Nick SMITH          |                 |                          | Honda CBR600RR - Hi-Precision Engineering Ltd |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.103 |                 | BEST LAP TIME : 2:06.843 |                                               | DIFFERENCE : 0.740 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                      | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.595                   | 2:13.903                                      | 79.81              | 7.060 | 14:16:44.317        |
| 2 -                       | 1:25.041        | 42.631                   | 2:07.672 (3)                                  | 83.71              | 0.829 | 14:18:51.989        |
| 3 -                       | 1:25.213        | 42.903                   | 2:08.116                                      | 83.42              | 1.273 | 14:21:00.105        |
| 4 -                       | 1:25.515        | <b>42.152</b>            | 2:07.667 (2)                                  | 83.71              | 0.824 | 14:23:07.772        |
| 5 -                       | <b>1:23.951</b> | 42.892                   | <b>2:06.843 (1)</b>                           | <b>84.26</b>       |       | <b>14:25:14.615</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>112</b>      | <b>Vince GEDGE</b>       | Honda CBR600 -      |              |       |                     |
| IDEAL LAP TIME : 2:07.641 |                 | BEST LAP TIME : 2:07.685 | DIFFERENCE : 0.044  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.613                   | 2:14.751            | 79.31        | 7.066 | 14:16:45.165        |
| 2 -                       | 1:25.504        | <b>42.530</b>            | 2:08.034 (2)        | 83.47        | 0.349 | 14:18:53.199        |
| 3 -                       | 1:25.530        | 42.801                   | 2:08.331            | 83.28        | 0.646 | 14:21:01.530        |
| 4 -                       | <b>1:25.111</b> | 42.574                   | <b>2:07.685 (1)</b> | <b>83.70</b> |       | <b>14:23:09.215</b> |
| 5 -                       | 1:25.270        | 42.806                   | 2:08.076 (3)        | 83.45        | 0.391 | 14:25:17.291        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>5</b>        | <b>Logan STONE</b>       | Yamaha R6 -         |              |       |                     |
| IDEAL LAP TIME : 2:06.910 |                 | BEST LAP TIME : 2:07.298 | DIFFERENCE : 0.388  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.353                   | 2:16.264            | 78.43        | 8.966 | 14:16:46.678        |
| 2 -                       | 1:24.800        | 42.764                   | 2:07.564 (3)        | 83.78        | 0.266 | 14:18:54.242        |
| 3 -                       | 1:25.573        | 42.849                   | 2:08.422            | 83.22        | 1.124 | 14:21:02.664        |
| 4 -                       | <b>1:24.796</b> | 42.502                   | <b>2:07.298 (1)</b> | <b>83.96</b> |       | <b>14:23:09.962</b> |
| 5 -                       | 1:25.220        | <b>42.114</b>            | 2:07.334 (2)        | 83.93        | 0.036 | 14:25:17.296        |

|                  |           |                          |                                                             |              |        |                     |
|------------------|-----------|--------------------------|-------------------------------------------------------------|--------------|--------|---------------------|
| <b>P9</b>        | <b>13</b> | <b>Daniel MERCER</b>     | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engineeri |              |        |                     |
| IDEAL LAP TIME : |           | BEST LAP TIME : 2:06.826 | DIFFERENCE :                                                |              |        |                     |
| LAP              | SECTOR 1  | SECTOR 2                 | LAP TIME                                                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -              |           |                          | 2:16.907                                                    | 78.06        | 10.081 | 14:16:47.321        |
| 2 -              |           |                          | <b>2:06.826 (1)</b>                                         | <b>84.27</b> |        | <b>14:18:54.147</b> |
| 3 -              |           |                          | 2:08.618                                                    | 83.09        | 1.792  | 14:21:02.765        |
| 4 -              |           |                          | 2:06.886 (2)                                                | 84.23        | 0.060  | 14:23:09.651        |
| 5 -              |           |                          | 2:08.346 (3)                                                | 83.27        | 1.520  | 14:25:17.998        |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>54</b>       | <b>Adam JAMISON</b>      | Yamaha R6 - AJ Racing |              |       |                     |
| IDEAL LAP TIME : 2:07.459 |                 | BEST LAP TIME : 2:07.756 | DIFFERENCE : 0.297    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.622                   | 2:15.745              | 78.73        | 7.989 | 14:16:46.159        |
| 2 -                       | <b>1:24.946</b> | 42.890                   | 2:07.836 (2)          | 83.60        | 0.080 | 14:18:53.995        |
| 3 -                       | 1:25.120        | 42.636                   | <b>2:07.756 (1)</b>   | <b>83.66</b> |       | <b>14:21:01.751</b> |
| 4 -                       | 1:25.378        | <b>42.513</b>            | 2:07.891 (3)          | 83.57        | 0.135 | 14:23:09.642        |
| 5 -                       | 1:26.613        | 42.977                   | 2:09.590              | 82.47        | 1.834 | 14:25:19.232        |

|                           |                 |                          |                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>27 TWINS</b> | <b>Ben BROWN</b>         | Yamaha R7 - Hunts Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:07.115 |                 | BEST LAP TIME : 2:07.672 | DIFFERENCE : 0.557            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.930                   | 2:17.449                      | 77.76        | 9.777 | 14:16:47.863        |
| 2 -                       | 1:25.863        | 42.565                   | 2:08.428                      | 83.22        | 0.756 | 14:18:56.291        |
| 3 -                       | 1:25.938        | 42.335                   | 2:08.273 (3)                  | 83.32        | 0.601 | 14:21:04.564        |
| 4 -                       | 1:25.650        | <b>42.206</b>            | 2:07.856 (2)                  | 83.59        | 0.184 | 14:23:12.420        |
| 5 -                       | <b>1:24.909</b> | 42.763                   | <b>2:07.672 (1)</b>           | <b>83.71</b> |       | <b>14:25:20.092</b> |

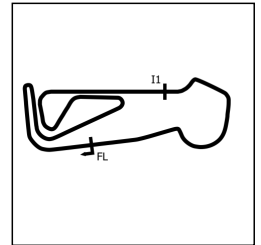
|                           |                  |                          |                                           |              |        |                     |
|---------------------------|------------------|--------------------------|-------------------------------------------|--------------|--------|---------------------|
| <b>P12</b>                | <b>141 TWINS</b> | <b>Jack ANDREWS</b>      | Yamaha R7 - B1 Barbers and power tool hub |              |        |                     |
| IDEAL LAP TIME : 2:07.158 |                  | BEST LAP TIME : 2:07.685 | DIFFERENCE : 0.527                        |              |        |                     |
| LAP                       | SECTOR 1         | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                  | 42.743                   | 2:18.568                                  | 77.13        | 10.883 | 14:16:48.982        |
| 2 -                       | 1:26.250         | 42.294                   | 2:08.544                                  | 83.14        | 0.859  | 14:18:57.526        |
| 3 -                       | 1:25.736         | 42.160                   | 2:07.896 (3)                              | 83.56        | 0.211  | 14:21:05.422        |
| 4 -                       | 1:25.727         | <b>42.107</b>            | 2:07.834 (2)                              | 83.60        | 0.149  | 14:23:13.256        |
| 5 -                       | <b>1:25.051</b>  | 42.634                   | <b>2:07.685 (1)</b>                       | <b>83.70</b> |        | <b>14:25:20.941</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                           |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|-------|---------------------|
| <b>P13 99</b>             |                 | <b>Lee BELLOTTI</b>      |                     | Kawasaki ZX6R - My Wallet |       |                     |
| IDEAL LAP TIME : 2:08.992 |                 | BEST LAP TIME : 2:08.992 |                     | DIFFERENCE : 0.000        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.554                   | 2:18.177            | 77.35                     | 9.185 | 14:16:48.591        |
| 2 -                       | 1:26.614        | 43.907                   | 2:10.521            | 81.88                     | 1.529 | 14:18:59.112        |
| 3 -                       | 1:26.613        | 43.564                   | 2:10.177 <b>(3)</b> | 82.10                     | 1.185 | 14:21:09.289        |
| 4 -                       | 1:26.152        | 43.954                   | 2:10.106 <b>(2)</b> | 82.14                     | 1.114 | 14:23:19.395        |
| 5 -                       | <b>1:25.605</b> | <b>43.387</b>            | <b>2:08.992 (1)</b> | <b>82.85</b>              |       | <b>14:25:28.387</b> |

|                           |                 |                          |                     |                                     |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|-------|---------------------|
| <b>P14 2 TWINS</b>        |                 | <b>James SEATH</b>       |                     | Aprilia RS660 - Ovenden Earthmoving |       |                     |
| IDEAL LAP TIME : 2:08.917 |                 | BEST LAP TIME : 2:09.321 |                     | DIFFERENCE : 0.404                  |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                 | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.549                   | 2:19.052            | 76.86                               | 9.731 | 14:16:49.466        |
| 2 -                       | 1:26.063        | 44.122                   | 2:10.185 <b>(3)</b> | 82.09                               | 0.864 | 14:18:59.651        |
| 3 -                       | 1:26.351        | <b>43.132</b>            | 2:09.483 <b>(2)</b> | 82.54                               | 0.162 | 14:21:09.134        |
| 4 -                       | 1:26.633        | 44.005                   | 2:10.638            | 81.81                               | 1.317 | 14:23:19.772        |
| 5 -                       | <b>1:25.785</b> | 43.536                   | <b>2:09.321 (1)</b> | <b>82.64</b>                        |       | <b>14:25:29.093</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P15 50 TWINS</b>       |                 | <b>Alex TUFNALL</b>      |                     | Aprilia RS660 -    |        |                     |
| IDEAL LAP TIME : 2:09.014 |                 | BEST LAP TIME : 2:09.190 |                     | DIFFERENCE : 0.176 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.353                   | 2:19.669            | 76.52              | 10.479 | 14:16:50.083        |
| 2 -                       | 1:26.087        | 44.072                   | 2:10.159 <b>(3)</b> | 82.11              | 0.969  | 14:19:00.242        |
| 3 -                       | 1:26.352        | <b>42.997</b>            | 2:09.349 <b>(2)</b> | 82.62              | 0.159  | 14:21:09.591        |
| 4 -                       | 1:26.726        | 44.095                   | 2:10.821            | 81.70              | 1.631  | 14:23:20.412        |
| 5 -                       | <b>1:26.017</b> | 43.173                   | <b>2:09.190 (1)</b> | <b>82.73</b>       |        | <b>14:25:29.602</b> |

|                           |                 |                          |                     |                                             |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------------|-------|---------------------|
| <b>P16 76 F400</b>        |                 | <b>Luca WILKINSON</b>    |                     | Kawasaki ZX4RR - Speedy Freight - NW Racing |       |                     |
| IDEAL LAP TIME : 2:08.553 |                 | BEST LAP TIME : 2:08.553 |                     | DIFFERENCE : 0.000                          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.661                   | 2:16.995            | 78.01                                       | 8.442 | 14:16:47.409        |
| 2 -                       | <b>1:25.724</b> | <b>42.829</b>            | <b>2:08.553 (1)</b> | <b>83.14</b>                                |       | <b>14:18:55.962</b> |
| 3 -                       | 1:25.908        | 42.937                   | 2:08.845 <b>(2)</b> | 82.95                                       | 0.292 | 14:21:04.807        |
| 4 -                       | 1:26.371        | 50.934                   | 2:17.305            | 77.84                                       | 8.752 | 14:23:22.112        |
| 5 -                       | 1:26.603        | 43.712                   | 2:10.315 <b>(3)</b> | 82.01                                       | 1.762 | 14:25:32.427        |

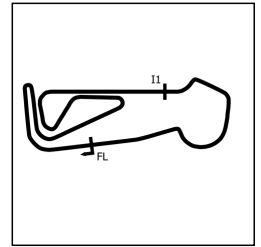
|                           |                 |                          |                     |                        |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|--------|---------------------|
| <b>P17 69</b>             |                 | <b>Terry SMITH</b>       |                     | Yamaha R6 - IMP Racing |        |                     |
| IDEAL LAP TIME : 2:08.775 |                 | BEST LAP TIME : 2:08.775 |                     | DIFFERENCE : 0.000     |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                    | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.171                   | 2:21.565            | 75.49                  | 12.790 | 14:16:51.979        |
| 2 -                       | 1:28.092        | 44.084                   | 2:12.176            | 80.86                  | 3.401  | 14:19:04.155        |
| 3 -                       | 1:27.540        | 43.684                   | 2:11.224 <b>(3)</b> | 81.44                  | 2.449  | 14:21:15.379        |
| 4 -                       | 1:25.845        | 44.071                   | 2:09.916 <b>(2)</b> | 82.26                  | 1.141  | 14:23:25.295        |
| 5 -                       | <b>1:25.661</b> | <b>43.114</b>            | <b>2:08.775 (1)</b> | <b>82.99</b>           |        | <b>14:25:34.070</b> |

|                           |                 |                          |                     |                                                           |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------------|--------|---------------------|
| <b>P18 8</b>              |                 | <b>Leigh SMITH</b>       |                     | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde A |        |                     |
| IDEAL LAP TIME : 2:09.318 |                 | BEST LAP TIME : 2:09.318 |                     | DIFFERENCE : 0.000                                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.316                   | 2:21.492            | 75.53                                                     | 12.174 | 14:16:51.906        |
| 2 -                       | 1:27.665        | 44.009                   | 2:11.674            | 81.17                                                     | 2.356  | 14:19:03.580        |
| 3 -                       | 1:27.343        | 43.633                   | 2:10.976 <b>(3)</b> | 81.60                                                     | 1.658  | 14:21:14.556        |
| 4 -                       | 1:26.574        | 44.117                   | 2:10.691 <b>(2)</b> | 81.78                                                     | 1.373  | 14:23:25.247        |
| 5 -                       | <b>1:26.245</b> | <b>43.073</b>            | <b>2:09.318 (1)</b> | <b>82.64</b>                                              |        | <b>14:25:34.565</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

| P19 81 TWINS Malvern MAY  |          |                          | Aprilia RS660 - IMP racing |       |        |              |
|---------------------------|----------|--------------------------|----------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:09.115 |          | BEST LAP TIME : 2:09.115 | DIFFERENCE : 0.000         |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME                   | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 44.276                   | 2:21.763                   | 75.39 | 12.648 | 14:16:52.177 |
| 2 -                       | 1:26.933 | 44.974                   | 2:11.907                   | 81.02 | 2.792  | 14:19:04.084 |
| 3 -                       | 1:27.347 | 44.207                   | 2:11.554 (3)               | 81.24 | 2.439  | 14:21:15.638 |
| 4 -                       | 1:27.179 | 43.361                   | 2:10.540 (2)               | 81.87 | 1.425  | 14:23:26.178 |
| 5 -                       | 1:25.804 | 43.311                   | 2:09.115 (1)               | 82.77 |        | 14:25:35.293 |

| P20 137 Colin McPHERSON   |          |                          | Yamaha R6 -        |       |        |              |
|---------------------------|----------|--------------------------|--------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:13.185 |          | BEST LAP TIME : 2:13.465 | DIFFERENCE : 0.280 |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME           | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 44.731                   | 2:23.758           | 74.34 | 10.293 | 14:16:54.172 |
| 2 -                       | 1:28.688 | 44.777                   | 2:13.465 (1)       | 80.08 |        | 14:19:07.637 |
| 3 -                       | 1:28.876 | 45.213                   | 2:14.089 (3)       | 79.70 | 0.624  | 14:21:21.726 |
| 4 -                       | 1:29.163 | 45.098                   | 2:14.261           | 79.60 | 0.796  | 14:23:35.987 |
| 5 -                       | 1:28.454 | 45.151                   | 2:13.605 (2)       | 79.99 | 0.140  | 14:25:49.592 |

| P21 89 Daryl SKINNS       |          |                          | Suzuki GSXR 750 - Target Site Services & Rapid Electrical |       |        |              |
|---------------------------|----------|--------------------------|-----------------------------------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:11.892 |          | BEST LAP TIME : 2:12.207 | DIFFERENCE : 0.315                                        |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME                                                  | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 45.621                   | 2:26.716                                                  | 72.84 | 14.509 | 14:16:57.130 |
| 2 -                       | 1:29.107 | 44.878                   | 2:13.985                                                  | 79.77 | 1.778  | 14:19:11.115 |
| 3 -                       | 1:28.870 | 44.769                   | 2:13.639 (3)                                              | 79.97 | 1.432  | 14:21:24.754 |
| 4 -                       | 1:28.536 | 44.343                   | 2:12.879 (2)                                              | 80.43 | 0.672  | 14:23:37.633 |
| 5 -                       | 1:27.549 | 44.658                   | 2:12.207 (1)                                              | 80.84 |        | 14:25:49.840 |

| P22 402 Kaine FARR        |          |                          | Suzuki GSXR - The Elms B&B Snetterton |       |        |              |
|---------------------------|----------|--------------------------|---------------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:10.685 |          | BEST LAP TIME : 2:10.685 | DIFFERENCE : 0.000                    |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME                              | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 45.235                   | 2:25.790                              | 73.31 | 15.105 | 14:16:56.204 |
| 2 -                       | 1:31.217 | 44.924                   | 2:16.141                              | 78.50 | 5.456  | 14:19:12.345 |
| 3 -                       | 1:29.461 | 44.463                   | 2:13.924 (3)                          | 79.80 | 3.239  | 14:21:26.269 |
| 4 -                       | 1:28.027 | 44.957                   | 2:12.984 (2)                          | 80.37 | 2.299  | 14:23:39.253 |
| 5 -                       | 1:27.161 | 43.524                   | 2:10.685 (1)                          | 81.78 |        | 14:25:49.938 |

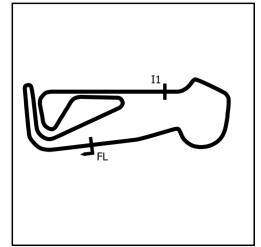
| P23 30 David LUFF         |          |                          | Suzuki SV 650 - ATP & Sarah O'Neill |       |        |              |
|---------------------------|----------|--------------------------|-------------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:13.341 |          | BEST LAP TIME : 2:13.430 | DIFFERENCE : 0.089                  |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME                            | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 44.872                   | 2:24.800                            | 73.81 | 11.370 | 14:16:55.214 |
| 2 -                       | 1:29.021 | 44.833                   | 2:13.854 (2)                        | 79.84 | 0.424  | 14:19:09.068 |
| 3 -                       | 1:28.602 | 44.828                   | 2:13.430 (1)                        | 80.10 |        | 14:21:22.498 |
| 4 -                       | 1:29.387 | 45.578                   | 2:14.965                            | 79.19 | 1.535  | 14:23:37.463 |
| 5 -                       | 1:29.668 | 44.739                   | 2:14.407 (3)                        | 79.52 | 0.977  | 14:25:51.870 |

| P24 55 Magnus MANSON-CHUBB |          |                          | Kawasaki ZXR400L - |       |        |              |
|----------------------------|----------|--------------------------|--------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:13.280  |          | BEST LAP TIME : 2:13.575 | DIFFERENCE : 0.295 |       |        |              |
| LAP                        | SECTOR 1 | SECTOR 2                 | LAP TIME           | MPH   | DIFF   | TIME OF DAY  |
| 1 -                        |          | 44.981                   | 2:23.657           | 74.39 | 10.082 | 14:16:54.071 |
| 2 -                        | 1:30.026 | 45.268                   | 2:15.294           | 78.99 | 1.719  | 14:19:09.365 |
| 3 -                        | 1:29.810 | 44.931                   | 2:14.741 (3)       | 79.32 | 1.166  | 14:21:24.106 |
| 4 -                        | 1:29.534 | 44.718                   | 2:14.252 (2)       | 79.61 | 0.677  | 14:23:38.358 |
| 5 -                        | 1:28.562 | 45.013                   | 2:13.575 (1)       | 80.01 |        | 14:25:51.933 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

| P25 65 F400               |                 | Ian SOILLEUX             |                     | Kawasaki ZX4RR - BDRacing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.598 |                 | BEST LAP TIME : 2:12.844 |                     | DIFFERENCE : 0.246        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.220                   | 2:27.805            | 72.31                     | 14.961 | 14:16:58.219        |
| 2 -                       | 1:29.373        | 44.893                   | 2:14.266            | 79.60                     | 1.422  | 14:19:12.485        |
| 3 -                       | 1:28.740        | <b>44.384</b>            | 2:13.124 (2)        | 80.28                     | 0.280  | 14:21:25.609        |
| 4 -                       | <b>1:28.214</b> | 44.630                   | <b>2:12.844 (1)</b> | <b>80.45</b>              |        | <b>14:23:38.453</b> |
| 5 -                       | 1:28.688        | 45.034                   | 2:13.722 (3)        | 79.92                     | 0.878  | 14:25:52.175        |

| P26 79 F400               |                 | Sean CRONE               |                     | Kawasaki NINJA 400 - BD Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.950 |                 | BEST LAP TIME : 2:14.011 |                     | DIFFERENCE : 0.061             |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.521                   | 2:25.618            | 73.39                          | 11.607 | 14:16:56.032        |
| 2 -                       | <b>1:29.046</b> | 45.300                   | 2:14.346 (2)        | 79.55                          | 0.335  | 14:19:10.378        |
| 3 -                       | 1:29.532        | <b>44.904</b>            | 2:14.436 (3)        | 79.50                          | 0.425  | 14:21:24.814        |
| 4 -                       | 1:29.123        | 45.496                   | 2:14.619            | 79.39                          | 0.608  | 14:23:39.433        |
| 5 -                       | 1:29.054        | 44.957                   | <b>2:14.011 (1)</b> | <b>79.75</b>                   |        | <b>14:25:53.444</b> |

| P27 131                   |                 | Nicholas KINGSTONE       |                     | Suzuki GSXR600 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.176 |                 | BEST LAP TIME : 2:12.176 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.407                   | 2:25.650            | 73.38              | 13.474 | 14:16:56.064        |
| 2 -                       | 1:30.826        | 44.453                   | 2:15.279 (2)        | 79.00              | 3.103  | 14:19:11.343        |
| 3 -                       | 1:30.853        | 44.965                   | 2:15.818 (3)        | 78.69              | 3.642  | 14:21:27.161        |
| 4 -                       | 1:31.971        | 44.119                   | 2:16.090            | 78.53              | 3.914  | 14:23:43.251        |
| 5 -                       | <b>1:28.252</b> | <b>43.924</b>            | <b>2:12.176 (1)</b> | <b>80.86</b>       |        | <b>14:25:55.427</b> |

| P28 88                    |                 | Florentin Valentin STANCIU |                     | Honda 600F -       |        |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.904 |                 | BEST LAP TIME : 2:11.519   |                     | DIFFERENCE : 0.615 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 56.299                     | 2:34.680            | 69.09              | 23.161 | 14:17:05.094        |
| 2 -                       | 1:28.730        | 45.377                     | 2:14.107            | 79.69              | 2.588  | 14:19:19.201        |
| 3 -                       | 1:28.366        | 44.405                     | 2:12.771 (3)        | 80.50              | 1.252  | 14:21:31.972        |
| 4 -                       | 1:27.753        | <b>44.227</b>              | 2:11.980 (2)        | 80.98              | 0.461  | 14:23:43.952        |
| 5 -                       | <b>1:26.677</b> | 44.842                     | <b>2:11.519 (1)</b> | <b>81.26</b>       |        | <b>14:25:55.471</b> |

| P29 26 F400               |                 | Damian LEE               |                     | Yamaha TZR 250 - Leed Autos |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.602 |                 | BEST LAP TIME : 2:14.767 |                     | DIFFERENCE : 0.165          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.751                   | 2:28.292            | 72.07                       | 13.525 | 14:16:58.706        |
| 2 -                       | 1:30.769        | 44.624                   | 2:15.393 (3)        | 78.94                       | 0.626  | 14:19:14.099        |
| 3 -                       | 1:30.342        | <b>44.425</b>            | <b>2:14.767 (1)</b> | <b>79.30</b>                |        | <b>14:21:28.866</b> |
| 4 -                       | 1:30.602        | 45.404                   | 2:16.006            | 78.58                       | 1.239  | 14:23:44.872        |
| 5 -                       | <b>1:30.177</b> | 44.964                   | 2:15.141 (2)        | 79.08                       | 0.374  | 14:26:00.013        |

| P30 53                    |                 | Peter HAMMOND            |                     | Suzuki SRAD -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.998 |                 | BEST LAP TIME : 2:16.357 |                     | DIFFERENCE : 0.359 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.559                   | 2:28.709            | 71.87              | 12.352 | 14:16:59.123        |
| 2 -                       | 1:32.113        | 46.378                   | 2:18.491            | 77.17              | 2.134  | 14:19:17.614        |
| 3 -                       | 1:31.655        | 46.265                   | 2:17.920 (3)        | 77.49              | 1.563  | 14:21:35.534        |
| 4 -                       | 1:30.911        | <b>45.446</b>            | <b>2:16.357 (1)</b> | <b>78.38</b>       |        | <b>14:23:51.891</b> |
| 5 -                       | <b>1:30.552</b> | 46.024                   | 2:16.576 (2)        | 78.25              | 0.219  | 14:26:08.467        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

| <b>P31 172 Andrew ROBINSON</b> |                 | Yamaha YZF R6 -          |                     |                    |        |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.343      |                 | BEST LAP TIME : 2:16.343 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 46.892                   | 2:30.188            | 71.16              | 13.845 | 14:17:00.602        |
| 2 -                            | <b>1:30.517</b> | <b>45.826</b>            | <b>2:16.343 (1)</b> | <b>78.39</b>       |        | <b>14:19:16.945</b> |
| 3 -                            | 1:30.579        | 45.907                   | 2:16.486 (2)        | 78.30              | 0.143  | 14:21:33.431        |
| 4 -                            | 1:31.128        | 46.201                   | 2:17.329 (3)        | 77.82              | 0.986  | 14:23:50.760        |
| 5 -                            | 1:31.175        | 46.619                   | 2:17.794            | 77.56              | 1.451  | 14:26:08.554        |

| <b>P32 40 F400 Archie ORMROD</b> |                 | Kawasaki NINJA 400 - Prestige Flooring |                     |                    |       |                     |
|----------------------------------|-----------------|----------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.972        |                 | BEST LAP TIME : 2:17.972               |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                              | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                              |                 | 46.940                                 | 2:27.921            | 72.25              | 9.949 | 14:16:58.335        |
| 2 -                              | 1:32.183        | 46.166                                 | 2:18.349 (2)        | 77.25              | 0.377 | 14:19:16.684        |
| 3 -                              | 1:33.042        | 46.749                                 | 2:19.791            | 76.45              | 1.819 | 14:21:36.475        |
| 4 -                              | 1:32.741        | 46.180                                 | 2:18.921 (3)        | 76.93              | 0.949 | 14:23:55.396        |
| 5 -                              | <b>1:31.893</b> | <b>46.079</b>                          | <b>2:17.972 (1)</b> | <b>77.46</b>       |       | <b>14:26:13.368</b> |

| <b>P33 46 F400 Isobel CARTER</b> |                 | - R&G                    |                     |                    |        |                     |
|----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.128        |                 | BEST LAP TIME : 2:17.283 |                     | DIFFERENCE : 0.155 |        |                     |
| LAP                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                              |                 | 47.444                   | 2:30.869            | 70.84              | 13.586 | 14:17:01.283        |
| 2 -                              | 1:32.201        | 46.267                   | 2:18.468            | 77.18              | 1.185  | 14:19:19.751        |
| 3 -                              | <b>1:31.081</b> | 46.202                   | <b>2:17.283 (1)</b> | <b>77.85</b>       |        | <b>14:21:37.034</b> |
| 4 -                              | 1:32.380        | 46.080                   | 2:18.460 (3)        | 77.19              | 1.177  | 14:23:55.494        |
| 5 -                              | 1:31.986        | <b>46.047</b>            | 2:18.033 (2)        | 77.43              | 0.750  | 14:26:13.527        |

| <b>P34 138 TWINS Craig JARMIN</b> |                 | Suzuki SV 650 - SK PreP / NB Toolmaking |                     |                    |        |                     |
|-----------------------------------|-----------------|-----------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.608         |                 | BEST LAP TIME : 2:19.608                |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                               | SECTOR 1        | SECTOR 2                                | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                               |                 | 47.431                                  | 2:31.937            | 70.34              | 12.329 | 14:17:02.351        |
| 2 -                               | 1:34.665        | 47.457                                  | 2:22.122            | 75.20              | 2.514  | 14:19:24.473        |
| 3 -                               | 1:33.708        | 46.944                                  | 2:20.652 (3)        | 75.98              | 1.044  | 14:21:45.125        |
| 4 -                               | 1:33.416        | 46.876                                  | 2:20.292 (2)        | 76.18              | 0.684  | 14:24:05.417        |
| 5 -                               | <b>1:32.792</b> | <b>46.816</b>                           | <b>2:19.608 (1)</b> | <b>76.55</b>       |        | <b>14:26:25.025</b> |

| <b>P35 29 Sarah MACDONALD</b> |                 | Suzuki GSXR 600 -        |                     |                    |       |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:38.130     |                 | BEST LAP TIME : 2:39.501 |                     | DIFFERENCE : 1.371 |       |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                           |                 | 54.922                   | 2:49.153            | 63.18              | 9.652 | 14:17:19.567        |
| 2 -                           | 1:47.027        | 55.050                   | 2:42.077 (3)        | 65.94              | 2.576 | 14:20:01.644        |
| 3 -                           | 1:47.118        | <b>53.268</b>            | 2:40.386 (2)        | 66.63              | 0.885 | 14:22:42.030        |
| 4 -                           | <b>1:44.862</b> | 54.639                   | <b>2:39.501 (1)</b> | <b>67.00</b>       |       | <b>14:25:21.531</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 7 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:02.914 |       |
| 1        | 22  | 1:22.219 | 61       | 40.695 | 1                       | 61  | HARRIS       | 2:02.940    | 2:03.129 | 0.189 |
| 2        | 61  | 1:22.245 | 22       | 40.766 | 2                       | 22  | DOWDS        | 2:02.985    | 2:03.018 | 0.033 |
| 3        | 77  | 1:23.682 | 77       | 41.400 | 3                       | 77  | WHITE        | 2:05.082    | 2:05.082 | 0.000 |
| 4        | 48  | 1:23.863 | 961      | 41.722 | 4                       | 48  | WALLIS       | 2:05.965    | 2:06.599 | 0.634 |
| 5        | 15  | 1:23.951 | 48       | 42.102 | 5                       | 15  | SMITH        | 2:06.103    | 2:06.843 | 0.740 |
| 6        | 961 | 1:24.468 | 141      | 42.107 | 6                       | 961 | SIM          | 2:06.190    | 2:06.554 | 0.364 |
| 7        | 5   | 1:24.796 | 5        | 42.114 | 7                       | 5   | STONE        | 2:06.910    | 2:07.298 | 0.388 |
| 8        | 27  | 1:24.909 | 15       | 42.152 | 8                       | 27  | BROWN        | 2:07.115    | 2:07.672 | 0.557 |
| 9        | 54  | 1:24.946 | 27       | 42.206 | 9                       | 141 | ANDREWS      | 2:07.158    | 2:07.685 | 0.527 |
| 10       | 141 | 1:25.051 | 54       | 42.513 | 10                      | 54  | JAMISON      | 2:07.459    | 2:07.756 | 0.297 |
| 11       | 112 | 1:25.111 | 112      | 42.530 | 11                      | 112 | GEDGE        | 2:07.641    | 2:07.685 | 0.044 |
| 12       | 99  | 1:25.605 | 76       | 42.829 | 12                      | 76  | WILKINSON    | 2:08.553    | 2:08.553 | 0.000 |
| 13       | 69  | 1:25.661 | 50       | 42.997 | 13                      | 69  | SMITH        | 2:08.775    | 2:08.775 | 0.000 |
| 14       | 76  | 1:25.724 | 8        | 43.073 | 14                      | 2   | SEATH        | 2:08.917    | 2:09.321 | 0.404 |
| 15       | 2   | 1:25.785 | 69       | 43.114 | 15                      | 99  | BELLOTTI     | 2:08.992    | 2:08.992 | 0.000 |
| 16       | 81  | 1:25.804 | 2        | 43.132 | 16                      | 50  | TUFNALL      | 2:09.014    | 2:09.190 | 0.176 |
| 17       | 50  | 1:26.017 | 81       | 43.311 | 17                      | 81  | MAY          | 2:09.115    | 2:09.115 | 0.000 |
| 18       | 8   | 1:26.245 | 99       | 43.387 | 18                      | 8   | SMITH        | 2:09.318    | 2:09.318 | 0.000 |
| 19       | 88  | 1:26.677 | 402      | 43.524 | 19                      | 402 | FARR         | 2:10.685    | 2:10.685 | 0.000 |
| 20       | 402 | 1:27.161 | 131      | 43.924 | 20                      | 88  | STANCIU      | 2:10.904    | 2:11.519 | 0.615 |
| 21       | 89  | 1:27.549 | 88       | 44.227 | 21                      | 89  | SKINNS       | 2:11.892    | 2:12.207 | 0.315 |
| 22       | 65  | 1:28.214 | 89       | 44.343 | 22                      | 131 | KINGSTONE    | 2:12.176    | 2:12.176 | 0.000 |
| 23       | 131 | 1:28.252 | 65       | 44.384 | 23                      | 65  | SOILLEUX     | 2:12.598    | 2:12.844 | 0.246 |
| 24       | 137 | 1:28.454 | 26       | 44.425 | 24                      | 137 | McPHERSON    | 2:13.185    | 2:13.465 | 0.280 |
| 25       | 55  | 1:28.562 | 55       | 44.718 | 25                      | 55  | MANSON-CHUBB | 2:13.280    | 2:13.575 | 0.295 |
| 26       | 30  | 1:28.602 | 137      | 44.731 | 26                      | 30  | LUFF         | 2:13.341    | 2:13.430 | 0.089 |
| 27       | 79  | 1:29.046 | 30       | 44.739 | 27                      | 79  | CRONE        | 2:13.950    | 2:14.011 | 0.061 |
| 28       | 26  | 1:30.177 | 79       | 44.904 | 28                      | 26  | LEE          | 2:14.602    | 2:14.767 | 0.165 |
| 29       | 172 | 1:30.517 | 53       | 45.446 | 29                      | 53  | HAMMOND      | 2:15.998    | 2:16.357 | 0.359 |
| 30       | 53  | 1:30.552 | 172      | 45.826 | 30                      | 172 | ROBINSON     | 2:16.343    | 2:16.343 | 0.000 |
| 31       | 46  | 1:31.081 | 46       | 46.047 | 31                      | 46  | CARTER       | 2:17.128    | 2:17.283 | 0.155 |
| 32       | 40  | 1:31.893 | 40       | 46.079 | 32                      | 40  | ORMROD       | 2:17.972    | 2:17.972 | 0.000 |
| 33       | 138 | 1:32.792 | 138      | 46.816 | 33                      | 138 | JARMIN       | 2:19.608    | 2:19.608 | 0.000 |
| 34       | 29  | 1:44.862 | 29       | 53.268 | 34                      | 29  | MACDONALD    | 2:38.130    | 2:39.501 | 1.371 |
| 35       |     |          |          |        | 35                      | 13  | MERCER       |             | 2:06.826 |       |
| 36       |     |          |          |        |                         |     |              |             |          |       |
| 37       |     |          |          |        |                         |     |              |             |          |       |
| 38       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 7 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 38                        |
| Planned Start          | 2025-05-03 @ 13:50:00.000 |
| Actual Start           | 2025-05-03 @ 14:14:30.413 |
| Finish Time            | 2025-05-03 @ 14:24:53.916 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 174                       |
| Total Distance Covered | 516.5906mi.               |

Session Fastest Lap History

| NO | CL    | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------|----------------|----------|--------------|-----|---------------|
| 22 | TWINS | Darren DOWDS   | 2:03.994 | 14:18:44.087 | 2   | Suzuki GSX8R  |
| 22 | TWINS | Darren DOWDS   | 2:03.583 | 14:20:47.670 | 3   | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2:03.352 | 14:20:48.161 | 3   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:03.229 | 14:22:50.899 | 4   | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2:03.129 | 14:22:51.290 | 4   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:03.018 | 14:24:53.917 | 5   | Suzuki GSX8R  |

Session Leader History

| NO | CL    | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|-------|--------------|----------|----------|-------------|--------------|
| 22 | TWINS | Darren DOWDS | 1        | 5        | 14.84 miles | Suzuki GSX8R |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:14:30.413 |
| FINISH | 14:24:53.916 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:02.880  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - STATISTICS

**CLASS :** 21 Starters

#### Fastest Lap History

| NO | NAME      | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|-----------|----------|--------------|-----|-----------------|
| 77 | Joe WHITE | 2:05.082 | 14:18:48.016 | 2   | Suzuki GSXR 600 |

#### Leader History

| NO | NAME      | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------|----------|----------|-------------|-----------------|
| 77 | Joe WHITE | 1        | 5        | 14.84 miles | Suzuki GSXR 600 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - STATISTICS

**CLASS : F400**

6 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----------------|----------|--------------|-----|----------------|
| 76 | Luca WILKINSON | 2:08.553 | 14:18:55.962 | 2   | Kawasaki ZX4RR |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|----------------|----------|----------|-------------|----------------|
| 76 | Luca WILKINSON | 1        | 5        | 14.84 miles | Kawasaki ZX4RR |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - STATISTICS

**CLASS : TWINS**

11 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|----------------|----------|--------------|-----|---------------|
| 22 | Darren DOWDS   | 2:03.994 | 14:18:44.087 | 2   | Suzuki GSX8R  |
| 22 | Darren DOWDS   | 2:03.583 | 14:20:47.670 | 3   | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2:03.352 | 14:20:48.161 | 3   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:03.229 | 14:22:50.899 | 4   | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2:03.129 | 14:22:51.290 | 4   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:03.018 | 14:24:53.917 | 5   | Suzuki GSX8R  |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|--------------|----------|----------|-------------|--------------|
| 22 | Darren DOWDS | 1        | 5        | 14.84 miles | Suzuki GSX8R |



## BMCR-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - GRID (5 Laps)

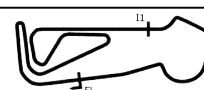
|        |    |     |                            |    |     |                 |    |     |                     |
|--------|----|-----|----------------------------|----|-----|-----------------|----|-----|---------------------|
| ROW 13 | 39 | 21  | Toby FINNIS                | 38 | 3   | Oliver ARBON    | 37 | 35  | Stuart THURTL       |
| ROW 12 | 36 | 29  | Sarah MACDONALD            | 35 | 138 | Craig JARMIN    | 34 | 40  | Archie ORMROD       |
| ROW 11 | 33 | 46  | Isobel CARTER              | 32 | 53  | Peter HAMMOND   | 31 | 172 | Andrew ROBINSON     |
| ROW 10 | 30 | 26  | Damian LEE                 | 29 | 79  | Sean CRONE      | 28 | 55  | Magnus MANSON-CHUBB |
| ROW 9  | 27 | 166 | Ben KING                   | 26 | 137 | Colin McPHERSON | 25 | 30  | David LUFF          |
| ROW 8  | 24 | 65  | Ian SOILLEUX               | 23 | 89  | Daryl SKINNS    | 22 | 131 | Nicholas KINGSTONE  |
| ROW 7  | 21 | 88  | Florentin Valentin STANCIU | 20 | 402 | Kaine FARR      | 19 | 2   | James SEATH         |
| ROW 6  | 18 | 8   | Leigh SMITH                | 17 | 50  | Alex TUFNALL    | 16 | 81  | Malvern MAY         |
| ROW 5  | 15 | 99  | Lee BELLOTTI               | 14 | 69  | Terry SMITH     | 13 | 76  | Luca WILKINSON      |
| ROW 4  | 12 | 54  | Adam JAMISON               | 11 | 141 | Jack ANDREWS    | 10 | 112 | Vince GEDGE         |
| ROW 3  | 9  | 27  | Ben BROWN                  | 8  | 5   | Logan STONE     | 7  | 15  | Nick SMITH          |
| ROW 2  | 6  | 13  | Daniel MERCER              | 5  | 48  | Shaun WALLIS    | 4  | 961 | Jack SIM            |
| ROW 1  | 3  | 77  | Joe WHITE                  | 2  | 61  | Cameron HARRIS  | 1  | 22  | Darren DOWDS        |
| Pole   |    |     |                            |    |     |                 |    |     |                     |
|        |    |     |                            |    |     |                 |    |     |                     |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:35 Saturday, 03 May 2025





## BMCR-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

## RACE 17 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL    | PIC | NAME                | ENTRY                                                   | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|-------|-----|---------------------|---------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 22  | TWINS | 1   | Darren DOWDS        | Suzuki GSX8R - Sublime Dsg Ltd                          | 5    | 10:24.440 |          |        | 85.58 | 2:03.055 | 5  | 1   | 0  |
| 2   | 61  | TWINS | 2   | Cameron HARRIS      | Aprilla RS660 - Harris / Tony Scott Motorsport          | 5    | 10:26.958 | 2.518    | 2.518  | 85.23 | 2:03.050 | 4  | 2   | 0  |
| 3   | 961 | TWINS | 3   | Jack SIM            | Kawasaki ER6 -                                          | 5    | 10:37.489 | 13.049   | 10.531 | 83.82 | 2:05.826 | 4  | 4   | 1  |
| 4   | 13  |       | 1   | Daniel MERCER       | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engin | 5    | 10:43.136 | 18.696   | 5.647  | 83.09 | 2:06.724 | 5  | 6   | 2  |
| 5   | 77  |       | 2   | Joe WHITE           | Suzuki GSXR 600 - The Race Shack /Just In Graphics      | 5    | 10:45.863 | 21.423   | 2.727  | 82.74 | 2:06.852 | 5  | 3   | -2 |
| 6   | 112 |       | 3   | Vince GEDGE         | Honda CBR600 -                                          | 5    | 10:48.550 | 24.110   | 2.687  | 82.39 | 2:07.454 | 5  | 10  | 4  |
| 7   | 48  |       | 4   | Shaun WALLIS        | Yamaha R6 (W) - MBC Despatch Racing                     | 5    | 10:48.670 | 24.230   | 0.120  | 82.38 | 2:07.367 | 5  | 5   | -2 |
| 8   | 54  |       | 5   | Adam JAMISON        | Yamaha R6 - AJ Racing                                   | 5    | 10:49.346 | 24.906   | 0.676  | 82.29 | 2:07.316 | 5  | 12  | 4  |
| 9   | 141 | TWINS | 4   | Jack ANDREWS        | Yamaha R7 - B1 Barbers and power tool hub               | 5    | 10:55.933 | 31.493   | 6.587  | 81.47 | 2:08.443 | 5  | 11  | 2  |
| 10  | 99  |       | 6   | Lee BELLOTTI        | Kawasaki ZX6R - My Wallet                               | 5    | 10:56.107 | 31.667   | 0.174  | 81.45 | 2:08.830 | 4  | 15  | 5  |
| 11  | 27  | TWINS | 5   | Ben BROWN           | Yamaha R7 - Hunts Motorcycles                           | 5    | 10:56.147 | 31.707   | 0.040  | 81.44 | 2:08.698 | 4  | 9   | -2 |
| 12  | 15  |       | 7   | Nick SMITH          | Honda CBR600RR - Hi-Precision Engineering Ltd           | 5    | 10:57.934 | 33.494   | 1.787  | 81.22 | 2:09.012 | 5  | 7   | -5 |
| 13  | 2   | TWINS | 6   | James SEATH         | Aprilia RS660 - Ovenden Earthmoving                     | 5    | 10:58.754 | 34.314   | 0.820  | 81.12 | 2:08.894 | 2  | 19  | 6  |
| 14  | 81  | TWINS | 7   | Malvern MAY         | Aprilia RS660 - IMP racing                              | 5    | 10:59.119 | 34.679   | 0.365  | 81.07 | 2:09.188 | 5  | 16  | 2  |
| 15  | 69  |       | 8   | Terry SMITH         | Yamaha R6 - IMP Racing                                  | 5    | 10:59.958 | 35.518   | 0.839  | 80.97 | 2:08.829 | 5  | 14  | -1 |
| 16  | 76  | F400  | 1   | Luca WILKINSON      | Kawasaki ZX4RR - Speedy Freight - NW Racing             | 5    | 11:00.725 | 36.285   | 0.767  | 80.88 | 2:08.932 | 4  | 13  | -3 |
| 17  | 50  | TWINS | 8   | Alex TUFNALL        | Aprilia RS660 -                                         | 5    | 11:01.572 | 37.132   | 0.847  | 80.77 | 2:09.486 | 5  | 17  | 0  |
| 18  | 8   |       | 9   | Leigh SMITH         | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde | 5    | 11:19.552 | 55.112   | 17.980 | 78.64 | 2:12.673 | 2  | 18  | 0  |
| 19  | 55  |       | 10  | Magnus MANSON-CHUBB | Kawasaki ZXR400L -                                      | 5    | 11:20.758 | 56.318   | 1.206  | 78.50 | 2:12.872 | 5  | 28  | 9  |
| 20  | 30  |       | 11  | David LUFF          | Suzuki SV 650 - ATP & Sarah O'Neill                     | 5    | 11:21.154 | 56.714   | 0.396  | 78.45 | 2:12.858 | 5  | 25  | 5  |
| 21  | 79  | F400  | 2   | Sean CRONE          | Kawasaki NINJA 400 - BD Racing                          | 5    | 11:23.884 | 59.444   | 2.730  | 78.14 | 2:13.620 | 5  | 29  | 8  |
| 22  | 137 |       | 12  | Colin McPHERSON     | Yamaha R6 -                                             | 5    | 11:28.154 | 1:03.714 | 4.270  | 77.65 | 2:13.636 | 3  | 26  | 4  |
| 23  | 65  | F400  | 3   | Ian SOILLEUX        | Kawasaki ZX4RR - BDRacing                               | 5    | 11:28.395 | 1:03.955 | 0.241  | 77.63 | 2:14.132 | 5  | 24  | 1  |
| 24  | 131 |       | 13  | Nicholas KINGSTONE  | Suzuki GSXR600 -                                        | 5    | 11:34.059 | 1:09.619 | 5.664  | 76.99 | 2:16.289 | 4  | 22  | -2 |
| 25  | 26  | F400  | 4   | Damian LEE          | Yamaha TZR 250 - Leed Autos                             | 5    | 11:38.120 | 1:13.680 | 4.061  | 76.54 | 2:16.951 | 4  | 30  | 5  |
| 26  | 172 |       | 14  | Andrew ROBINSON     | Yamaha YZF R6 -                                         | 5    | 11:45.084 | 1:20.644 | 6.964  | 75.79 | 2:16.636 | 5  | 31  | 5  |
| 27  | 53  |       | 15  | Peter HAMMOND       | Suzuki SRAD -                                           | 5    | 11:45.614 | 1:21.174 | 0.530  | 75.73 | 2:17.074 | 5  | 32  | 5  |
| 28  | 40  | F400  | 5   | Archie ORMROD       | Kawasaki NINJA 400 - Prestige Flooring                  | 5    | 11:52.288 | 1:27.848 | 6.674  | 75.02 | 2:19.623 | 4  | 34  | 6  |
| 29  | 46  | F400  | 6   | Isobel CARTER       | - R&G                                                   | 5    | 11:52.567 | 1:28.127 | 0.279  | 74.99 | 2:18.971 | 4  | 33  | 4  |
| 30  | 35  | TWINS | 9   | Stuart THURTL       | Aprilia RS660 - TeamTortoise Racing                     | 5    | 12:26.761 | 2:02.321 | 34.194 | 71.56 | 2:25.784 | 3  | 37  | 7  |

#### NOT CLASSIFIED

|     |     |       |  |                 |                                         |   |          |        |        |       |          |   |    |  |
|-----|-----|-------|--|-----------------|-----------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 138 | TWINS |  | Craig JARMIN    | Suzuki SV 650 - SK PreP / NB Toolmaking | 3 | 7:24.974 | 2 Laps | 2 Laps | 72.05 | 2:24.271 | 2 | 35 |  |
| DNF | 29  |       |  | Sarah MACDONALD | Suzuki GSXR 600 -                       | 1 | 2:50.688 | 4 Laps | 2 Laps | 62.61 |          |   | 36 |  |
| DNF | 3   | TWINS |  | Oliver ARBON    | Suzuki SV650 - TT Plumbing & Heating    | 0 |          |        |        |       |          |   | 38 |  |

#### FASTEST LAP

|    |       |                |                                                         |   |          |           |            |
|----|-------|----------------|---------------------------------------------------------|---|----------|-----------|------------|
| 61 | TWINS | Cameron HARRIS | Aprilla RS660 - Harris / Tony Scott Motorsport          | 4 | 2:03.050 | 86.85 mph | 139.78 kph |
| 13 |       | Daniel MERCER  | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engin | 5 | 2:06.724 | 84.34 mph | 135.73 kph |
| 76 | F400  | Luca WILKINSON | Kawasaki ZX4RR - Speedy Freight - NW Racing             | 4 | 2:08.932 | 82.89 mph | 133.40 kph |

Class TWINS - 92.5% of Race Speed = 79.16 mph

Class - 92.5% of Race Speed = 76.85 mph

Class F400 - 92.5% of Race Speed = 74.81 mph

Weather / Track : Cloudy / Dry

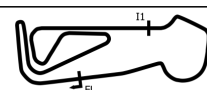
These results are provisional until the conclusion of any judicial and technical matters.

Date: 04/05/2025 Start: 09:02 Finish: 09:13

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:16 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 17 - LAP CHART

| LAP 1 @ 09:04:52.689 |        |          | LAP 2 @ 09:06:57.010 |        |          | LAP 3 @ 09:09:00.409 |          |          | LAP 4 @ 09:11:03.581 |          |          | LAP 5 @ 09:13:06.636 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 22                   |        | 2:10.493 | 22                   |        | 2:04.321 | 22                   |          | 2:03.399 | 22                   |          | 2:03.172 | 22                   |          | 2:03.055 |
| 61                   | 0.550  | 2:11.043 | 61                   | 0.448  | 2:04.219 | 61                   | 0.723    | 2:03.674 | 61                   | 0.601    | 2:03.050 | 61                   | 2.518    | 2:04.972 |
| 961                  | 2.262  | 2:12.755 | 961                  | 4.376  | 2:06.435 | 961                  | 7.623    | 2:06.646 | 961                  | 10.277   | 2:05.826 | 961                  | 13.049   | 2:05.827 |
| 77                   | 3.817  | 2:14.310 | 13                   | 7.234  | 2:06.882 | 13                   | 11.273   | 2:07.438 | 13                   | 15.027   | 2:06.926 | 13                   | 18.696   | 2:06.724 |
| 13                   | 4.673  | 2:15.166 | 77                   | 7.691  | 2:08.195 | 77                   | 13.484   | 2:09.192 | 77                   | 17.626   | 2:07.314 | 77                   | 21.423   | 2:06.852 |
| 15                   | 5.706  | 2:16.199 | 112                  | 9.909  | 2:08.011 | 112                  | 14.207   | 2:07.697 | 112                  | 19.711   | 2:08.676 | 112                  | 24.110   | 2:07.454 |
| 54                   | 6.052  | 2:16.545 | 48                   | 11.179 | 2:09.372 | 48                   | 15.573   | 2:07.793 | 48                   | 19.918   | 2:07.517 | 48                   | 24.230   | 2:07.367 |
| 48                   | 6.128  | 2:16.621 | 54                   | 11.706 | 2:09.975 | 54                   | 15.749   | 2:07.442 | 54                   | 20.645   | 2:08.068 | 54                   | 24.906   | 2:07.316 |
| 112                  | 6.219  | 2:16.712 | 15                   | 12.778 | 2:11.393 | 99                   | 20.017   | 2:09.909 | 99                   | 25.675   | 2:08.830 | 141                  | 31.493   | 2:08.443 |
| 27                   | 7.325  | 2:17.818 | 99                   | 13.507 | 2:10.092 | 141                  | 20.313   | 2:09.925 | 27                   | 25.939   | 2:08.698 | 99                   | 31.667   | 2:09.047 |
| 99                   | 7.736  | 2:18.229 | 27                   | 13.521 | 2:10.517 | 27                   | 20.413   | 2:10.291 | 141                  | 26.105   | 2:08.964 | 27                   | 31.707   | 2:08.823 |
| 141                  | 7.859  | 2:18.352 | 141                  | 13.787 | 2:10.249 | 15                   | 21.266   | 2:11.887 | 15                   | 27.537   | 2:09.443 | 15                   | 33.494   | 2:09.012 |
| 81                   | 8.966  | 2:19.459 | 81                   | 14.515 | 2:09.870 | 2                    | 21.333   | 2:09.604 | 2                    | 28.037   | 2:09.876 | 2                    | 34.314   | 2:09.332 |
| 69                   | 9.146  | 2:19.639 | 2                    | 15.128 | 2:08.894 | 81                   | 22.132   | 2:11.016 | 81                   | 28.546   | 2:09.586 | 81                   | 34.679   | 2:09.188 |
| 2                    | 10.555 | 2:21.048 | 69                   | 16.188 | 2:11.363 | 69                   | 22.660   | 2:09.871 | 76                   | 29.304   | 2:08.932 | 69                   | 35.518   | 2:08.829 |
| 50                   | 11.212 | 2:21.705 | 50                   | 16.892 | 2:10.001 | 50                   | 23.318   | 2:09.825 | 69                   | 29.744   | 2:10.256 | 76                   | 36.285   | 2:10.036 |
| 76                   | 11.378 | 2:21.871 | 76                   | 17.813 | 2:10.756 | 76                   | 23.544   | 2:09.130 | 50                   | 30.701   | 2:10.555 | 50                   | 37.132   | 2:09.486 |
| 8                    | 13.473 | 2:23.966 | 8                    | 21.825 | 2:12.673 | 8                    | 31.281   | 2:12.855 | 8                    | 42.492   | 2:14.383 | 8                    | 55.112   | 2:15.675 |
| 137                  | 14.397 | 2:24.890 | 137                  | 24.888 | 2:14.812 | 137                  | 35.125   | 2:13.636 | 137                  | 45.912   | 2:13.959 | 55                   | 56.318   | 2:12.872 |
| 55                   | 14.570 | 2:25.063 | 55                   | 25.120 | 2:14.871 | 55                   | 35.837   | 2:14.116 | 55                   | 46.501   | 2:13.836 | 30                   | 56.714   | 2:12.858 |
| 79                   | 15.366 | 2:25.859 | 30                   | 26.236 | 2:14.625 | 30                   | 36.529   | 2:13.692 | 30                   | 46.911   | 2:13.554 | 79                   | 59.444   | 2:13.620 |
| 30                   | 15.932 | 2:26.425 | 79                   | 27.077 | 2:16.032 | 79                   | 37.392   | 2:13.714 | 79                   | 48.879   | 2:14.659 | 137                  | 1:03.714 | 2:20.857 |
| 131                  | 16.320 | 2:26.813 | 131                  | 28.996 | 2:16.997 | 65                   | 41.465   | 2:15.260 | 65                   | 52.878   | 2:14.585 | 65                   | 1:03.955 | 2:14.132 |
| 65                   | 16.799 | 2:27.292 | 65                   | 29.604 | 2:17.126 | 131                  | 43.201   | 2:17.604 | 131                  | 56.318   | 2:16.289 | 131                  | 1:09.619 | 2:16.356 |
| 40                   | 18.417 | 2:28.910 | 26                   | 31.362 | 2:17.100 | 26                   | 45.135   | 2:17.172 | 26                   | 58.914   | 2:16.951 | 26                   | 1:13.680 | 2:17.821 |
| 26                   | 18.583 | 2:29.076 | 40                   | 34.114 | 2:20.018 | 53                   | 51.445   | 2:20.025 | 172                  | 1:07.063 | 2:17.707 | 172                  | 1:20.644 | 2:16.636 |
| 53                   | 20.389 | 2:30.882 | 53                   | 34.819 | 2:18.751 | 172                  | 52.528   | 2:20.184 | 53                   | 1:07.155 | 2:18.882 | 53                   | 1:21.174 | 2:17.074 |
| 46                   | 22.017 | 2:32.510 | 172                  | 35.743 | 2:17.573 | 40                   | 52.639   | 2:21.924 | 40                   | 1:09.090 | 2:19.623 | 40                   | 1:27.848 | 2:21.813 |
| 172                  | 22.491 | 2:32.984 | 46                   | 39.458 | 2:21.762 | 46                   | 55.874   | 2:19.815 | 46                   | 1:11.673 | 2:18.971 | 46                   | 1:28.127 | 2:19.509 |
| 138                  | 24.555 | 2:35.048 | 138                  | 44.505 | 2:24.271 | 138                  | 1:06.761 | 2:25.655 | 35                   | 1:36.698 | 2:26.580 | 35                   | 2:02.321 | 2:28.678 |
| 35                   | 29.294 | 2:39.787 | 35                   | 50.905 | 2:25.932 | 35                   | 1:13.290 | 2:25.784 |                      |          |          |                      |          |          |
| 29                   | 40.195 | 2:50.688 |                      |        |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

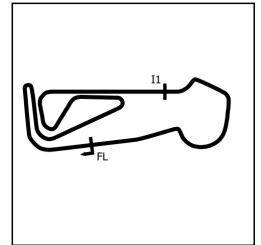
RACE 17 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 22  | DOWDS        | 1   | 22  | 22  | 22  | 22  | 22  |
| 61  | HARRIS       | 2   | 61  | 61  | 61  | 61  | 61  |
| 77  | WHITE        | 3   | 961 | 961 | 961 | 961 | 961 |
| 961 | SIM          | 4   | 77  | 13  | 13  | 13  | 13  |
| 48  | WALLIS       | 5   | 13  | 77  | 77  | 77  | 77  |
| 13  | MERCER       | 6   | 15  | 112 | 112 | 112 | 112 |
| 15  | SMITH        | 7   | 54  | 48  | 48  | 48  | 48  |
| 27  | BROWN        | 8   | 48  | 54  | 54  | 54  | 54  |
| 112 | GEDGE        | 9   | 112 | 15  | 99  | 99  | 141 |
| 141 | ANDREWS      | 10  | 27  | 99  | 141 | 27  | 99  |
| 54  | JAMISON      | 11  | 99  | 27  | 27  | 141 | 27  |
| 76  | WILKINSON    | 12  | 141 | 141 | 15  | 15  | 15  |
| 69  | SMITH        | 13  | 81  | 81  | 2   | 2   | 2   |
| 99  | BELLOTTI     | 14  | 69  | 2   | 81  | 81  | 81  |
| 81  | MAY          | 15  | 2   | 69  | 69  | 76  | 69  |
| 50  | TUFNALL      | 16  | 50  | 50  | 50  | 69  | 76  |
| 8   | SMITH        | 17  | 76  | 76  | 76  | 50  | 50  |
| 2   | SEATH        | 18  | 8   | 8   | 8   | 8   | 8   |
| 131 | KINGSTONE    | 19  | 137 | 137 | 137 | 137 | 55  |
| 65  | SOILLEUX     | 20  | 55  | 55  | 55  | 55  | 30  |
| 30  | LUFF         | 21  | 79  | 30  | 30  | 30  | 79  |
| 137 | McPHERSON    | 22  | 30  | 79  | 79  | 79  | 137 |
| 55  | MANSON-CHUBB | 23  | 131 | 131 | 65  | 65  | 65  |
| 79  | CRONE        | 24  | 65  | 65  | 131 | 131 | 131 |
| 26  | LEE          | 25  | 40  | 26  | 26  | 26  | 26  |
| 172 | ROBINSON     | 26  | 26  | 40  | 53  | 172 | 172 |
| 53  | HAMMOND      | 27  | 53  | 53  | 172 | 53  | 53  |
| 46  | CARTER       | 28  | 46  | 172 | 40  | 40  | 40  |
| 40  | ORMROD       | 29  | 172 | 46  | 46  | 46  | 46  |
| 138 | JARMIN       | 30  | 138 | 138 | 138 | 35  | 35  |
| 29  | MACDONALD    | 31  | 35  | 35  | 35  |     |     |
| 35  | THURTLIE     | 32  | 29  |     |     |     |     |
| 3   | ARBON        | 33  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - SECTOR ANALYSIS



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

| P1 22 TWINS Darren DOWDS  |          | Suzuki GSX8R - Sublime Dsg Ltd |              |                    |       |              |
|---------------------------|----------|--------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:03.055 |          | BEST LAP TIME : 2:03.055       |              | DIFFERENCE : 0.000 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                       | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.490                         | 2:10.493     | 81.90              | 7.438 | 09:04:52.689 |
| 2 -                       | 1:23.029 | 41.292                         | 2:04.321     | 85.97              | 1.266 | 09:06:57.010 |
| 3 -                       | 1:22.505 | 40.894                         | 2:03.399 (3) | 86.61              | 0.344 | 09:09:00.409 |
| 4 -                       | 1:22.311 | 40.861                         | 2:03.172 (2) | 86.77              | 0.117 | 09:11:03.581 |
| 5 -                       | 1:22.271 | 40.784                         | 2:03.055 (1) | 86.85              |       | 09:13:06.636 |

| P2 61 TWINS Cameron HARRIS |          | Aprilla RS660 - Harris / Tony Scott Motorsport |              |                    |       |              |
|----------------------------|----------|------------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:03.040  |          | BEST LAP TIME : 2:03.050                       |              | DIFFERENCE : 0.010 |       |              |
| LAP                        | SECTOR 1 | SECTOR 2                                       | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                        |          | 42.078                                         | 2:11.043     | 81.56              | 7.993 | 09:04:53.239 |
| 2 -                        | 1:22.562 | 41.657                                         | 2:04.219 (3) | 86.04              | 1.169 | 09:06:57.458 |
| 3 -                        | 1:22.700 | 40.974                                         | 2:03.674 (2) | 86.42              | 0.624 | 09:09:01.132 |
| 4 -                        | 1:22.066 | 40.984                                         | 2:03.050 (1) | 86.85              |       | 09:11:04.182 |
| 5 -                        | 1:22.563 | 42.409                                         | 2:04.972     | 85.52              | 1.922 | 09:13:09.154 |

| P3 961 TWINS Jack SIM     |          | Kawasaki ER6 -           |              |                    |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:05.782 |          | BEST LAP TIME : 2:05.826 |              | DIFFERENCE : 0.044 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 41.880                   | 2:12.755     | 80.50              | 6.929 | 09:04:54.951 |
| 2 -                       | 1:24.449 | 41.986                   | 2:06.435 (3) | 84.53              | 0.609 | 09:07:01.386 |
| 3 -                       | 1:24.470 | 42.176                   | 2:06.646     | 84.39              | 0.820 | 09:09:08.032 |
| 4 -                       | 1:24.150 | 41.676                   | 2:05.826 (1) | 84.94              |       | 09:11:13.858 |
| 5 -                       | 1:24.106 | 41.721                   | 2:05.827 (2) | 84.94              | 0.001 | 09:13:19.685 |

| P4 13 Daniel MERCER       |          | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engineeri |              |                    |       |              |
|---------------------------|----------|-------------------------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:06.470 |          | BEST LAP TIME : 2:06.724                                    |              | DIFFERENCE : 0.254 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                                                    | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 43.382                                                      | 2:15.166     | 79.07              | 8.442 | 09:04:57.362 |
| 2 -                       | 1:24.630 | 42.252                                                      | 2:06.882 (2) | 84.23              | 0.158 | 09:07:04.244 |
| 3 -                       | 1:24.458 | 42.980                                                      | 2:07.438     | 83.86              | 0.714 | 09:09:11.682 |
| 4 -                       | 1:24.514 | 42.412                                                      | 2:06.926 (3) | 84.20              | 0.202 | 09:11:18.608 |
| 5 -                       | 1:24.218 | 42.506                                                      | 2:06.724 (1) | 84.34              |       | 09:13:25.332 |

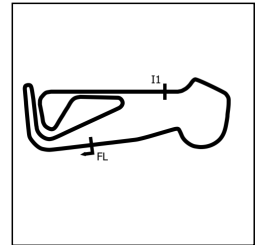
| P5 77 Joe WHITE           |          | Suzuki GSXR 600 - The Race Shack /Just In Graphics |              |                    |       |              |
|---------------------------|----------|----------------------------------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:06.637 |          | BEST LAP TIME : 2:06.852                           |              | DIFFERENCE : 0.215 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                                           | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 42.597                                             | 2:14.310     | 79.57              | 7.458 | 09:04:56.506 |
| 2 -                       | 1:26.228 | 41.967                                             | 2:08.195 (3) | 83.37              | 1.343 | 09:07:04.701 |
| 3 -                       | 1:26.863 | 42.329                                             | 2:09.192     | 82.73              | 2.340 | 09:09:13.893 |
| 4 -                       | 1:25.034 | 42.280                                             | 2:07.314 (2) | 83.95              | 0.462 | 09:11:21.207 |
| 5 -                       | 1:24.670 | 42.182                                             | 2:06.852 (1) | 84.25              |       | 09:13:28.059 |

| P6 112 Vince GEDGE        |          | Honda CBR600 -           |              |                    |       |              |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:07.230 |          | BEST LAP TIME : 2:07.454 |              | DIFFERENCE : 0.224 |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF  | TIME OF DAY  |
| 1 -                       |          | 43.399                   | 2:16.712     | 78.17              | 9.258 | 09:04:58.908 |
| 2 -                       | 1:25.606 | 42.405                   | 2:08.011 (3) | 83.49              | 0.557 | 09:07:06.919 |
| 3 -                       | 1:25.071 | 42.626                   | 2:07.697 (2) | 83.69              | 0.243 | 09:09:14.616 |
| 4 -                       | 1:26.024 | 42.652                   | 2:08.676     | 83.06              | 1.222 | 09:11:23.292 |
| 5 -                       | 1:24.825 | 42.629                   | 2:07.454 (1) | 83.85              |       | 09:13:30.746 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - SECTOR ANALYSIS



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

|                           |                 |                          |                                     |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| <b>P7</b>                 | <b>48</b>       | <b>Shaun WALLIS</b>      | Yamaha R6 (W) - MBC Despatch Racing |              |       |                     |
| IDEAL LAP TIME : 2:06.801 |                 | BEST LAP TIME : 2:07.367 | DIFFERENCE : 0.566                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.768                   | 2:16.621                            | 78.23        | 9.254 | 09:04:58.817        |
| 2 -                       | 1:26.257        | 43.115                   | 2:09.372                            | 82.61        | 2.005 | 09:07:08.189        |
| 3 -                       | <b>1:24.338</b> | 43.455                   | 2:07.793 <b>(3)</b>                 | 83.63        | 0.426 | 09:09:15.982        |
| 4 -                       | 1:25.054        | <b>42.463</b>            | 2:07.517 <b>(2)</b>                 | 83.81        | 0.150 | 09:11:23.499        |
| 5 -                       | 1:24.391        | 42.976                   | <b>2:07.367 (1)</b>                 | <b>83.91</b> |       | <b>09:13:30.866</b> |

|                           |                 |                          |                       |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------|-------|---------------------|
| <b>P8</b>                 | <b>54</b>       | <b>Adam JAMISON</b>      | Yamaha R6 - AJ Racing |              |       |                     |
| IDEAL LAP TIME : 2:07.056 |                 | BEST LAP TIME : 2:07.316 | DIFFERENCE : 0.260    |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.520                   | 2:16.545              | 78.27        | 9.229 | 09:04:58.741        |
| 2 -                       | 1:26.930        | 43.045                   | 2:09.975              | 82.23        | 2.659 | 09:07:08.716        |
| 3 -                       | <b>1:24.186</b> | 43.256                   | 2:07.442 <b>(2)</b>   | 83.86        | 0.126 | 09:09:16.158        |
| 4 -                       | 1:25.036        | 43.032                   | 2:08.068 <b>(3)</b>   | 83.45        | 0.752 | 09:11:24.226        |
| 5 -                       | 1:24.446        | <b>42.870</b>            | <b>2:07.316 (1)</b>   | <b>83.94</b> |       | <b>09:13:31.542</b> |

|                           |                 |                           |                                           |              |       |                     |
|---------------------------|-----------------|---------------------------|-------------------------------------------|--------------|-------|---------------------|
| <b>P9</b>                 | <b>141</b>      | <b>TWINS Jack ANDREWS</b> | Yamaha R7 - B1 Barbers and power tool hub |              |       |                     |
| IDEAL LAP TIME : 2:07.740 |                 | BEST LAP TIME : 2:08.443  | DIFFERENCE : 0.703                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.463                    | 2:18.352                                  | 77.25        | 9.909 | 09:05:00.548        |
| 2 -                       | 1:26.821        | 43.428                    | 2:10.249                                  | 82.05        | 1.806 | 09:07:10.797        |
| 3 -                       | 1:26.910        | 43.015                    | 2:09.925 <b>(3)</b>                       | 82.26        | 1.482 | 09:09:20.722        |
| 4 -                       | 1:26.594        | <b>42.370</b>             | 2:08.964 <b>(2)</b>                       | 82.87        | 0.521 | 09:11:29.686        |
| 5 -                       | <b>1:25.370</b> | 43.073                    | <b>2:08.443 (1)</b>                       | <b>83.21</b> |       | <b>09:13:38.129</b> |

|                           |                 |                          |                           |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| <b>P10</b>                | <b>99</b>       | <b>Lee BELLOTTI</b>      | Kawasaki ZX6R - My Wallet |              |       |                     |
| IDEAL LAP TIME : 2:08.435 |                 | BEST LAP TIME : 2:08.830 | DIFFERENCE : 0.395        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>43.033</b>            | 2:18.229                  | 77.32        | 9.399 | 09:05:00.425        |
| 2 -                       | 1:25.884        | 44.208                   | 2:10.092                  | 82.15        | 1.262 | 09:07:10.517        |
| 3 -                       | 1:25.853        | 44.056                   | 2:09.909 <b>(3)</b>       | 82.27        | 1.079 | 09:09:20.426        |
| 4 -                       | 1:25.497        | 43.333                   | <b>2:08.830 (1)</b>       | <b>82.96</b> |       | <b>09:11:29.256</b> |
| 5 -                       | <b>1:25.402</b> | 43.645                   | 2:09.047 <b>(2)</b>       | 82.82        | 0.217 | 09:13:38.303        |

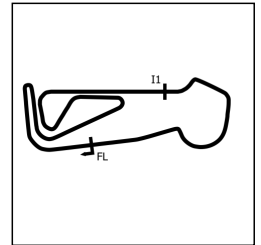
|                           |                 |                          |                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| <b>P11</b>                | <b>27</b>       | <b>TWINS Ben BROWN</b>   | Yamaha R7 - Hunts Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:08.383 |                 | BEST LAP TIME : 2:08.698 | DIFFERENCE : 0.315            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.187                   | 2:17.818                      | 77.55        | 9.120 | 09:05:00.014        |
| 2 -                       | 1:26.794        | 43.723                   | 2:10.517                      | 81.89        | 1.819 | 09:07:10.531        |
| 3 -                       | 1:27.004        | 43.287                   | 2:10.291 <b>(3)</b>           | 82.03        | 1.593 | 09:09:20.822        |
| 4 -                       | 1:26.407        | <b>42.291</b>            | <b>2:08.698 (1)</b>           | <b>83.04</b> |       | <b>09:11:29.520</b> |
| 5 -                       | <b>1:26.092</b> | 42.731                   | 2:08.823 <b>(2)</b>           | 82.96        | 0.125 | 09:13:38.343        |

|                           |                 |                          |                                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------|--------------|-------|---------------------|
| <b>P12</b>                | <b>15</b>       | <b>Nick SMITH</b>        | Honda CBR600RR - Hi-Precision Engineering Ltd |              |       |                     |
| IDEAL LAP TIME : 2:08.900 |                 | BEST LAP TIME : 2:09.012 | DIFFERENCE : 0.112                            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.504                   | 2:16.199                                      | 78.47        | 7.187 | 09:04:58.395        |
| 2 -                       | 1:27.744        | 43.649                   | 2:11.393 <b>(3)</b>                           | 81.34        | 2.381 | 09:07:09.788        |
| 3 -                       | 1:27.663        | 44.224                   | 2:11.887                                      | 81.03        | 2.875 | 09:09:21.675        |
| 4 -                       | 1:26.483        | <b>42.960</b>            | 2:09.443 <b>(2)</b>                           | 82.56        | 0.431 | 09:11:31.118        |
| 5 -                       | <b>1:25.940</b> | 43.072                   | <b>2:09.012 (1)</b>                           | <b>82.84</b> |       | <b>09:13:40.130</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - SECTOR ANALYSIS



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

| P13 2 TWINS James SEATH   |                 |                          | Aprilia RS660 - Ovenden Earthmoving |                    |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.796 |                 | BEST LAP TIME : 2:08.894 |                                     | DIFFERENCE : 0.098 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.257                   | 2:21.048                            | 75.77              | 12.154 | 09:05:03.244        |
| 2 -                       | 1:25.923        | 42.971                   | <b>2:08.894 (1)</b>                 | <b>82.92</b>       |        | <b>09:07:12.138</b> |
| 3 -                       | <b>1:25.915</b> | 43.689                   | 2:09.604 (3)                        | 82.46              | 0.710  | 09:09:21.742        |
| 4 -                       | 1:26.995        | <b>42.881</b>            | 2:09.876                            | 82.29              | 0.982  | 09:11:31.618        |
| 5 -                       | 1:26.076        | 43.256                   | 2:09.332 (2)                        | 82.64              | 0.438  | 09:13:40.950        |

| P14 81 TWINS Malvern MAY  |                 |                          | Aprilia RS660 - IMP racing |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.079 |                 | BEST LAP TIME : 2:09.188 |                            | DIFFERENCE : 0.109 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                   | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.721                   | 2:19.459                   | 76.63              | 10.271 | 09:05:01.655        |
| 2 -                       | 1:26.435        | 43.435                   | 2:09.870 (3)               | 82.29              | 0.682  | 09:07:11.525        |
| 3 -                       | 1:27.491        | 43.525                   | 2:11.016                   | 81.57              | 1.828  | 09:09:22.541        |
| 4 -                       | 1:26.368        | <b>43.218</b>            | 2:09.586 (2)               | 82.47              | 0.398  | 09:11:32.127        |
| 5 -                       | <b>1:25.861</b> | 43.327                   | <b>2:09.188 (1)</b>        | <b>82.73</b>       |        | <b>09:13:41.315</b> |

| P15 69 Terry SMITH        |                 |                          | Yamaha R6 - IMP Racing |                    |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.199 |                 | BEST LAP TIME : 2:08.829 |                        | DIFFERENCE : 0.630 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.862                   | 2:19.639               | 76.54              | 10.810 | 09:05:01.835        |
| 2 -                       | 1:27.983        | 43.380                   | 2:11.363               | 81.36              | 2.534  | 09:07:13.198        |
| 3 -                       | 1:26.502        | 43.369                   | 2:09.871 (2)           | 82.29              | 1.042  | 09:09:23.069        |
| 4 -                       | 1:27.291        | <b>42.965</b>            | 2:10.256 (3)           | 82.05              | 1.427  | 09:11:33.325        |
| 5 -                       | <b>1:25.234</b> | 43.595                   | <b>2:08.829 (1)</b>    | <b>82.96</b>       |        | <b>09:13:42.154</b> |

| P16 76 F400 Luca WILKINSON |                 |                          | Kawasaki ZX4RR - Speedy Freight - NW Racing |                    |        |                     |
|----------------------------|-----------------|--------------------------|---------------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.932  |                 | BEST LAP TIME : 2:08.932 |                                             | DIFFERENCE : 0.000 |        |                     |
| LAP                        | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |                 | 44.378                   | 2:21.871                                    | 75.33              | 12.939 | 09:05:04.067        |
| 2 -                        | 1:27.352        | 43.404                   | 2:10.756                                    | 81.74              | 1.824  | 09:07:14.823        |
| 3 -                        | 1:26.265        | 42.865                   | 2:09.130 (2)                                | 82.76              | 0.198  | 09:09:23.953        |
| 4 -                        | <b>1:26.243</b> | <b>42.689</b>            | <b>2:08.932 (1)</b>                         | <b>82.89</b>       |        | <b>09:11:32.885</b> |
| 5 -                        | 1:26.760        | 43.276                   | 2:10.036 (3)                                | 82.19              | 1.104  | 09:13:42.921        |

| P17 50 TWINS Alex TUFNALL |                 |                          | Aprilia RS660 -     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.454 |                 | BEST LAP TIME : 2:09.486 |                     | DIFFERENCE : 0.032 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.642                   | 2:21.705            | 75.42              | 12.219 | 09:05:03.901        |
| 2 -                       | 1:26.319        | 43.682                   | 2:10.001 (3)        | 82.21              | 0.515  | 09:07:13.902        |
| 3 -                       | 1:26.421        | <b>43.404</b>            | 2:09.825 (2)        | 82.32              | 0.339  | 09:09:23.727        |
| 4 -                       | 1:26.981        | 43.574                   | 2:10.555            | 81.86              | 1.069  | 09:11:34.282        |
| 5 -                       | <b>1:26.050</b> | 43.436                   | <b>2:09.486 (1)</b> | <b>82.54</b>       |        | <b>09:13:43.768</b> |

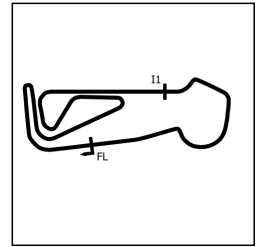
| P18 8 Leigh SMITH         |                 |                          | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde A |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.537 |                 | BEST LAP TIME : 2:12.673 |                                                           | DIFFERENCE : 0.136 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.260                   | 2:23.966                                                  | 74.24              | 11.293 | 09:05:06.162        |
| 2 -                       | 1:28.212        | <b>44.461</b>            | <b>2:12.673 (1)</b>                                       | <b>80.55</b>       |        | <b>09:07:18.835</b> |
| 3 -                       | <b>1:28.076</b> | 44.779                   | 2:12.855 (2)                                              | 80.44              | 0.182  | 09:09:31.690        |
| 4 -                       | 1:28.478        | 45.905                   | 2:14.383 (3)                                              | 79.53              | 1.710  | 09:11:46.073        |
| 5 -                       | 1:29.931        | 45.744                   | 2:15.675                                                  | 78.77              | 3.002  | 09:14:01.748        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - SECTOR ANALYSIS



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

|                           |                 |                            |                     |              |        |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>55</b>       | <b>Magnus MANSON-CHUBB</b> | Kawasaki ZXR400L -  |              |        |                     |
| IDEAL LAP TIME : 2:12.872 |                 | BEST LAP TIME : 2:12.872   | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.407                     | 2:25.063            | 73.67        | 12.191 | 09:05:07.259        |
| 2 -                       | 1:29.736        | 45.135                     | 2:14.871            | 79.24        | 1.999  | 09:07:22.130        |
| 3 -                       | 1:28.874        | 45.242                     | 2:14.116 (3)        | 79.69        | 1.244  | 09:09:36.246        |
| 4 -                       | 1:29.234        | 44.602                     | 2:13.836 (2)        | 79.85        | 0.964  | 09:11:50.082        |
| 5 -                       | <b>1:28.745</b> | <b>44.127</b>              | <b>2:12.872 (1)</b> | <b>80.43</b> |        | <b>09:14:02.954</b> |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>30</b>       | <b>David LUFF</b>        | Suzuki SV 650 - ATP & Sarah O'Neill |              |        |                     |
| IDEAL LAP TIME : 2:12.790 |                 | BEST LAP TIME : 2:12.858 | DIFFERENCE : 0.068                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.869                   | 2:26.425                            | 72.99        | 13.567 | 09:05:08.621        |
| 2 -                       | 1:29.938        | 44.687                   | 2:14.625                            | 79.39        | 1.767  | 09:07:23.246        |
| 3 -                       | 1:29.094        | 44.598                   | 2:13.692 (3)                        | 79.94        | 0.834  | 09:09:36.938        |
| 4 -                       | <b>1:28.679</b> | 44.875                   | 2:13.554 (2)                        | 80.02        | 0.696  | 09:11:50.492        |
| 5 -                       | 1:28.747        | <b>44.111</b>            | <b>2:12.858 (1)</b>                 | <b>80.44</b> |        | <b>09:14:03.350</b> |

|                           |                 |                          |                                |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>79 F400</b>  | <b>Sean CRONE</b>        | Kawasaki NINJA 400 - BD Racing |              |        |                     |
| IDEAL LAP TIME : 2:13.469 |                 | BEST LAP TIME : 2:13.620 | DIFFERENCE : 0.151             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.460                   | 2:25.859                       | 73.27        | 12.239 | 09:05:08.055        |
| 2 -                       | 1:30.483        | 45.549                   | 2:16.032                       | 78.57        | 2.412  | 09:07:24.087        |
| 3 -                       | <b>1:29.101</b> | 44.613                   | 2:13.714 (2)                   | 79.93        | 0.094  | 09:09:37.801        |
| 4 -                       | 1:29.724        | 44.935                   | 2:14.659 (3)                   | 79.37        | 1.039  | 09:11:52.460        |
| 5 -                       | 1:29.252        | <b>44.368</b>            | <b>2:13.620 (1)</b>            | <b>79.98</b> |        | <b>09:14:06.080</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P22</b>                | <b>137</b>      | <b>Colin McPHERSON</b>   | Yamaha R6 -         |              |        |                     |
| IDEAL LAP TIME : 2:13.296 |                 | BEST LAP TIME : 2:13.636 | DIFFERENCE : 0.340  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.641                   | 2:24.890            | 73.76        | 11.254 | 09:05:07.086        |
| 2 -                       | 1:29.700        | 45.112                   | 2:14.812 (3)        | 79.28        | 1.176  | 09:07:21.898        |
| 3 -                       | <b>1:28.315</b> | 45.321                   | <b>2:13.636 (1)</b> | <b>79.97</b> |        | <b>09:09:35.534</b> |
| 4 -                       | 1:28.978        | <b>44.981</b>            | 2:13.959 (2)        | 79.78        | 0.323  | 09:11:49.493        |
| 5 -                       | 1:28.351        | 52.506                   | 2:20.857            | 75.87        | 7.221  | 09:14:10.350        |

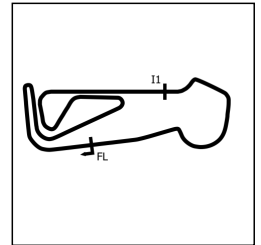
|                           |                 |                          |                           |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>65 F400</b>  | <b>Ian SOILLEUX</b>      | Kawasaki ZX4RR - BDRacing |              |        |                     |
| IDEAL LAP TIME : 2:13.343 |                 | BEST LAP TIME : 2:14.132 | DIFFERENCE : 0.789        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.516                   | 2:27.292                  | 72.56        | 13.160 | 09:05:09.488        |
| 2 -                       | 1:31.707        | 45.419                   | 2:17.126                  | 77.94        | 2.994  | 09:07:26.614        |
| 3 -                       | 1:30.073        | 45.187                   | 2:15.260 (3)              | 79.01        | 1.128  | 09:09:41.874        |
| 4 -                       | 1:29.911        | <b>44.674</b>            | 2:14.585 (2)              | 79.41        | 0.453  | 09:11:56.459        |
| 5 -                       | <b>1:28.669</b> | 45.463                   | <b>2:14.132 (1)</b>       | <b>79.68</b> |        | <b>09:14:10.591</b> |

|                           |                 |                           |                     |              |        |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------|--------|---------------------|
| <b>P24</b>                | <b>131</b>      | <b>Nicholas KINGSTONE</b> | Suzuki GSXR600 -    |              |        |                     |
| IDEAL LAP TIME : 2:15.918 |                 | BEST LAP TIME : 2:16.289  | DIFFERENCE : 0.371  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.793                    | 2:26.813            | 72.80        | 10.524 | 09:05:09.009        |
| 2 -                       | 1:31.368        | 45.629                    | 2:16.997 (3)        | 78.01        | 0.708  | 09:07:26.006        |
| 3 -                       | 1:31.811        | 45.793                    | 2:17.604            | 77.67        | 1.315  | 09:09:43.610        |
| 4 -                       | 1:31.162        | <b>45.127</b>             | <b>2:16.289 (1)</b> | <b>78.42</b> |        | <b>09:11:59.899</b> |
| 5 -                       | <b>1:30.791</b> | 45.565                    | 2:16.356 (2)        | 78.38        | 0.067  | 09:14:16.255        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - SECTOR ANALYSIS



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

|                           |                 |                          |                             |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>26 F400</b>  | <b>Damian LEE</b>        | Yamaha TZR 250 - Leed Autos |              |        |                     |
| IDEAL LAP TIME : 2:16.633 |                 | BEST LAP TIME : 2:16.951 | DIFFERENCE : 0.318          |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.811                   | 2:29.076                    | 71.69        | 12.125 | 09:05:11.272        |
| 2 -                       | 1:31.642        | 45.458                   | 2:17.100 (2)                | 77.95        | 0.149  | 09:07:28.372        |
| 3 -                       | 1:31.894        | <b>45.278</b>            | 2:17.172 (3)                | 77.91        | 0.221  | 09:09:45.544        |
| 4 -                       | <b>1:31.355</b> | 45.596                   | <b>2:16.951 (1)</b>         | <b>78.04</b> |        | <b>09:12:02.495</b> |
| 5 -                       | 1:31.874        | 45.947                   | 2:17.821                    | 77.55        | 0.870  | 09:14:20.316        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P26</b>                | <b>172</b>      | <b>Andrew ROBINSON</b>   | Yamaha YZF R6 -     |              |        |                     |
| IDEAL LAP TIME : 2:16.636 |                 | BEST LAP TIME : 2:16.636 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.680                   | 2:32.984            | 69.86        | 16.348 | 09:05:15.180        |
| 2 -                       | 1:31.515        | 46.058                   | 2:17.573 (2)        | 77.69        | 0.937  | 09:07:32.753        |
| 3 -                       | 1:32.290        | 47.894                   | 2:20.184            | 76.24        | 3.548  | 09:09:52.937        |
| 4 -                       | 1:31.756        | 45.951                   | 2:17.707 (3)        | 77.61        | 1.071  | 09:12:10.644        |
| 5 -                       | <b>1:30.851</b> | <b>45.785</b>            | <b>2:16.636 (1)</b> | <b>78.22</b> |        | <b>09:14:27.280</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P27</b>                | <b>53</b>       | <b>Peter HAMMOND</b>     | Suzuki SRAD -       |              |        |                     |
| IDEAL LAP TIME : 2:17.074 |                 | BEST LAP TIME : 2:17.074 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.020                   | 2:30.882            | 70.83        | 13.808 | 09:05:13.078        |
| 2 -                       | 1:32.202        | 46.549                   | 2:18.751 (2)        | 77.03        | 1.677  | 09:07:31.829        |
| 3 -                       | 1:33.025        | 47.000                   | 2:20.025            | 76.32        | 2.951  | 09:09:51.854        |
| 4 -                       | 1:32.512        | 46.370                   | 2:18.882 (3)        | 76.95        | 1.808  | 09:12:10.736        |
| 5 -                       | <b>1:31.207</b> | <b>45.867</b>            | <b>2:17.074 (1)</b> | <b>77.97</b> |        | <b>09:14:27.810</b> |

|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P28</b>                | <b>40 F400</b>  | <b>Archie ORMROD</b>     | Kawasaki NINJA 400 - Prestige Flooring |              |       |                     |
| IDEAL LAP TIME : 2:19.252 |                 | BEST LAP TIME : 2:19.623 | DIFFERENCE : 0.371                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.703                   | 2:28.910                               | 71.77        | 9.287 | 09:05:11.106        |
| 2 -                       | <b>1:33.025</b> | 46.993                   | 2:20.018 (2)                           | 76.33        | 0.395 | 09:07:31.124        |
| 3 -                       | 1:34.663        | 47.261                   | 2:21.924                               | 75.30        | 2.301 | 09:09:53.048        |
| 4 -                       | 1:33.396        | <b>46.227</b>            | <b>2:19.623 (1)</b>                    | <b>76.54</b> |       | <b>09:12:12.671</b> |
| 5 -                       | 1:35.180        | 46.633                   | 2:21.813 (3)                           | 75.36        | 2.190 | 09:14:34.484        |

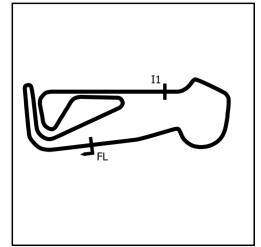
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P29</b>                | <b>46 F400</b>  | <b>Isobel CARTER</b>     | - R&G               |              |        |                     |
| IDEAL LAP TIME : 2:18.971 |                 | BEST LAP TIME : 2:18.971 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.417                   | 2:32.510            | 70.08        | 13.539 | 09:05:14.706        |
| 2 -                       | 1:35.005        | 46.757                   | 2:21.762            | 75.39        | 2.791  | 09:07:36.468        |
| 3 -                       | 1:33.193        | 46.622                   | 2:19.815 (3)        | 76.44        | 0.844  | 09:09:56.283        |
| 4 -                       | <b>1:32.703</b> | <b>46.268</b>            | <b>2:18.971 (1)</b> | <b>76.90</b> |        | <b>09:12:15.254</b> |
| 5 -                       | 1:32.886        | 46.623                   | 2:19.509 (2)        | 76.61        | 0.538  | 09:14:34.763        |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P30</b>                | <b>35 TWINS</b> | <b>Stuart THURTL</b>     | Aprilia RS660 - TeamTortoise Racing |              |        |                     |
| IDEAL LAP TIME : 2:25.628 |                 | BEST LAP TIME : 2:25.784 | DIFFERENCE : 0.156                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 50.883                   | 2:39.787                            | 66.88        | 14.003 | 09:05:21.983        |
| 2 -                       | 1:36.994        | <b>48.938</b>            | 2:25.932 (2)                        | 73.24        | 0.148  | 09:07:47.915        |
| 3 -                       | <b>1:36.690</b> | 49.094                   | <b>2:25.784 (1)</b>                 | <b>73.31</b> |        | <b>09:10:13.699</b> |
| 4 -                       | 1:36.939        | 49.641                   | 2:26.580 (3)                        | 72.91        | 0.796  | 09:12:40.279        |
| 5 -                       | 1:37.128        | 51.550                   | 2:28.678                            | 71.88        | 2.894  | 09:15:08.957        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - SECTOR ANALYSIS



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

|                                   |                 |                                         |                     |                    |        |                     |
|-----------------------------------|-----------------|-----------------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P31 138 TWINS Craig JARMIN</b> |                 | Suzuki SV 650 - SK PreP / NB Toolmaking |                     |                    |        |                     |
| IDEAL LAP TIME : 2:24.213         |                 | BEST LAP TIME : 2:24.271                |                     | DIFFERENCE : 0.058 |        |                     |
| LAP                               | SECTOR 1        | SECTOR 2                                | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                               |                 | 48.761                                  | 2:35.048            | 68.93              | 10.777 | 09:05:17.244        |
| 2 -                               | <b>1:35.935</b> | 48.336                                  | <b>2:24.271 (1)</b> | <b>74.08</b>       |        | <b>09:07:41.515</b> |
| 3 -                               | 1:37.377        | <b>48.278</b>                           | 2:25.655 (2)        | 73.37              | 1.384  | 09:10:07.170        |

|                               |          |                   |          |              |      |              |
|-------------------------------|----------|-------------------|----------|--------------|------|--------------|
| <b>P32 29 Sarah MACDONALD</b> |          | Suzuki GSXR 600 - |          |              |      |              |
| IDEAL LAP TIME : 2:41.481     |          | BEST LAP TIME :   |          | DIFFERENCE : |      |              |
| LAP                           | SECTOR 1 | SECTOR 2          | LAP TIME | MPH          | DIFF | TIME OF DAY  |
| 1 -                           |          | <b>54.270</b>     | 2:50.688 | 62.61        |      | 09:05:32.884 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 17 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:02.850 |       |
| 1        | 61  | 1:22.066 | 22       | 40.784 | 1                       | 61  | HARRIS       | 2:03.040    | 2:03.050 | 0.010 |
| 2        | 22  | 1:22.271 | 61       | 40.974 | 2                       | 22  | DOWDS        | 2:03.055    | 2:03.055 | 0.000 |
| 3        | 961 | 1:24.106 | 961      | 41.676 | 3                       | 961 | SIM          | 2:05.782    | 2:05.826 | 0.044 |
| 4        | 54  | 1:24.186 | 77       | 41.967 | 4                       | 13  | MERCER       | 2:06.470    | 2:06.724 | 0.254 |
| 5        | 13  | 1:24.218 | 13       | 42.252 | 5                       | 77  | WHITE        | 2:06.637    | 2:06.852 | 0.215 |
| 6        | 48  | 1:24.338 | 27       | 42.291 | 6                       | 48  | WALLIS       | 2:06.801    | 2:07.367 | 0.566 |
| 7        | 77  | 1:24.670 | 141      | 42.370 | 7                       | 54  | JAMISON      | 2:07.056    | 2:07.316 | 0.260 |
| 8        | 112 | 1:24.825 | 112      | 42.405 | 8                       | 112 | GEDGE        | 2:07.230    | 2:07.454 | 0.224 |
| 9        | 69  | 1:25.234 | 48       | 42.463 | 9                       | 141 | ANDREWS      | 2:07.740    | 2:08.443 | 0.703 |
| 10       | 141 | 1:25.370 | 76       | 42.689 | 10                      | 69  | SMITH        | 2:08.199    | 2:08.829 | 0.630 |
| 11       | 99  | 1:25.402 | 54       | 42.870 | 11                      | 27  | BROWN        | 2:08.383    | 2:08.698 | 0.315 |
| 12       | 81  | 1:25.861 | 2        | 42.881 | 12                      | 99  | BELLOTTI     | 2:08.435    | 2:08.830 | 0.395 |
| 13       | 2   | 1:25.915 | 15       | 42.960 | 13                      | 2   | SEATH        | 2:08.796    | 2:08.894 | 0.098 |
| 14       | 15  | 1:25.940 | 69       | 42.965 | 14                      | 15  | SMITH        | 2:08.900    | 2:09.012 | 0.112 |
| 15       | 50  | 1:26.050 | 99       | 43.033 | 15                      | 76  | WILKINSON    | 2:08.932    | 2:08.932 | 0.000 |
| 16       | 27  | 1:26.092 | 81       | 43.218 | 16                      | 81  | MAY          | 2:09.079    | 2:09.188 | 0.109 |
| 17       | 76  | 1:26.243 | 50       | 43.404 | 17                      | 50  | TUFNALL      | 2:09.454    | 2:09.486 | 0.032 |
| 18       | 8   | 1:28.076 | 30       | 44.111 | 18                      | 8   | SMITH        | 2:12.537    | 2:12.673 | 0.136 |
| 19       | 137 | 1:28.315 | 55       | 44.127 | 19                      | 30  | LUFF         | 2:12.790    | 2:12.858 | 0.068 |
| 20       | 65  | 1:28.669 | 79       | 44.368 | 20                      | 55  | MANSON-CHUBB | 2:12.872    | 2:12.872 | 0.000 |
| 21       | 30  | 1:28.679 | 8        | 44.461 | 21                      | 137 | McPHERSON    | 2:13.296    | 2:13.636 | 0.340 |
| 22       | 55  | 1:28.745 | 65       | 44.674 | 22                      | 65  | SOILLEUX     | 2:13.343    | 2:14.132 | 0.789 |
| 23       | 79  | 1:29.101 | 137      | 44.981 | 23                      | 79  | CRONE        | 2:13.469    | 2:13.620 | 0.151 |
| 24       | 131 | 1:30.791 | 131      | 45.127 | 24                      | 131 | KINGSTONE    | 2:15.918    | 2:16.289 | 0.371 |
| 25       | 172 | 1:30.851 | 26       | 45.278 | 25                      | 26  | LEE          | 2:16.633    | 2:16.951 | 0.318 |
| 26       | 53  | 1:31.207 | 172      | 45.785 | 26                      | 172 | ROBINSON     | 2:16.636    | 2:16.636 | 0.000 |
| 27       | 26  | 1:31.355 | 53       | 45.867 | 27                      | 53  | HAMMOND      | 2:17.074    | 2:17.074 | 0.000 |
| 28       | 46  | 1:32.703 | 40       | 46.227 | 28                      | 46  | CARTER       | 2:18.971    | 2:18.971 | 0.000 |
| 29       | 40  | 1:33.025 | 46       | 46.268 | 29                      | 40  | ORMROD       | 2:19.252    | 2:19.623 | 0.371 |
| 30       | 138 | 1:35.935 | 138      | 48.278 | 30                      | 138 | JARMIN       | 2:24.213    | 2:24.271 | 0.058 |
| 31       | 35  | 1:36.690 | 35       | 48.938 | 31                      | 35  | THURTLE      | 2:25.628    | 2:25.784 | 0.156 |
| 32       | 29  | 1:47.211 | 29       | 54.270 | 32                      | 29  | MACDONALD    |             |          |       |
| 33       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 17 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 33                        |
| Planned Start          | 2025-05-04 @ 09:00:00.000 |
| Actual Start           | 2025-05-04 @ 09:02:42.195 |
| Finish Time            | 2025-05-04 @ 09:13:06.635 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 154                       |
| Total Distance Covered | 457.2123mi.               |

Session Fastest Lap History

| NO | CL    | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------|----------------|----------|--------------|-----|---------------|
| 22 | TWINS | Darren DOWDS   | 2:04.321 | 09:06:57.010 | 2   | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2:04.219 | 09:06:57.458 | 2   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:03.399 | 09:09:00.409 | 3   | Suzuki GSX8R  |
| 22 | TWINS | Darren DOWDS   | 2:03.172 | 09:11:03.581 | 4   | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2:03.050 | 09:11:04.182 | 4   | Aprilla RS660 |

Session Leader History

| NO | CL    | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|-------|--------------|----------|----------|-------------|--------------|
| 22 | TWINS | Darren DOWDS | 1        | 5        | 14.84 miles | Suzuki GSX8R |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:02:42.195 |
| FINISH | 09:13:06.635 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:33.239  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - STATISTICS

CLASS :

16 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE   |
|----|---------------|----------|--------------|-----|-----------|
| 13 | Daniel MERCER | 2:06.882 | 09:07:04.244 | 2   | Yamaha R6 |
| 13 | Daniel MERCER | 2:06.724 | 09:13:25.332 | 5   | Yamaha R6 |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|---------------|----------|----------|-------------|-----------------|
| 77 | Joe WHITE     | 1        | 1        | 2.96 miles  | Suzuki GSXR 600 |
| 13 | Daniel MERCER | 2        | 4        | 11.87 miles | Yamaha R6       |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - STATISTICS

**CLASS : F400**

6 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----------------|----------|--------------|-----|----------------|
| 76 | Luca WILKINSON | 2:10.756 | 09:07:14.823 | 2   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:09.130 | 09:09:23.953 | 3   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:08.932 | 09:11:32.885 | 4   | Kawasaki ZX4RR |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|----------------|----------|----------|-------------|----------------|
| 76 | Luca WILKINSON | 1        | 5        | 14.84 miles | Kawasaki ZX4RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 17 - STATISTICS

**CLASS : TWINS**

11 Starters

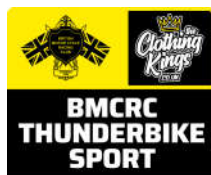
#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|----------------|----------|--------------|-----|---------------|
| 22 | Darren DOWDS   | 2:04.321 | 09:06:57.010 | 2   | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2:04.219 | 09:06:57.458 | 2   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:03.399 | 09:09:00.409 | 3   | Suzuki GSX8R  |
| 22 | Darren DOWDS   | 2:03.172 | 09:11:03.581 | 4   | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2:03.050 | 09:11:04.182 | 4   | Aprilla RS660 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|--------------|----------|----------|-------------|--------------|
| 22 | Darren DOWDS | 1        | 5        | 14.84 miles | Suzuki GSX8R |





## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - GRID (5 Laps)

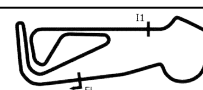
|        |    |     |                            |    |     |                     |    |     |                 |
|--------|----|-----|----------------------------|----|-----|---------------------|----|-----|-----------------|
| ROW 13 | 39 | 21  | Toby FINNIS                | 38 | 166 | Ben KING            | 37 | 89  | Daryl SKINNS    |
| ROW 12 | 36 | 88  | Florentin Valentin STANCIU | 35 | 402 | Kaine FARR          | 34 | 5   | Logan STONE     |
| ROW 11 | 33 | 3   | Oliver ARBON               | 32 | 29  | Sarah MACDONALD     | 31 | 35  | Stuart THURTL   |
| ROW 10 | 30 | 138 | Craig JARMIN               | 29 | 40  | Archie ORMROD       | 28 | 46  | Isobel CARTER   |
| ROW 9  | 27 | 53  | Peter HAMMOND              | 26 | 26  | Damian LEE          | 25 | 172 | Andrew ROBINSON |
| ROW 8  | 24 | 131 | Nicholas KINGSTONE         | 23 | 65  | Ian SOILLEUX        | 22 | 137 | Colin McPHERSON |
| ROW 7  | 21 | 79  | Sean CRONE                 | 20 | 55  | Magnus MANSON-CHUBB | 19 | 30  | David LUFF      |
| ROW 6  | 18 | 8   | Leigh SMITH                | 17 | 50  | Alex TUFNALL        | 16 | 81  | Malvern MAY     |
| ROW 5  | 15 | 15  | Nick SMITH                 | 14 | 76  | Luca WILKINSON      | 13 | 2   | James SEATH     |
| ROW 4  | 12 | 99  | Lee BELLOTTI               | 11 | 69  | Terry SMITH         | 10 | 27  | Ben BROWN       |
| ROW 3  | 9  | 141 | Jack ANDREWS               | 8  | 112 | Vince GEDGE         | 7  | 48  | Shaun WALLIS    |
| ROW 2  | 6  | 54  | Adam JAMISON               | 5  | 77  | Joe WHITE           | 4  | 13  | Daniel MERCER   |
| ROW 1  | 3  | 961 | Jack SIM                   | 2  | 22  | Darren DOWDS        | 1  | 61  | Cameron HARRIS  |
| Pole   |    |     |                            |    |     |                     |    |     |                 |
|        |    |     |                            |    |     |                     |    |     |                 |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 09:19 Sunday, 04 May 2025





## BMCR-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

## RACE 7 - CLASSIFICATION

Race Distance: 4 Laps / 11.87 miles

| POS | NO  | CL    | PIC | NAME                | ENTRY                                                   | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|-------|-----|---------------------|---------------------------------------------------------|------|----------|----------|--------|-------|----------|----|-----|----|
| 1   | 22  | TWINS | 1   | Darren DOWDS        | Suzuki GSX8R - Sublime Dsg Ltd                          | 4    | 8:20.452 |          |        | 85.42 | 2:03.382 | 2  | 2   | 1  |
| 2   | 61  | TWINS | 2   | Cameron HARRIS      | Aprilia RS660 - Harris / Tony Scott Motorsport          | 4    | 8:20.683 | 0.231    | 0.231  | 85.38 | 2:03.689 | 4  | 1   | -1 |
| 3   | 961 | TWINS | 3   | Jack SIM            | Kawasaki ER6 -                                          | 4    | 8:28.541 | 8.089    | 7.858  | 84.06 | 2:05.514 | 2  | 3   | 0  |
| 4   | 77  |       | 1   | Joe WHITE           | Suzuki GSXR 600 - The Race Shack /Just In Graphics      | 4    | 8:35.196 | 14.744   | 6.655  | 82.98 | 2:06.712 | 4  | 5   | 1  |
| 5   | 112 |       | 2   | Vince GEDGE         | Honda CBR600 -                                          | 4    | 8:35.298 | 14.846   | 0.102  | 82.96 | 2:06.570 | 4  | 8   | 3  |
| 6   | 48  |       | 3   | Shaun WALLIS        | Yamaha R6 (W) - MBC Despatch Racing                     | 4    | 8:37.709 | 17.257   | 2.411  | 82.57 | 2:07.300 | 2  | 7   | 1  |
| 7   | 15  |       | 4   | Nick SMITH          | Honda CBR600RR - Hi-Precision Engineering Ltd           | 4    | 8:38.449 | 17.997   | 0.740  | 82.46 | 2:06.636 | 4  | 15  | 8  |
| 8   | 13  |       | 5   | Daniel MERCER       | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engin | 4    | 8:38.800 | 18.348   | 0.351  | 82.40 | 2:06.793 | 4  | 4   | -4 |
| 9   | 54  |       | 6   | Adam JAMISON        | Yamaha R6 - AJ Racing                                   | 4    | 8:39.774 | 19.322   | 0.974  | 82.25 | 2:07.409 | 4  | 6   | -3 |
| 10  | 76  | F400  | 1   | Luca WILKINSON      | Kawasaki ZX4RR - Speedy Freight - NW Racing             | 4    | 8:49.096 | 28.644   | 9.322  | 80.80 | 2:09.165 | 2  | 14  | 4  |
| 11  | 5   |       | 7   | Logan STONE         | Yamaha R6 -                                             | 4    | 8:49.144 | 28.692   | 0.048  | 80.79 | 2:07.574 | 2  | 34  | 23 |
| 12  | 27  | TWINS | 4   | Ben BROWN           | Yamaha R7 - Hunts Motorcycles                           | 4    | 8:49.388 | 28.936   | 0.244  | 80.75 | 2:09.181 | 4  | 10  | -2 |
| 13  | 69  |       | 8   | Terry SMITH         | Yamaha R6 - IMP Racing                                  | 4    | 8:49.420 | 28.968   | 0.032  | 80.75 | 2:08.742 | 3  | 11  | -2 |
| 14  | 81  | TWINS | 5   | Malvern MAY         | Aprilia RS660 - IMP racing                              | 4    | 8:49.690 | 29.238   | 0.270  | 80.71 | 2:10.230 | 3  | 16  | 2  |
| 15  | 50  | TWINS | 6   | Alex TUFNALL        | Aprilia RS660 -                                         | 4    | 9:03.598 | 43.146   | 13.908 | 78.64 | 2:11.927 | 4  | 17  | 2  |
| 16  | 8   |       | 9   | Leigh SMITH         | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde | 4    | 9:09.670 | 49.218   | 6.072  | 77.77 | 2:14.602 | 2  | 18  | 2  |
| 17  | 137 |       | 10  | Colin McPHERSON     | Yamaha R6 -                                             | 4    | 9:10.081 | 49.629   | 0.411  | 77.71 | 2:14.220 | 2  | 22  | 5  |
| 18  | 99  |       | 11  | Lee BELLOTTI        | Kawasaki ZX6R - My Wallet                               | 4    | 9:18.388 | 57.936   | 8.307  | 76.56 | 2:17.279 | 4  | 12  | -6 |
| 19  | 131 |       | 12  | Nicholas KINGSTONE  | Suzuki GSXR600 -                                        | 4    | 9:18.559 | 58.107   | 0.171  | 76.54 | 2:16.002 | 2  | 24  | 5  |
| 20  | 55  |       | 13  | Magnus MANSON-CHUBB | Kawasaki ZXR400L -                                      | 4    | 9:18.683 | 58.231   | 0.124  | 76.52 | 2:16.415 | 4  | 20  | 0  |
| 21  | 40  | F400  | 2   | Archie ORMROD       | Kawasaki NINJA 400 - Prestige Flooring                  | 4    | 9:20.062 | 59.610   | 1.379  | 76.33 | 2:17.080 | 2  | 29  | 8  |
| 22  | 79  | F400  | 3   | Sean CRONE          | Kawasaki NINJA 400 - BD Racing                          | 4    | 9:20.398 | 59.946   | 0.336  | 76.28 | 2:16.172 | 2  | 21  | -1 |
| 23  | 30  |       | 14  | David LUFF          | Suzuki SV 650 - ATP & Sarah O'Neill                     | 4    | 9:21.118 | 1:00.666 | 0.720  | 76.19 | 2:18.088 | 2  | 19  | -4 |
| 24  | 26  | F400  | 4   | Damian LEE          | Yamaha TZR 250 - Leed Autos                             | 4    | 9:21.230 | 1:00.778 | 0.112  | 76.17 | 2:17.161 | 4  | 26  | 2  |
| 25  | 46  | F400  | 5   | Isobel CARTER       | - R&G                                                   | 4    | 9:22.476 | 1:02.024 | 1.246  | 76.00 | 2:17.389 | 4  | 28  | 3  |
| 26  | 172 |       | 15  | Andrew ROBINSON     | Yamaha YZF R6 -                                         | 4    | 9:26.633 | 1:06.181 | 4.157  | 75.44 | 2:15.841 | 4  | 25  | -1 |
| 27  | 35  | TWINS | 7   | Stuart THURTL       | Aprilia RS660 - TeamTortoise Racing                     | 3    | 7:33.489 | 1 Lap    | 1 Lap  | 70.70 | 2:25.084 | 3  | 31  | 4  |
| 28  | 29  |       | 16  | Sarah MACDONALD     | Suzuki GSXR 600 -                                       | 3    | 8:06.857 | 1 Lap    | 33.368 | 65.85 | 2:42.220 | 2  | 32  | 4  |

NOT CLASSIFIED

|     |    |       |  |               |                                     |   |          |        |        |       |          |   |    |  |
|-----|----|-------|--|---------------|-------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 2  | TWINS |  | James SEATH   | Aprilia RS660 - Ovenden Earthmoving | 4 | 8:47.871 | 27.419 | 0.000  | 80.99 | 2:08.295 | 3 | 13 |  |
| DNF | 53 |       |  | Peter HAMMOND | Suzuki SRAD -                       | 4 | 9:19.364 | 58.912 | 31.493 | 76.43 | 2:16.633 | 4 | 27 |  |

FASTEST LAP

|     |       |                |                                             |   |          |           |            |
|-----|-------|----------------|---------------------------------------------|---|----------|-----------|------------|
| 22  | TWINS | Darren DOWDS   | Suzuki GSX8R - Sublime Dsg Ltd              | 2 | 2:03.382 | 86.62 mph | 139.41 kph |
| 112 |       | Vince GEDGE    | Honda CBR600 -                              | 4 | 2:06.570 | 84.44 mph | 135.89 kph |
| 76  | F400  | Luca WILKINSON | Kawasaki ZX4RR - Speedy Freight - NW Racing | 2 | 2:09.165 | 82.74 mph | 133.16 kph |

Class TWINS - 92.5% of Race Speed = 79.01 mph

Class - 92.5% of Race Speed = 76.75 mph

Class F400 - 92.5% of Race Speed = 74.74 mph

Red Flag (end of session): 13:06

Weather / Track : Cloudy / Dry

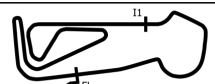
These results are provisional until the conclusion of any judicial and technical matters.

Date: 04/05/2025 Start: 12:57 Finish: 13:04

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:30 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 7 - LAP CHART

| LAP 1 @ 12:59:13.799 |        |          | LAP 2 @ 13:01:17.507 |          |          | LAP 3 @ 13:03:21.255 |          |          | LAP 4 @ 13:05:24.921 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 61                   |        | 2:09.330 | 61                   |          | 2:03.708 | 22                   |          | 2:03.489 | 22                   |          | 2:03.666 |
| 22                   | 0.585  | 2:09.915 | 22                   | 0.259    | 2:03.382 | 61                   | 0.208    | 2:03.956 | 61                   | 0.231    | 2:03.689 |
| 961                  | 1.329  | 2:10.659 | 961                  | 3.135    | 2:05.514 | 961                  | 5.479    | 2:06.092 | 961                  | 8.089    | 2:06.276 |
| 77                   | 3.916  | 2:13.246 | 77                   | 7.643    | 2:07.435 | 77                   | 11.698   | 2:07.803 | 77                   | 14.744   | 2:06.712 |
| 48                   | 4.659  | 2:13.989 | 48                   | 8.251    | 2:07.300 | 112                  | 11.942   | 2:07.337 | 112                  | 14.846   | 2:06.570 |
| 112                  | 5.235  | 2:14.565 | 112                  | 8.353    | 2:06.826 | 48                   | 13.101   | 2:08.598 | 48                   | 17.257   | 2:07.822 |
| 13                   | 6.038  | 2:15.368 | 13                   | 11.106   | 2:08.776 | 15                   | 15.027   | 2:07.583 | 15                   | 17.997   | 2:06.636 |
| 54                   | 6.226  | 2:15.556 | 54                   | 11.120   | 2:08.602 | 13                   | 15.221   | 2:07.863 | 13                   | 18.348   | 2:06.793 |
| 15                   | 6.405  | 2:15.735 | 15                   | 11.192   | 2:08.495 | 54                   | 15.579   | 2:08.207 | 54                   | 19.322   | 2:07.409 |
| 5                    | 7.626  | 2:16.956 | 5                    | 11.492   | 2:07.574 | 5                    | 18.233   | 2:10.489 | 2                    | 27.419   | 2:11.176 |
| 76                   | 8.195  | 2:17.525 | 76                   | 13.652   | 2:09.165 | 76                   | 19.744   | 2:09.840 | 76                   | 28.644   | 2:12.566 |
| 81                   | 8.740  | 2:18.070 | 2                    | 15.362   | 2:09.888 | 2                    | 19.909   | 2:08.295 | 5                    | 28.692   | 2:14.125 |
| 2                    | 9.182  | 2:18.512 | 81                   | 16.166   | 2:11.134 | 69                   | 21.654   | 2:08.742 | 27                   | 28.936   | 2:09.181 |
| 27                   | 9.251  | 2:18.581 | 69                   | 16.660   | 2:10.532 | 81                   | 22.648   | 2:10.230 | 69                   | 28.968   | 2:10.980 |
| 69                   | 9.836  | 2:19.166 | 27                   | 16.680   | 2:11.137 | 27                   | 23.421   | 2:10.489 | 81                   | 29.238   | 2:10.256 |
| 99                   | 14.477 | 2:23.807 | 8                    | 25.763   | 2:14.602 | 50                   | 34.885   | 2:12.412 | 50                   | 43.146   | 2:11.927 |
| 8                    | 14.869 | 2:24.199 | 137                  | 25.800   | 2:14.220 | 8                    | 37.127   | 2:15.112 | 8                    | 49.218   | 2:15.757 |
| 137                  | 15.288 | 2:24.618 | 50                   | 26.221   | 2:13.156 | 137                  | 37.429   | 2:15.377 | 137                  | 49.629   | 2:15.866 |
| 55                   | 15.357 | 2:24.687 | 99                   | 28.567   | 2:17.798 | 99                   | 44.323   | 2:19.504 | 99                   | 57.936   | 2:17.279 |
| 30                   | 15.646 | 2:24.976 | 55                   | 28.620   | 2:16.971 | 131                  | 44.463   | 2:18.813 | 131                  | 58.107   | 2:17.310 |
| 40                   | 16.589 | 2:25.919 | 131                  | 29.398   | 2:16.002 | 79                   | 44.972   | 2:18.893 | 55                   | 58.231   | 2:16.415 |
| 50                   | 16.773 | 2:26.103 | 79                   | 29.827   | 2:16.172 | 55                   | 45.482   | 2:20.610 | 53                   | 58.912   | 2:16.633 |
| 131                  | 17.104 | 2:26.434 | 40                   | 29.961   | 2:17.080 | 30                   | 45.925   | 2:19.647 | 40                   | 59.610   | 2:17.214 |
| 79                   | 17.363 | 2:26.693 | 30                   | 30.026   | 2:18.088 | 53                   | 45.945   | 2:18.046 | 79                   | 59.946   | 2:18.640 |
| 53                   | 17.485 | 2:26.815 | 53                   | 31.647   | 2:17.870 | 40                   | 46.062   | 2:19.849 | 30                   | 1:00.666 | 2:18.407 |
| 26                   | 17.964 | 2:27.294 | 172                  | 32.814   | 2:17.397 | 26                   | 47.283   | 2:17.587 | 26                   | 1:00.778 | 2:17.161 |
| 172                  | 19.125 | 2:28.455 | 26                   | 33.444   | 2:19.188 | 46                   | 48.301   | 2:18.155 | 46                   | 1:02.024 | 2:17.389 |
| 46                   | 19.195 | 2:28.525 | 46                   | 33.894   | 2:18.407 | 172                  | 54.006   | 2:24.940 | 172                  | 1:06.181 | 2:15.841 |
| 35                   | 24.176 | 2:33.506 | 35                   | 55.367   | 2:34.899 | 35                   | 1:16.703 | 2:25.084 |                      |          |          |
| 29                   | 32.366 | 2:41.696 | 29                   | 1:10.878 | 2:42.220 | 29                   | 1:50.071 | 2:42.941 |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

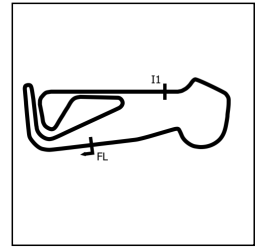
RACE 7 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   |
|-----|--------------|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |
| 61  | HARRIS       | 1   | 61  | 61  | 22  | 22  |
| 22  | DOWDS        | 2   | 22  | 22  | 61  | 61  |
| 961 | SIM          | 3   | 961 | 961 | 961 | 961 |
| 13  | MERCER       | 4   | 77  | 77  | 77  | 77  |
| 77  | WHITE        | 5   | 48  | 48  | 112 | 112 |
| 54  | JAMISON      | 6   | 112 | 112 | 48  | 48  |
| 48  | WALLIS       | 7   | 13  | 13  | 15  | 15  |
| 112 | GEDGE        | 8   | 54  | 54  | 13  | 13  |
| 27  | BROWN        | 9   | 15  | 15  | 54  | 54  |
| 69  | SMITH        | 10  | 5   | 5   | 5   | 2   |
| 99  | BELLOTTI     | 11  | 76  | 76  | 76  | 76  |
| 2   | SEATH        | 12  | 81  | 2   | 2   | 5   |
| 76  | WILKINSON    | 13  | 2   | 81  | 69  | 27  |
| 15  | SMITH        | 14  | 27  | 69  | 81  | 69  |
| 81  | MAY          | 15  | 69  | 27  | 27  | 81  |
| 50  | TUFNALL      | 16  | 99  | 8   | 50  | 50  |
| 8   | SMITH        | 17  | 8   | 137 | 8   | 8   |
| 30  | LUFF         | 18  | 137 | 50  | 137 | 137 |
| 55  | MANSON-CHUBB | 19  | 55  | 99  | 99  | 99  |
| 79  | CRONE        | 20  | 30  | 55  | 131 | 131 |
| 137 | McPHERSON    | 21  | 40  | 131 | 79  | 55  |
| 131 | KINGSTONE    | 22  | 50  | 79  | 55  | 53  |
| 172 | ROBINSON     | 23  | 131 | 40  | 30  | 40  |
| 26  | LEE          | 24  | 79  | 30  | 53  | 79  |
| 53  | HAMMOND      | 25  | 53  | 53  | 40  | 30  |
| 46  | CARTER       | 26  | 26  | 172 | 26  | 26  |
| 40  | ORMROD       | 27  | 172 | 26  | 46  | 46  |
| 35  | THURTLLE     | 28  | 46  | 46  | 172 | 172 |
| 29  | MACDONALD    | 29  | 35  | 35  | 35  |     |
| 5   | STONE        | 30  | 29  | 29  | 29  |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

|                                 |                 |                                |                     |                    |       |                     |
|---------------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| <b>P1 22 TWINS Darren DOWDS</b> |                 | Suzuki GSX8R - Sublime Dsg Ltd |                     |                    |       |                     |
| IDEAL LAP TIME : 2:03.332       |                 | BEST LAP TIME : 2:03.382       |                     | DIFFERENCE : 0.050 |       |                     |
| LAP                             | SECTOR 1        | SECTOR 2                       | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                             |                 | 41.270                         | 2:09.915            | 82.26              | 6.533 | 12:59:14.384        |
| 2 -                             | <b>1:22.415</b> | 40.967                         | <b>2:03.382 (1)</b> | <b>86.62</b>       |       | <b>13:01:17.766</b> |
| 3 -                             | 1:22.572        | <b>40.917</b>                  | 2:03.489 (2)        | 86.55              | 0.107 | 13:03:21.255        |
| 4 -                             | 1:22.422        | 41.244                         | 2:03.666 (3)        | 86.42              | 0.284 | 13:05:24.921        |

|                                   |                 |                                                |                     |                    |       |                     |
|-----------------------------------|-----------------|------------------------------------------------|---------------------|--------------------|-------|---------------------|
| <b>P2 61 TWINS Cameron HARRIS</b> |                 | Aprilla RS660 - Harris / Tony Scott Motorsport |                     |                    |       |                     |
| IDEAL LAP TIME : 2:03.363         |                 | BEST LAP TIME : 2:03.689                       |                     | DIFFERENCE : 0.326 |       |                     |
| LAP                               | SECTOR 1        | SECTOR 2                                       | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                               |                 | 41.378                                         | 2:09.330            | 82.64              | 5.641 | 12:59:13.799        |
| 2 -                               | 1:22.610        | <b>41.098</b>                                  | 2:03.708 (2)        | 86.39              | 0.019 | 13:01:17.507        |
| 3 -                               | 1:22.794        | 41.162                                         | 2:03.956 (3)        | 86.22              | 0.267 | 13:03:21.463        |
| 4 -                               | <b>1:22.265</b> | 41.424                                         | <b>2:03.689 (1)</b> | <b>86.41</b>       |       | <b>13:05:25.152</b> |

|                              |                 |                          |                     |                    |       |                     |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P3 961 TWINS Jack SIM</b> |                 | Kawasaki ER6 -           |                     |                    |       |                     |
| IDEAL LAP TIME : 2:05.481    |                 | BEST LAP TIME : 2:05.514 |                     | DIFFERENCE : 0.033 |       |                     |
| LAP                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |                 | 42.054                   | 2:10.659            | 81.80              | 5.145 | 12:59:15.128        |
| 2 -                          | <b>1:23.697</b> | 41.817                   | <b>2:05.514 (1)</b> | <b>85.15</b>       |       | <b>13:01:20.642</b> |
| 3 -                          | 1:24.308        | <b>41.784</b>            | 2:06.092 (2)        | 84.76              | 0.578 | 13:03:26.734        |
| 4 -                          | 1:24.241        | 42.035                   | 2:06.276 (3)        | 84.64              | 0.762 | 13:05:33.010        |

|                           |                 |                                                    |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------------------|---------------------|--------------------|-------|---------------------|
| <b>P4 77 Joe WHITE</b>    |                 | Suzuki GSXR 600 - The Race Shack /Just In Graphics |                     |                    |       |                     |
| IDEAL LAP TIME : 2:06.712 |                 | BEST LAP TIME : 2:06.712                           |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                           | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.577                                             | 2:13.246            | 80.21              | 6.534 | 12:59:17.715        |
| 2 -                       | 1:24.901        | 42.534                                             | 2:07.435 (2)        | 83.87              | 0.723 | 13:01:25.150        |
| 3 -                       | 1:25.381        | 42.422                                             | 2:07.803 (3)        | 83.62              | 1.091 | 13:03:32.953        |
| 4 -                       | <b>1:24.467</b> | <b>42.245</b>                                      | <b>2:06.712 (1)</b> | <b>84.34</b>       |       | <b>13:05:39.665</b> |

|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P5 112 Vince GEDGE</b> |                 | Honda CBR600 -           |                     |                    |       |                     |
| IDEAL LAP TIME : 2:06.291 |                 | BEST LAP TIME : 2:06.570 |                     | DIFFERENCE : 0.279 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.216                   | 2:14.565            | 79.42              | 7.995 | 12:59:19.034        |
| 2 -                       | <b>1:24.356</b> | 42.470                   | 2:06.826 (2)        | 84.27              | 0.256 | 13:01:25.860        |
| 3 -                       | 1:25.108        | 42.229                   | 2:07.337 (3)        | 83.93              | 0.767 | 13:03:33.197        |
| 4 -                       | 1:24.635        | <b>41.935</b>            | <b>2:06.570 (1)</b> | <b>84.44</b>       |       | <b>13:05:39.767</b> |

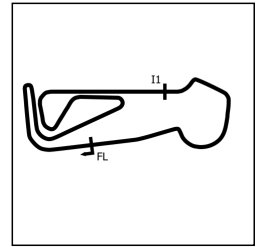
|                           |                 |                                     |                     |                    |       |                     |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|-------|---------------------|
| <b>P6 48 Shaun WALLIS</b> |                 | Yamaha R6 (W) - MBC Despatch Racing |                     |                    |       |                     |
| IDEAL LAP TIME : 2:07.300 |                 | BEST LAP TIME : 2:07.300            |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.967                              | 2:13.989            | 79.76              | 6.689 | 12:59:18.458        |
| 2 -                       | <b>1:24.660</b> | <b>42.640</b>                       | <b>2:07.300 (1)</b> | <b>83.95</b>       |       | <b>13:01:25.758</b> |
| 3 -                       | 1:25.772        | 42.826                              | 2:08.598 (3)        | 83.11              | 1.298 | 13:03:34.356        |
| 4 -                       | 1:24.853        | 42.969                              | 2:07.822 (2)        | 83.61              | 0.522 | 13:05:42.178        |

|                           |                 |                                               |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------------------------|---------------------|--------------------|-------|---------------------|
| <b>P7 15 Nick SMITH</b>   |                 | Honda CBR600RR - Hi-Precision Engineering Ltd |                     |                    |       |                     |
| IDEAL LAP TIME : 2:06.636 |                 | BEST LAP TIME : 2:06.636                      |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                      | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.377                                        | 2:15.735            | 78.74              | 9.099 | 12:59:20.204        |
| 2 -                       | 1:26.163        | 42.332                                        | 2:08.495 (3)        | 83.17              | 1.859 | 13:01:28.699        |
| 3 -                       | 1:24.996        | 42.587                                        | 2:07.583 (2)        | 83.77              | 0.947 | 13:03:36.282        |
| 4 -                       | <b>1:24.594</b> | <b>42.042</b>                                 | <b>2:06.636 (1)</b> | <b>84.40</b>       |       | <b>13:05:42.918</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

|                           |                      |                          |                                                             |                    |       |                     |
|---------------------------|----------------------|--------------------------|-------------------------------------------------------------|--------------------|-------|---------------------|
| <b>P8 13</b>              | <b>Daniel MERCER</b> |                          | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engineeri |                    |       |                     |
| IDEAL LAP TIME : 2:06.793 |                      | BEST LAP TIME : 2:06.793 |                                                             | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1             | SECTOR 2                 | LAP TIME                                                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                      | 42.845                   | 2:15.368                                                    | 78.95              | 8.575 | 12:59:19.837        |
| 2 -                       | 1:25.845             | 42.931                   | 2:08.776 (3)                                                | 82.99              | 1.983 | 13:01:28.613        |
| 3 -                       | 1:25.331             | 42.532                   | 2:07.863 (2)                                                | 83.59              | 1.070 | 13:03:36.476        |
| 4 -                       | <b>1:24.777</b>      | <b>42.016</b>            | <b>2:06.793 (1)</b>                                         | <b>84.29</b>       |       | <b>13:05:43.269</b> |

|                           |                     |                          |                       |                    |       |                     |
|---------------------------|---------------------|--------------------------|-----------------------|--------------------|-------|---------------------|
| <b>P9 54</b>              | <b>Adam JAMISON</b> |                          | Yamaha R6 - AJ Racing |                    |       |                     |
| IDEAL LAP TIME : 2:07.409 |                     | BEST LAP TIME : 2:07.409 |                       | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1            | SECTOR 2                 | LAP TIME              | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                     | 42.802                   | 2:15.556              | 78.84              | 8.147 | 12:59:20.025        |
| 2 -                       | 1:25.967            | 42.635                   | 2:08.602 (3)          | 83.10              | 1.193 | 13:01:28.627        |
| 3 -                       | 1:25.430            | 42.777                   | 2:08.207 (2)          | 83.36              | 0.798 | 13:03:36.834        |
| 4 -                       | <b>1:24.810</b>     | <b>42.599</b>            | <b>2:07.409 (1)</b>   | <b>83.88</b>       |       | <b>13:05:44.243</b> |

|                           |                       |                          |                                             |                    |       |                     |
|---------------------------|-----------------------|--------------------------|---------------------------------------------|--------------------|-------|---------------------|
| <b>P10 76 F400</b>        | <b>Luca WILKINSON</b> |                          | Kawasaki ZX4RR - Speedy Freight - NW Racing |                    |       |                     |
| IDEAL LAP TIME : 2:09.165 |                       | BEST LAP TIME : 2:09.165 |                                             | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1              | SECTOR 2                 | LAP TIME                                    | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                       | 43.189                   | 2:17.525                                    | 77.71              | 8.360 | 12:59:21.994        |
| 2 -                       | <b>1:26.070</b>       | <b>43.095</b>            | <b>2:09.165 (1)</b>                         | <b>82.74</b>       |       | <b>13:01:31.159</b> |
| 3 -                       | 1:26.436              | 43.404                   | 2:09.840 (2)                                | 82.31              | 0.675 | 13:03:40.999        |
| 4 -                       | 1:27.557              | 45.009                   | 2:12.566 (3)                                | 80.62              | 3.401 | 13:05:53.565        |

|                           |                    |                          |                     |                    |       |                     |
|---------------------------|--------------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P11 5</b>              | <b>Logan STONE</b> |                          | Yamaha R6 -         |                    |       |                     |
| IDEAL LAP TIME : 2:07.247 |                    | BEST LAP TIME : 2:07.574 |                     | DIFFERENCE : 0.327 |       |                     |
| LAP                       | SECTOR 1           | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                    | <b>41.960</b>            | 2:16.956            | 78.03              | 9.382 | 12:59:21.425        |
| 2 -                       | 1:25.457           | 42.117                   | <b>2:07.574 (1)</b> | <b>83.77</b>       |       | <b>13:01:28.999</b> |
| 3 -                       | <b>1:25.287</b>    | 45.202                   | 2:10.489 (2)        | 81.90              | 2.915 | 13:03:39.488        |
| 4 -                       | 1:28.406           | 45.719                   | 2:14.125 (3)        | 79.68              | 6.551 | 13:05:53.613        |

|                           |                  |                          |                               |                    |       |                     |
|---------------------------|------------------|--------------------------|-------------------------------|--------------------|-------|---------------------|
| <b>P12 27 TWINS</b>       | <b>Ben BROWN</b> |                          | Yamaha R7 - Hunts Motorcycles |                    |       |                     |
| IDEAL LAP TIME : 2:09.181 |                  | BEST LAP TIME : 2:09.181 |                               | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1         | SECTOR 2                 | LAP TIME                      | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                  | 43.295                   | 2:18.581                      | 77.12              | 9.400 | 12:59:23.050        |
| 2 -                       | 1:27.865         | 43.272                   | 2:11.137 (3)                  | 81.50              | 1.956 | 13:01:34.187        |
| 3 -                       | 1:27.655         | 42.834                   | 2:10.489 (2)                  | 81.90              | 1.308 | 13:03:44.676        |
| 4 -                       | <b>1:26.672</b>  | <b>42.509</b>            | <b>2:09.181 (1)</b>           | <b>82.73</b>       |       | <b>13:05:53.857</b> |

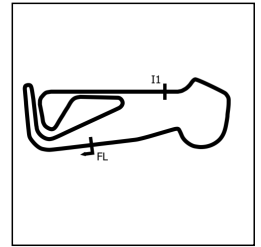
|                           |                    |                          |                        |                    |        |                     |
|---------------------------|--------------------|--------------------------|------------------------|--------------------|--------|---------------------|
| <b>P13 69</b>             | <b>Terry SMITH</b> |                          | Yamaha R6 - IMP Racing |                    |        |                     |
| IDEAL LAP TIME : 2:08.742 |                    | BEST LAP TIME : 2:08.742 |                        | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1           | SECTOR 2                 | LAP TIME               | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                    | 43.727                   | 2:19.166               | 76.80              | 10.424 | 12:59:23.635        |
| 2 -                       | 1:27.233           | 43.299                   | 2:10.532 (2)           | 81.88              | 1.790  | 13:01:34.167        |
| 3 -                       | <b>1:25.794</b>    | <b>42.948</b>            | <b>2:08.742 (1)</b>    | <b>83.01</b>       |        | <b>13:03:42.909</b> |
| 4 -                       | 1:26.170           | 44.810                   | 2:10.980 (3)           | 81.60              | 2.238  | 13:05:53.889        |

|                           |                    |                          |                            |                    |       |                     |
|---------------------------|--------------------|--------------------------|----------------------------|--------------------|-------|---------------------|
| <b>P14 81 TWINS</b>       | <b>Malvern MAY</b> |                          | Aprilia RS660 - IMP racing |                    |       |                     |
| IDEAL LAP TIME : 2:09.356 |                    | BEST LAP TIME : 2:10.230 |                            | DIFFERENCE : 0.874 |       |                     |
| LAP                       | SECTOR 1           | SECTOR 2                 | LAP TIME                   | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                    | <b>43.281</b>            | 2:18.070                   | 77.41              | 7.840 | 12:59:22.539        |
| 2 -                       | 1:27.761           | 43.373                   | 2:11.134 (3)               | 81.50              | 0.904 | 13:01:33.673        |
| 3 -                       | 1:26.632           | 43.598                   | <b>2:10.230 (1)</b>        | <b>82.07</b>       |       | <b>13:03:43.903</b> |
| 4 -                       | <b>1:26.075</b>    | 44.181                   | 2:10.256 (2)               | 82.05              | 0.026 | 13:05:54.159        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

| P15 50 TWINS Alex TUFNALL |          |                          | Aprilia RS660 - |                    |        |              |
|---------------------------|----------|--------------------------|-----------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:11.927 |          | BEST LAP TIME : 2:11.927 |                 | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME        | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 46.579                   | 2:26.103        | 73.15              | 14.176 | 12:59:30.572 |
| 2 -                       | 1:28.474 | 44.682                   | 2:13.156 (3)    | 80.26              | 1.229  | 13:01:43.728 |
| 3 -                       | 1:27.712 | 44.700                   | 2:12.412 (2)    | 80.71              | 0.485  | 13:03:56.140 |
| 4 -                       | 1:27.514 | 44.413                   | 2:11.927 (1)    | 81.01              |        | 13:06:08.067 |

| P16 | 8        | Leigh SMITH | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde A |                          |                    |              |
|-----|----------|-------------|-----------------------------------------------------------|--------------------------|--------------------|--------------|
|     |          |             | IDEAL LAP TIME : 2:14.602                                 | BEST LAP TIME : 2:14.602 | DIFFERENCE : 0.000 |              |
| LAP | SECTOR 1 | SECTOR 2    | LAP TIME                                                  | MPH                      | DIFF               | TIME OF DAY  |
| 1 - |          | 45.896      | 2:24.199                                                  | 74.12                    | 9.597              | 12:59:28.668 |
| 2 - | 1:29.141 | 45.461      | 2:14.602 (1)                                              | 79.40                    |                    | 13:01:43.270 |
| 3 - | 1:29.360 | 45.752      | 2:15.112 (2)                                              | 79.10                    | 0.510              | 13:03:58.382 |
| 4 - | 1:30.122 | 45.635      | 2:15.757 (3)                                              | 78.72                    | 1.155              | 13:06:14.139 |

|                           |                 |            |                          |  |                     |              |        |                     |
|---------------------------|-----------------|------------|--------------------------|--|---------------------|--------------|--------|---------------------|
| <b>P17</b>                |                 | <b>137</b> | <b>Colin McPHERSON</b>   |  | Yamaha R6 -         |              |        |                     |
| IDEAL LAP TIME : 2:14.220 |                 |            | BEST LAP TIME : 2:14.220 |  | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        |            | SECTOR 2                 |  | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 |            | 45.953                   |  | 2:24.618            | 73.90        | 10.398 | 12:59:29.087        |
| 2 -                       | <b>1:29.159</b> |            | <b>45.061</b>            |  | <b>2:14.220 (1)</b> | <b>79.63</b> |        | <b>13:01:43.307</b> |
| 3 -                       | 1:29.644        |            | 45.733                   |  | 2:15.377 (2)        | 78.95        | 1.157  | 13:03:58.684        |
| 4 -                       | 1:29.954        |            | 45.912                   |  | 2:15.866 (3)        | 78.66        | 1.646  | 13:06:14.550        |

| <b>P18</b>                | <b>99</b>       | <b>Lee BELLOTTI</b>      | Kawasaki ZX6R - My Wallet |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.136 |                 | BEST LAP TIME : 2:17.279 | DIFFERENCE : 0.143        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.242</b>            | 2:23.807                  | 74.32        | 6.528 | 12:59:28.276        |
| 2 -                       | 1:31.304        | 46.494                   | 2:17.798 (2)              | 77.56        | 0.519 | 13:01:46.074        |
| 3 -                       | 1:32.342        | 47.162                   | 2:19.504 (3)              | 76.61        | 2.225 | 13:04:05.578        |
| <b>4 -</b>                | <b>1:30.894</b> | 46.385                   | <b>2:17.279 (1)</b>       | <b>77.85</b> |       | <b>13:06:22.857</b> |

|                           |                 |                          |                           |                     |                  |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|---------------------|------------------|--------|---------------------|
| <b>P19</b>                |                 | <b>131</b>               | <b>Nicholas KINGSTONE</b> |                     | Suzuki GSXR600 - |        |                     |
| IDEAL LAP TIME : 2:16.002 |                 | BEST LAP TIME : 2:16.002 |                           | DIFFERENCE : 0.000  |                  |        |                     |
| LAP                       | SECTOR 1        |                          | SECTOR 2                  | LAP TIME            | MPH              | DIFF   | TIME OF DAY         |
| 1 -                       |                 |                          | 47.431                    | 2:26.434            | 72.98            | 10.432 | 12:59:30.903        |
| 2 -                       | <b>1:30.571</b> |                          | <b>45.431</b>             | <b>2:16.002 (1)</b> | <b>78.58</b>     |        | <b>13:01:46.905</b> |
| 3 -                       | 1:31.610        |                          | 47.203                    | 2:18.813 (3)        | 76.99            | 2.811  | 13:04:05.718        |
| 4 -                       | 1:30.878        |                          | 46.432                    | 2:17.310 (2)        | 77.83            | 1.308  | 13:06:23.028        |

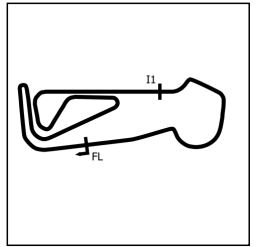
|                           |                 |                            |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|-------|---------------------|
| <b>P20</b>                | <b>55</b>       | <b>Magnus MANSON-CHUBB</b> |                     | Kawasaki ZXR400L - |       |                     |
| IDEAL LAP TIME : 2:16.415 |                 | BEST LAP TIME : 2:16.415   |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.119                     | 2:24.687            | 73.87              | 8.272 | 12:59:29.156        |
| 2 -                       | 1:31.385        | 45.586                     | 2:16.971 (2)        | 78.03              | 0.556 | 13:01:46.127        |
| 3 -                       | 1:33.257        | 47.353                     | 2:20.610 (3)        | 76.01              | 4.195 | 13:04:06.737        |
| 4 -                       | <b>1:31.121</b> | <b>45.294</b>              | <b>2:16.415 (1)</b> | <b>78.34</b>       |       | <b>13:06:23.152</b> |

| <b>P21</b>                | <b>40 F400</b>  | <b>Archie ORMROD</b>     | Kawasaki NINJA 400 - Prestige Flooring |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.571 |                 | BEST LAP TIME : 2:17.080 | DIFFERENCE : 0.509                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.612</b>            | 2:25.919                               | 73.24        | 8.839 | 12:59:30.388        |
| 2 -                       | <b>1:30.959</b> | 46.121                   | <b>2:17.080 (1)</b>                    | <b>77.96</b> |       | <b>13:01:47.468</b> |
| 3 -                       | 1:32.796        | 47.053                   | 2:19.849 (3)                           | 76.42        | 2.769 | 13:04:07.317        |
| 4 -                       | 1:31.417        | 45.797                   | 2:17.214 (2)                           | 77.89        | 0.134 | 13:06:24.531        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

|                                                              |                 |                          |                     |                    |        |                     |
|--------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P22 79 F400 Sean CRONE</b> Kawasaki NINJA 400 - BD Racing |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:16.172                                    |                 | BEST LAP TIME : 2:16.172 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                          |                 | 46.221                   | 2:26.693            | 72.85              | 10.521 | 12:59:31.162        |
| 2 -                                                          | <b>1:30.058</b> | <b>46.114</b>            | <b>2:16.172 (1)</b> | <b>78.48</b>       |        | <b>13:01:47.334</b> |
| 3 -                                                          | 1:32.705        | 46.188                   | 2:18.893 (3)        | 76.95              | 2.721  | 13:04:06.227        |
| 4 -                                                          | 1:32.012        | 46.628                   | 2:18.640 (2)        | 77.09              | 2.468  | 13:06:24.867        |

|                                                              |                 |                          |                     |                    |       |                     |
|--------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P23 30 David LUFF</b> Suzuki SV 650 - ATP & Sarah O'Neill |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:17.694                                    |                 | BEST LAP TIME : 2:18.088 |                     | DIFFERENCE : 0.394 |       |                     |
| LAP                                                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                          |                 | <b>46.439</b>            | 2:24.976            | 73.72              | 6.888 | 12:59:29.445        |
| 2 -                                                          | <b>1:31.255</b> | 46.833                   | <b>2:18.088 (1)</b> | <b>77.40</b>       |       | <b>13:01:47.533</b> |
| 3 -                                                          | 1:32.704        | 46.943                   | 2:19.647 (3)        | 76.53              | 1.559 | 13:04:07.180        |
| 4 -                                                          | 1:31.359        | 47.048                   | 2:18.407 (2)        | 77.22              | 0.319 | 13:06:25.587        |

|                                                           |                 |                          |                     |                    |        |                     |
|-----------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P24 26 F400 Damian LEE</b> Yamaha TZR 250 - Leed Autos |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:17.161                                 |                 | BEST LAP TIME : 2:17.161 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                                       |                 | 46.209                   | 2:27.294            | 72.56              | 10.133 | 12:59:31.763        |
| 2 -                                                       | 1:32.292        | 46.896                   | 2:19.188 (3)        | 76.78              | 2.027  | 13:01:50.951        |
| 3 -                                                       | 1:31.554        | 46.033                   | 2:17.587 (2)        | 77.68              | 0.426  | 13:04:08.538        |
| 4 -                                                       | <b>1:31.515</b> | <b>45.646</b>            | <b>2:17.161 (1)</b> | <b>77.92</b>       |        | <b>13:06:25.699</b> |

|                                        |                 |                          |                     |                    |        |                     |
|----------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P25 46 F400 Isobel CARTER</b> - R&G |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:17.389              |                 | BEST LAP TIME : 2:17.389 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                    | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                    |                 | 46.836                   | 2:28.525            | 71.96              | 11.136 | 12:59:32.994        |
| 2 -                                    | 1:32.376        | 46.031                   | 2:18.407 (3)        | 77.22              | 1.018  | 13:01:51.401        |
| 3 -                                    | 1:31.926        | 46.229                   | 2:18.155 (2)        | 77.36              | 0.766  | 13:04:09.556        |
| 4 -                                    | <b>1:31.470</b> | <b>45.919</b>            | <b>2:17.389 (1)</b> | <b>77.79</b>       |        | <b>13:06:26.945</b> |

|                                                |                 |                          |                     |                    |        |                     |
|------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P26 172 Andrew ROBINSON</b> Yamaha YZF R6 - |                 |                          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:15.841                      |                 | BEST LAP TIME : 2:15.841 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                            |                 | 46.719                   | 2:28.455            | 71.99              | 12.614 | 12:59:32.924        |
| 2 -                                            | 1:30.868        | 46.529                   | 2:17.397 (2)        | 77.78              | 1.556  | 13:01:50.321        |
| 3 -                                            | 1:38.352        | 46.588                   | 2:24.940 (3)        | 73.74              | 9.099  | 13:04:15.261        |
| 4 -                                            | <b>1:29.905</b> | <b>45.936</b>            | <b>2:15.841 (1)</b> | <b>78.68</b>       |        | <b>13:06:31.102</b> |

|                                                                       |                 |                          |                     |                    |       |                     |
|-----------------------------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P27 35 TWINS Stuart THURTL</b> Aprilia RS660 - TeamTortoise Racing |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:25.020                                             |                 | BEST LAP TIME : 2:25.084 |                     | DIFFERENCE : 0.064 |       |                     |
| LAP                                                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                                                   |                 | <b>48.709</b>            | 2:33.506            | 69.62              | 8.422 | 12:59:37.975        |
| 2 -                                                                   | 1:36.678        | 58.221                   | 2:34.899 (2)        | 69.00              | 9.815 | 13:02:12.874        |
| 3 -                                                                   | <b>1:36.311</b> | 48.773                   | <b>2:25.084 (1)</b> | <b>73.66</b>       |       | <b>13:04:37.958</b> |

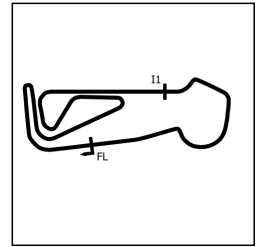
|                                                 |                 |                          |                     |                    |       |                     |
|-------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P28 29 Sarah MACDONALD</b> Suzuki GSXR 600 - |                 |                          |                     |                    |       |                     |
| IDEAL LAP TIME : 2:39.192                       |                 | BEST LAP TIME : 2:42.220 |                     | DIFFERENCE : 3.028 |       |                     |
| LAP                                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                             |                 | <b>52.673</b>            | 2:41.696            | 66.09              |       | 12:59:46.165        |
| 2 -                                             | <b>1:46.519</b> | 55.701                   | <b>2:42.220 (1)</b> | <b>65.88</b>       |       | <b>13:02:28.385</b> |
| 3 -                                             | 1:48.042        | 54.899                   | 2:42.941 (2)        | 65.59              | 0.721 | 13:05:11.326        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - SECTOR ANALYSIS



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

|                                |                 |                                     |                     |                    |        |                     |
|--------------------------------|-----------------|-------------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P29 2 TWINS James SEATH</b> |                 | Aprilia RS660 - Ovenden Earthmoving |                     |                    |        |                     |
| IDEAL LAP TIME : 2:08.295      |                 | BEST LAP TIME : 2:08.295            |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 43.278                              | 2:18.512            | 77.16              | 10.217 | 12:59:22.981        |
| 2 -                            | 1:27.141        | 42.747                              | 2:09.888 (2)        | 82.28              | 1.593  | 13:01:32.869        |
| 3 -                            | <b>1:25.683</b> | <b>42.612</b>                       | <b>2:08.295 (1)</b> | <b>83.30</b>       |        | <b>13:03:41.164</b> |
| 4 -                            | 1:27.033        | 44.143                              | 2:11.176 (3)        | 81.47              | 2.881  | 13:05:52.340        |

|                             |                 |                          |                     |                    |        |                     |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P30 53 Peter HAMMOND</b> |                 | Suzuki SRAD -            |                     |                    |        |                     |
| IDEAL LAP TIME : 2:15.989   |                 | BEST LAP TIME : 2:16.633 |                     | DIFFERENCE : 0.644 |        |                     |
| LAP                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |                 | <b>45.443</b>            | 2:26.815            | 72.79              | 10.182 | 12:59:31.284        |
| 2 -                         | 1:32.104        | 45.766                   | 2:17.870 (2)        | 77.52              | 1.237  | 13:01:49.154        |
| 3 -                         | 1:31.667        | 46.379                   | 2:18.046 (3)        | 77.42              | 1.413  | 13:04:07.200        |
| 4 -                         | <b>1:30.546</b> | 46.087                   | <b>2:16.633 (1)</b> | <b>78.22</b>       |        | <b>13:06:23.833</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 7 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | PERFECT LAP 2:03.182    |     |              |          |          |       |
| 1        | 61  | 1:22.265 | 22       | 40.917 | 1                       | 22  | DOWDS        | 2:03.332 | 2:03.382 | 0.050 |
| 2        | 22  | 1:22.415 | 61       | 41.098 | 2                       | 61  | HARRIS       | 2:03.363 | 2:03.689 | 0.326 |
| 3        | 961 | 1:23.697 | 961      | 41.784 | 3                       | 961 | SIM          | 2:05.481 | 2:05.514 | 0.033 |
| 4        | 112 | 1:24.356 | 112      | 41.935 | 4                       | 112 | GEDGE        | 2:06.291 | 2:06.570 | 0.279 |
| 5        | 77  | 1:24.467 | 5        | 41.960 | 5                       | 15  | SMITH        | 2:06.636 | 2:06.636 | 0.000 |
| 6        | 15  | 1:24.594 | 13       | 42.016 | 6                       | 77  | WHITE        | 2:06.712 | 2:06.712 | 0.000 |
| 7        | 48  | 1:24.660 | 15       | 42.042 | 7                       | 13  | MERCER       | 2:06.793 | 2:06.793 | 0.000 |
| 8        | 13  | 1:24.777 | 77       | 42.245 | 8                       | 5   | STONE        | 2:07.247 | 2:07.574 | 0.327 |
| 9        | 54  | 1:24.810 | 27       | 42.509 | 9                       | 48  | WALLIS       | 2:07.300 | 2:07.300 | 0.000 |
| 10       | 5   | 1:25.287 | 54       | 42.599 | 10                      | 54  | JAMISON      | 2:07.409 | 2:07.409 | 0.000 |
| 11       | 2   | 1:25.683 | 2        | 42.612 | 11                      | 2   | SEATH        | 2:08.295 | 2:08.295 | 0.000 |
| 12       | 69  | 1:25.794 | 48       | 42.640 | 12                      | 69  | SMITH        | 2:08.742 | 2:08.742 | 0.000 |
| 13       | 76  | 1:26.070 | 69       | 42.948 | 13                      | 76  | WILKINSON    | 2:09.165 | 2:09.165 | 0.000 |
| 14       | 81  | 1:26.075 | 76       | 43.095 | 14                      | 27  | BROWN        | 2:09.181 | 2:09.181 | 0.000 |
| 15       | 27  | 1:26.672 | 81       | 43.281 | 15                      | 81  | MAY          | 2:09.356 | 2:10.230 | 0.874 |
| 16       | 50  | 1:27.514 | 50       | 44.413 | 16                      | 50  | TUFNALL      | 2:11.927 | 2:11.927 | 0.000 |
| 17       | 8   | 1:29.141 | 137      | 45.061 | 17                      | 137 | McPHERSON    | 2:14.220 | 2:14.220 | 0.000 |
| 18       | 137 | 1:29.159 | 55       | 45.294 | 18                      | 8   | SMITH        | 2:14.602 | 2:14.602 | 0.000 |
| 19       | 172 | 1:29.905 | 131      | 45.431 | 19                      | 172 | ROBINSON     | 2:15.841 | 2:15.841 | 0.000 |
| 20       | 79  | 1:30.058 | 53       | 45.443 | 20                      | 53  | HAMMOND      | 2:15.989 | 2:16.633 | 0.644 |
| 21       | 53  | 1:30.546 | 8        | 45.461 | 21                      | 131 | KINGSTONE    | 2:16.002 | 2:16.002 | 0.000 |
| 22       | 131 | 1:30.571 | 40       | 45.612 | 22                      | 79  | CRONE        | 2:16.172 | 2:16.172 | 0.000 |
| 23       | 99  | 1:30.894 | 26       | 45.646 | 23                      | 55  | MANSON-CHUBB | 2:16.415 | 2:16.415 | 0.000 |
| 24       | 40  | 1:30.959 | 46       | 45.919 | 24                      | 40  | ORMROD       | 2:16.571 | 2:17.080 | 0.509 |
| 25       | 55  | 1:31.121 | 172      | 45.936 | 25                      | 99  | BELLOTTI     | 2:17.136 | 2:17.279 | 0.143 |
| 26       | 30  | 1:31.255 | 79       | 46.114 | 26                      | 26  | LEE          | 2:17.161 | 2:17.161 | 0.000 |
| 27       | 46  | 1:31.470 | 99       | 46.242 | 27                      | 46  | CARTER       | 2:17.389 | 2:17.389 | 0.000 |
| 28       | 26  | 1:31.515 | 30       | 46.439 | 28                      | 30  | LUFF         | 2:17.694 | 2:18.088 | 0.394 |
| 29       | 35  | 1:36.311 | 35       | 48.709 | 29                      | 35  | THURTL       | 2:25.020 | 2:25.084 | 0.064 |
| 30       | 29  | 1:46.519 | 29       | 52.673 | 30                      | 29  | MACDONALD    | 2:39.192 | 2:42.220 | 3.028 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 7 - STATISTICS

Competitors Started 30

Planned Start 2025-05-04 @ 12:30:00.000

Actual Start 2025-05-04 @ 12:57:04.468

Finish Time 2025-05-04 @ 13:04:37.957

Track Length 2.9689mi.

Total Laps 118

Total Distance Covered 350.3315mi.

Session Fastest Lap History

| NO | CL    | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------|----------------|----------|--------------|-----|---------------|
| 61 | TWINS | Cameron HARRIS | 2:03.708 | 13:01:17.507 | 2   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:03.382 | 13:01:17.766 | 2   | Suzuki GSX8R  |

Session Leader History

| NO | CL    | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE       |
|----|-------|----------------|----------|----------|------------|---------------|
| 61 | TWINS | Cameron HARRIS | 1        | 2        | 5.93 miles | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 3        | 2        | 5.93 miles | Suzuki GSX8R  |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:57:04.468 |
| FINISH | 13:04:37.957 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 4          | 11:04.844  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - STATISTICS

CLASS :

17 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|--------------|----------|--------------|-----|-----------------|
| 77  | Joe WHITE    | 2:07.435 | 13:01:25.150 | 2   | Suzuki GSXR 600 |
| 48  | Shaun WALLIS | 2:07.300 | 13:01:25.758 | 2   | Yamaha R6 (W)   |
| 112 | Vince GEDGE  | 2:06.826 | 13:01:25.860 | 2   | Honda CBR600    |
| 77  | Joe WHITE    | 2:06.712 | 13:05:39.665 | 4   | Suzuki GSXR 600 |
| 112 | Vince GEDGE  | 2:06.570 | 13:05:39.767 | 4   | Honda CBR600    |

#### Leader History

| NO | NAME      | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|-----------|----------|----------|-------------|-----------------|
| 77 | Joe WHITE | 1        | 4        | 11.87 miles | Suzuki GSXR 600 |

## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - STATISTICS

**CLASS : F400**

5 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----------------|----------|--------------|-----|----------------|
| 76 | Luca WILKINSON | 2:09.165 | 13:01:31.159 | 2   | Kawasaki ZX4RR |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|----------------|----------|----------|-------------|----------------|
| 76 | Luca WILKINSON | 1        | 4        | 11.87 miles | Kawasaki ZX4RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 7 - STATISTICS

**CLASS : TWINS**

8 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|----------------|----------|--------------|-----|---------------|
| 61 | Cameron HARRIS | 2:03.708 | 13:01:17.507 | 2   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:03.382 | 13:01:17.766 | 2   | Suzuki GSX8R  |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE       |
|----|----------------|----------|----------|------------|---------------|
| 61 | Cameron HARRIS | 1        | 2        | 5.93 miles | Aprilla RS660 |
| 22 | Darren DOWDS   | 3        | 2        | 5.93 miles | Suzuki GSX8R  |



## BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - GRID (5 Laps)

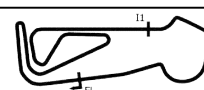
|        |    |     |                            |    |     |                    |    |     |                     |
|--------|----|-----|----------------------------|----|-----|--------------------|----|-----|---------------------|
| ROW 13 | 39 | 21  | Toby FINNIS                | 38 | 166 | Ben KING           | 37 | 89  | Daryl SKINNS        |
| ROW 12 | 36 | 88  | Florentin Valentin STANCIU | 35 | 402 | Kaine FARR         | 34 | 3   | Oliver ARBON        |
| ROW 11 | 33 | 138 | Craig JARMIN               | 32 | 65  | Ian SOILLEUX       | 31 | 141 | Jack ANDREWS        |
| ROW 10 | 30 | 29  | Sarah MACDONALD            | 29 | 35  | Stuart THURTL      | 28 | 30  | David LUFF          |
| ROW 9  | 27 | 46  | Isobel CARTER              | 26 | 99  | Lee BELLOTTI       | 25 | 26  | Damian LEE          |
| ROW 8  | 24 | 40  | Archie ORMROD              | 23 | 53  | Peter HAMMOND      | 22 | 55  | Magnus MANSON-CHUBB |
| ROW 7  | 21 | 79  | Sean CRONE                 | 20 | 131 | Nicholas KINGSTONE | 19 | 172 | Andrew ROBINSON     |
| ROW 6  | 18 | 8   | Leigh SMITH                | 17 | 137 | Colin McPHERSON    | 16 | 50  | Alex TUFNALL        |
| ROW 5  | 15 | 81  | Malvern MAY                | 14 | 27  | Ben BROWN          | 13 | 76  | Luca WILKINSON      |
| ROW 4  | 12 | 69  | Terry SMITH                | 11 | 2   | James SEATH        | 10 | 5   | Logan STONE         |
| ROW 3  | 9  | 54  | Adam JAMISON               | 8  | 48  | Shaun WALLIS       | 7  | 13  | Daniel MERCER       |
| ROW 2  | 6  | 77  | Joe WHITE                  | 5  | 15  | Nick SMITH         | 4  | 112 | Vince GEDGE         |
| ROW 1  | 3  | 961 | Jack SIM                   | 2  | 61  | Cameron HARRIS     | 1  | 22  | Darren DOWDS        |
| Pole   |    |     |                            |    |     |                    |    |     |                     |
|        |    |     |                            |    |     |                    |    |     |                     |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:33 Sunday, 04 May 2025





## BMCR-MRO Championships 2025 - Rnd 3 @ Snetterton 300

### Thunderbike Sport, Supertwins & Formula 400

## RACE 18 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL    | PIC | NAME                | ENTRY                                                   | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓  |
|-----|-----|-------|-----|---------------------|---------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|-----|
| 1   | 22  | TWINS | 1   | Darren DOWDS        | Suzuki GSX8R - Sublime Dsg Ltd                          | 5    | 10:37.188 |          |        | 83.86 | 2:04.977 | 4  | 1   | 0   |
| 2   | 61  | TWINS | 2   | Cameron HARRIS      | Aprilla RS660 - Harris / Tony Scott Motorsport          | 5    | 10:37.229 | 0.041    | 0.041  | 83.86 | 2:05.519 | 5  | 2   | 0   |
| 3   | 5   |       | 1   | Logan STONE         | Yamaha R6 -                                             | 5    | 10:57.047 | 19.859   | 19.818 | 81.33 | 2:08.205 | 2  | 10  | 7   |
| 4   | 112 |       | 2   | Vince GEDGE         | Honda CBR600 -                                          | 5    | 10:57.138 | 19.950   | 0.091  | 81.32 | 2:08.957 | 2  | 4   | 0   |
| 5   | 15  |       | 3   | Nick SMITH          | Honda CBR600RR - Hi-Precision Engineering Ltd           | 5    | 10:57.765 | 20.577   | 0.627  | 81.24 | 2:09.618 | 3  | 5   | 0   |
| 6   | 13  |       | 4   | Daniel MERCER       | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engin | 5    | 10:58.381 | 21.193   | 0.616  | 81.16 | 2:09.028 | 2  | 7   | 1   |
| 7   | 77  |       | 5   | Joe WHITE           | Suzuki GSXR 600 - The Race Shack /Just In Graphics      | 5    | 11:02.684 | 25.496   | 4.303  | 80.64 | 2:09.424 | 3  | 6   | -1  |
| 8   | 48  |       | 6   | Shaun WALLIS        | Yamaha R6 (W) - MBC Despatch Racing                     | 5    | 11:02.781 | 25.593   | 0.097  | 80.63 | 2:09.795 | 2  | 8   | 0   |
| 9   | 27  | TWINS | 3   | Ben BROWN           | Yamaha R7 - Hunts Motorcycles                           | 5    | 11:10.564 | 33.376   | 7.783  | 79.69 | 2:12.109 | 2  | 14  | 5   |
| 10  | 76  | F400  | 1   | Luca WILKINSON      | Kawasaki ZX4RR - Speedy Freight - NW Racing             | 5    | 11:19.329 | 42.141   | 8.765  | 78.66 | 2:13.048 | 3  | 13  | 3   |
| 11  | 99  |       | 7   | Lee BELLOTTI        | Kawasaki ZX6R - My Wallet                               | 5    | 11:23.035 | 45.847   | 3.706  | 78.23 | 2:12.847 | 5  | 26  | 15  |
| 12  | 50  | TWINS | 4   | Alex TUFNALL        | Aprilia RS660 -                                         | 5    | 11:25.105 | 47.917   | 2.070  | 78.00 | 2:12.231 | 5  | 16  | 4   |
| 13  | 81  | TWINS | 5   | Malvern MAY         | Aprilia RS660 - IMP racing                              | 5    | 11:25.300 | 48.112   | 0.195  | 77.98 | 2:12.668 | 5  | 15  | 2   |
| 14  | 137 |       | 8   | Colin McPHERSON     | Yamaha R6 -                                             | 5    | 11:25.380 | 48.192   | 0.080  | 77.97 | 2:14.311 | 5  | 17  | 3   |
| 15  | 69  |       | 9   | Terry SMITH         | Yamaha R6 - IMP Racing                                  | 5    | 11:28.550 | 51.362   | 3.170  | 77.61 | 2:14.363 | 2  | 12  | -3  |
| 16  | 131 |       | 10  | Nicholas KINGSTONE  | Suzuki GSXR600 -                                        | 5    | 11:34.423 | 57.235   | 5.873  | 76.95 | 2:13.632 | 5  | 20  | 4   |
| 17  | 79  | F400  | 2   | Sean CRONE          | Kawasaki NINJA 400 - BD Racing                          | 5    | 11:35.160 | 57.972   | 0.737  | 76.87 | 2:14.748 | 3  | 21  | 4   |
| 18  | 172 |       | 11  | Andrew ROBINSON     | Yamaha YZF R6 -                                         | 5    | 11:48.756 | 1:11.568 | 13.596 | 75.40 | 2:15.832 | 5  | 19  | 1   |
| 19  | 40  | F400  | 3   | Archie ORMROD       | Kawasaki NINJA 400 - Prestige Flooring                  | 5    | 11:53.595 | 1:16.407 | 4.839  | 74.88 | 2:20.562 | 3  | 24  | 5   |
| 20  | 30  |       | 12  | David LUFF          | Suzuki SV 650 - ATP & Sarah O'Neill                     | 5    | 11:53.750 | 1:16.562 | 0.155  | 74.87 | 2:19.299 | 5  | 28  | 8   |
| 21  | 55  |       | 13  | Magnus MANSON-CHUBB | Kawasaki ZXR400L -                                      | 5    | 11:53.986 | 1:16.798 | 0.236  | 74.84 | 2:19.833 | 5  | 22  | 1   |
| 22  | 46  | F400  | 4   | Isobel CARTER       | - R&G                                                   | 5    | 11:58.237 | 1:21.049 | 4.251  | 74.40 | 2:19.702 | 3  | 27  | 5   |
| 23  | 2   | TWINS | 6   | James SEATH         | Aprilia RS660 - Ovenden Earthmoving                     | 5    | 11:58.365 | 1:21.177 | 0.128  | 74.39 | 2:21.743 | 3  | 11  | -12 |
| 24  | 26  | F400  | 5   | Damian LEE          | Yamaha TZR 250 - Leed Autos                             | 5    | 12:00.057 | 1:22.869 | 1.692  | 74.21 | 2:19.936 | 3  | 25  | 1   |
| 25  | 8   |       | 14  | Leigh SMITH         | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde | 5    | 12:07.186 | 1:29.998 | 7.129  | 73.48 | 2:19.155 | 3  | 18  | -7  |
| 26  | 138 | TWINS | 7   | Craig JARMIN        | Suzuki SV 650 - SK PreP / NB Toolmaking                 | 5    | 12:07.541 | 1:30.353 | 0.355  | 73.45 | 2:21.987 | 3  | 33  | 7   |
| 27  | 35  | TWINS | 8   | Stuart THURTL       | Aprilia RS660 - TeamTortoise Racing                     | 4    | 10:37.745 | 1 Lap    | 1 Lap  | 67.03 | 2:33.136 | 2  | 29  | 2   |
| 28  | 29  |       | 15  | Sarah MACDONALD     | Suzuki GSXR 600 -                                       | 4    | 10:52.556 | 1 Lap    | 14.811 | 65.51 | 2:39.153 | 2  | 30  | 2   |

NOT CLASSIFIED

|     |    |  |  |              |                       |   |  |  |  |  |  |  |   |  |
|-----|----|--|--|--------------|-----------------------|---|--|--|--|--|--|--|---|--|
| DNF | 54 |  |  | Adam JAMISON | Yamaha R6 - AJ Racing | 0 |  |  |  |  |  |  | 9 |  |
|-----|----|--|--|--------------|-----------------------|---|--|--|--|--|--|--|---|--|

FASTEST LAP

|    |       |                |                                             |   |          |           |            |
|----|-------|----------------|---------------------------------------------|---|----------|-----------|------------|
| 22 | TWINS | Darren DOWDS   | Suzuki GSX8R - Sublime Dsg Ltd              | 4 | 2:04.977 | 85.52 mph | 137.63 kph |
| 5  |       | Logan STONE    | Yamaha R6 -                                 | 2 | 2:08.205 | 83.36 mph | 134.16 kph |
| 76 | F400  | Luca WILKINSON | Kawasaki ZX4RR - Speedy Freight - NW Racing | 3 | 2:13.048 | 80.33 mph | 129.28 kph |

Class TWINS - 92.5% of Race Speed = 77.57 mph

Class - 92.5% of Race Speed = 75.23 mph

Class F400 - 92.5% of Race Speed = 72.76 mph

Weather / Track : Cloudy / Dry

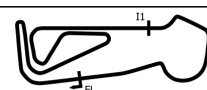
These results are provisional until the conclusion of any judicial and technical matters.

Date: 04/05/2025 Start: 17:49 Finish: 18:00

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:02 Sunday, 04 May 2025





BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 18 - LAP CHART

| LAP 1 @ 17:52:12.634 |        |          | LAP 2 @ 17:54:18.713 |          |          | LAP 3 @ 17:56:24.984 |          |          | LAP 4 @ 17:58:30.576 |          |          | LAP 5 @ 18:00:36.108 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 22                   |        | 2:13.714 | 61                   |          | 2:06.034 | 61                   |          | 2:06.271 | 22                   |          | 2:04.977 | 22                   |          | 2:05.532 |
| 61                   | 0.045  | 2:13.759 | 22                   | 0.328    | 2:06.407 | 22                   | 0.615    | 2:06.558 | 61                   | 0.054    | 2:05.646 | 61                   | 0.041    | 2:05.519 |
| 15                   | 1.191  | 2:14.905 | 77                   | 5.000    | 2:09.698 | 77                   | 8.153    | 2:09.424 | 13                   | 15.318   | 2:11.219 | 35                   | 1 Lap    | 2:38.452 |
| 77                   | 1.381  | 2:15.095 | 112                  | 5.394    | 2:08.957 | 15                   | 9.510    | 2:09.618 | 77                   | 15.350   | 2:12.789 | 29                   | 1 Lap    | 2:44.508 |
| 112                  | 2.516  | 2:16.230 | 15                   | 6.163    | 2:11.051 | 13                   | 9.691    | 2:09.658 | 15                   | 15.668   | 2:11.750 | 5                    | 19.859   | 2:09.650 |
| 13                   | 3.355  | 2:17.069 | 13                   | 6.304    | 2:09.028 | 112                  | 10.185   | 2:11.062 | 5                    | 15.741   | 2:11.096 | 112                  | 19.950   | 2:09.586 |
| 5                    | 4.390  | 2:18.104 | 5                    | 6.516    | 2:08.205 | 5                    | 10.237   | 2:09.992 | 112                  | 15.896   | 2:11.303 | 15                   | 20.577   | 2:10.441 |
| 48                   | 5.243  | 2:18.957 | 48                   | 8.959    | 2:09.795 | 48                   | 12.686   | 2:09.998 | 48                   | 17.965   | 2:10.871 | 13                   | 21.193   | 2:11.407 |
| 27                   | 5.357  | 2:19.071 | 27                   | 11.387   | 2:12.109 | 27                   | 17.616   | 2:12.500 | 27                   | 24.781   | 2:12.757 | 77                   | 25.496   | 2:15.678 |
| 76                   | 6.769  | 2:20.483 | 76                   | 13.961   | 2:13.271 | 76                   | 20.738   | 2:13.048 | 76                   | 30.624   | 2:15.478 | 48                   | 25.593   | 2:13.160 |
| 137                  | 12.265 | 2:25.979 | 137                  | 21.089   | 2:14.903 | 137                  | 29.730   | 2:14.912 | 99                   | 38.532   | 2:13.511 | 27                   | 33.376   | 2:14.127 |
| 69                   | 13.181 | 2:26.895 | 69                   | 21.465   | 2:14.363 | 69                   | 30.050   | 2:14.856 | 137                  | 39.413   | 2:15.275 | 76                   | 42.141   | 2:17.049 |
| 2                    | 13.409 | 2:27.123 | 81                   | 22.238   | 2:14.565 | 99                   | 30.613   | 2:13.701 | 69                   | 40.638   | 2:16.180 | 99                   | 45.847   | 2:12.847 |
| 81                   | 13.752 | 2:27.466 | 50                   | 22.633   | 2:14.750 | 81                   | 30.844   | 2:14.877 | 81                   | 40.976   | 2:15.724 | 50                   | 47.917   | 2:12.231 |
| 50                   | 13.962 | 2:27.676 | 99                   | 23.183   | 2:14.736 | 50                   | 31.055   | 2:14.693 | 50                   | 41.218   | 2:15.755 | 81                   | 48.112   | 2:12.668 |
| 99                   | 14.526 | 2:28.240 | 79                   | 27.251   | 2:18.329 | 79                   | 35.728   | 2:14.748 | 79                   | 47.048   | 2:16.912 | 137                  | 48.192   | 2:14.311 |
| 40                   | 14.893 | 2:28.607 | 131                  | 29.586   | 2:20.760 | 131                  | 39.132   | 2:15.817 | 131                  | 49.135   | 2:15.595 | 69                   | 51.362   | 2:16.256 |
| 131                  | 14.905 | 2:28.619 | 2                    | 29.608   | 2:22.278 | 2                    | 45.080   | 2:21.743 | 40                   | 1:01.218 | 2:21.386 | 131                  | 57.235   | 2:13.632 |
| 55                   | 14.931 | 2:28.645 | 55                   | 31.030   | 2:22.178 | 40                   | 45.424   | 2:20.562 | 172                  | 1:01.268 | 2:21.097 | 79                   | 57.972   | 2:16.456 |
| 79                   | 15.001 | 2:28.715 | 40                   | 31.133   | 2:22.319 | 55                   | 45.534   | 2:20.775 | 55                   | 1:02.497 | 2:22.555 | 172                  | 1:11.568 | 2:15.832 |
| 30                   | 17.060 | 2:30.774 | 172                  | 31.416   | 2:19.010 | 172                  | 45.763   | 2:20.618 | 30                   | 1:02.795 | 2:22.574 | 40                   | 1:16.407 | 2:20.721 |
| 46                   | 17.218 | 2:30.932 | 30                   | 32.289   | 2:21.308 | 30                   | 45.813   | 2:19.795 | 2                    | 1:03.427 | 2:23.939 | 30                   | 1:16.562 | 2:19.299 |
| 26                   | 17.465 | 2:31.179 | 46                   | 33.025   | 2:21.886 | 46                   | 46.456   | 2:19.702 | 46                   | 1:03.498 | 2:22.634 | 55                   | 1:16.798 | 2:19.833 |
| 172                  | 18.485 | 2:32.199 | 26                   | 33.231   | 2:21.845 | 26                   | 46.896   | 2:19.936 | 26                   | 1:05.991 | 2:24.687 | 46                   | 1:21.049 | 2:23.083 |
| 138                  | 20.567 | 2:34.281 | 138                  | 37.174   | 2:22.686 | 8                    | 51.605   | 2:19.155 | 8                    | 1:10.312 | 2:24.299 | 2                    | 1:21.177 | 2:23.282 |
| 8                    | 21.884 | 2:35.598 | 8                    | 38.721   | 2:22.916 | 138                  | 52.890   | 2:21.987 | 138                  | 1:11.571 | 2:24.273 | 26                   | 1:22.869 | 2:22.410 |
| 29                   | 32.276 | 2:45.990 | 29                   | 1:05.350 | 2:39.153 | 35                   | 1:33.229 | 2:33.931 |                      |          |          | 8                    | 1:29.998 | 2:25.218 |
| 35                   | 38.512 | 2:52.226 | 35                   | 1:05.569 | 2:33.136 | 29                   | 1:41.984 | 2:42.905 |                      |          |          | 138                  | 1:30.353 | 2:24.314 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

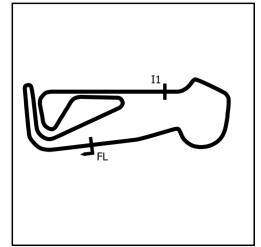
RACE 18 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 22  | DOWDS        | 1   | 22  | 61  | 61  | 22  | 22  |
| 61  | HARRIS       | 2   | 61  | 22  | 22  | 61  | 61  |
| 112 | GEDGE        | 3   | 15  | 77  | 77  | 13  | 5   |
| 15  | SMITH        | 4   | 77  | 112 | 15  | 77  | 112 |
| 77  | WHITE        | 5   | 112 | 15  | 13  | 15  | 15  |
| 13  | MERCER       | 6   | 13  | 13  | 112 | 5   | 13  |
| 48  | WALLIS       | 7   | 5   | 5   | 5   | 112 | 77  |
| 54  | JAMISON      | 8   | 48  | 48  | 48  | 48  | 48  |
| 5   | STONE        | 9   | 27  | 27  | 27  | 27  | 27  |
| 2   | SEATH        | 10  | 76  | 76  | 76  | 76  | 76  |
| 69  | SMITH        | 11  | 137 | 137 | 137 | 99  | 99  |
| 76  | WILKINSON    | 12  | 69  | 69  | 69  | 137 | 50  |
| 27  | BROWN        | 13  | 2   | 81  | 99  | 69  | 81  |
| 81  | MAY          | 14  | 81  | 50  | 81  | 81  | 137 |
| 50  | TUFNALL      | 15  | 50  | 99  | 50  | 50  | 69  |
| 137 | McPHERSON    | 16  | 99  | 79  | 79  | 79  | 131 |
| 8   | SMITH        | 17  | 40  | 131 | 131 | 131 | 79  |
| 172 | ROBINSON     | 18  | 131 | 2   | 2   | 40  | 172 |
| 131 | KINGSTONE    | 19  | 55  | 55  | 40  | 172 | 40  |
| 79  | CRONE        | 20  | 79  | 40  | 55  | 55  | 30  |
| 55  | MANSON-CHUBB | 21  | 30  | 172 | 172 | 30  | 55  |
| 40  | ORMROD       | 22  | 46  | 30  | 30  | 2   | 46  |
| 26  | LEE          | 23  | 26  | 46  | 46  | 46  | 2   |
| 99  | BELLOTTI     | 24  | 172 | 26  | 26  | 26  | 26  |
| 46  | CARTER       | 25  | 138 | 138 | 8   | 8   | 8   |
| 30  | LUFF         | 26  | 8   | 8   | 138 | 138 | 138 |
| 35  | THURTLIE     | 27  | 29  | 29  | 35  | 35  |     |
| 29  | MACDONALD    | 28  | 35  | 35  | 29  | 29  |     |
| 138 | JARMIN       | 29  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - SECTOR ANALYSIS



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

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>22 TWINS</b> | <b>Darren DOWDS</b>      | Suzuki GSX8R - Sublime Dsg Ltd |              |       |                     |
| IDEAL LAP TIME : 2:04.977 |                 | BEST LAP TIME : 2:04.977 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.768                   | 2:13.714                       | 79.93        | 8.737 | 17:52:12.634        |
| 2 -                       | 1:24.636        | 41.771                   | 2:06.407 (3)                   | 84.55        | 1.430 | 17:54:19.041        |
| 3 -                       | 1:23.960        | 42.598                   | 2:06.558                       | 84.45        | 1.581 | 17:56:25.599        |
| 4 -                       | <b>1:23.493</b> | <b>41.484</b>            | <b>2:04.977 (1)</b>            | <b>85.52</b> |       | <b>17:58:30.576</b> |
| 5 -                       | 1:23.569        | 41.963                   | 2:05.532 (2)                   | 85.14        | 0.555 | 18:00:36.108        |

|                           |                 |                          |                                                |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>61 TWINS</b> | <b>Cameron HARRIS</b>    | Aprilla RS660 - Harris / Tony Scott Motorsport |              |       |                     |
| IDEAL LAP TIME : 2:05.385 |                 | BEST LAP TIME : 2:05.519 | DIFFERENCE : 0.134                             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.741                   | 2:13.759                                       | 79.90        | 8.240 | 17:52:12.679        |
| 2 -                       | 1:24.307        | 41.727                   | 2:06.034 (3)                                   | 84.80        | 0.515 | 17:54:18.713        |
| 3 -                       | 1:24.237        | 42.034                   | 2:06.271                                       | 84.64        | 0.752 | 17:56:24.984        |
| 4 -                       | 1:24.145        | <b>41.501</b>            | 2:05.646 (2)                                   | 85.06        | 0.127 | 17:58:30.630        |
| 5 -                       | <b>1:23.884</b> | 41.635                   | <b>2:05.519 (1)</b>                            | <b>85.15</b> |       | <b>18:00:36.149</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>5</b>        | <b>Logan STONE</b>       | Yamaha R6 -         |              |       |                     |
| IDEAL LAP TIME : 2:07.799 |                 | BEST LAP TIME : 2:08.205 | DIFFERENCE : 0.406  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.297                   | 2:18.104            | 77.39        | 9.899 | 17:52:17.024        |
| 2 -                       | <b>1:24.929</b> | 43.276                   | <b>2:08.205 (1)</b> | <b>83.36</b> |       | <b>17:54:25.229</b> |
| 3 -                       | 1:27.004        | 42.988                   | 2:09.992 (3)        | 82.22        | 1.787 | 17:56:35.221        |
| 4 -                       | 1:25.474        | 45.622                   | 2:11.096            | 81.52        | 2.891 | 17:58:46.317        |
| 5 -                       | 1:26.780        | <b>42.870</b>            | 2:09.650 (2)        | 82.43        | 1.445 | 18:00:55.967        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>112</b>      | <b>Vince GEDGE</b>       | Honda CBR600 -      |              |       |                     |
| IDEAL LAP TIME : 2:08.419 |                 | BEST LAP TIME : 2:08.957 | DIFFERENCE : 0.538  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.862                   | 2:16.230            | 78.45        | 7.273 | 17:52:15.150        |
| 2 -                       | <b>1:25.837</b> | 43.120                   | <b>2:08.957 (1)</b> | <b>82.88</b> |       | <b>17:54:24.107</b> |
| 3 -                       | 1:28.480        | <b>42.582</b>            | 2:11.062 (3)        | 81.54        | 2.105 | 17:56:35.169        |
| 4 -                       | 1:26.357        | 44.946                   | 2:11.303            | 81.40        | 2.346 | 17:58:46.472        |
| 5 -                       | 1:26.482        | 43.104                   | 2:09.586 (2)        | 82.47        | 0.629 | 18:00:56.058        |

|                           |                 |                          |                                               |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>15</b>       | <b>Nick SMITH</b>        | Honda CBR600RR - Hi-Precision Engineering Ltd |              |       |                     |
| IDEAL LAP TIME : 2:08.586 |                 | BEST LAP TIME : 2:09.618 | DIFFERENCE : 1.032                            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 42.949                   | 2:14.905                                      | 79.22        | 5.287 | 17:52:13.825        |
| 2 -                       | 1:27.374        | 43.677                   | 2:11.051 (3)                                  | 81.55        | 1.433 | 17:54:24.876        |
| 3 -                       | 1:26.927        | <b>42.691</b>            | <b>2:09.618 (1)</b>                           | <b>82.45</b> |       | <b>17:56:34.494</b> |
| 4 -                       | <b>1:25.895</b> | 45.855                   | 2:11.750                                      | 81.12        | 2.132 | 17:58:46.244        |
| 5 -                       | 1:27.169        | 43.272                   | 2:10.441 (2)                                  | 81.93        | 0.823 | 18:00:56.685        |

|                           |                 |                          |                                                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>13</b>       | <b>Daniel MERCER</b>     | Yamaha R6 - Merc&Co Racing, Apex2Apex, Electrical Engineeri |              |       |                     |
| IDEAL LAP TIME : 2:08.245 |                 | BEST LAP TIME : 2:09.028 | DIFFERENCE : 0.783                                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 43.292                   | 2:17.069                                                    | 77.97        | 8.041 | 17:52:15.989        |
| 2 -                       | <b>1:25.619</b> | 43.409                   | <b>2:09.028 (1)</b>                                         | <b>82.83</b> |       | <b>17:54:25.017</b> |
| 3 -                       | 1:27.032        | <b>42.626</b>            | 2:09.658 (2)                                                | 82.43        | 0.630 | 17:56:34.675        |
| 4 -                       | 1:25.859        | 45.360                   | 2:11.219 (3)                                                | 81.45        | 2.191 | 17:58:45.894        |
| 5 -                       | 1:27.134        | 44.273                   | 2:11.407                                                    | 81.33        | 2.379 | 18:00:57.301        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - SECTOR ANALYSIS



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

| P7                        | 77              | Joe WHITE                | Suzuki GSXR 600 - The Race Shack /Just In Graphics |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.979 |                 | BEST LAP TIME : 2:09.424 | DIFFERENCE : 0.445                                 |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>42.521</b>            | 2:15.095                                           | 79.11        | 5.671 | 17:52:14.015        |
| 2 -                       | <b>1:26.458</b> | 43.240                   | 2:09.698 (2)                                       | 82.40        | 0.274 | 17:54:23.713        |
| 3 -                       | 1:26.593        | 42.831                   | <b>2:09.424 (1)</b>                                | <b>82.58</b> |       | <b>17:56:33.137</b> |
| 4 -                       | 1:26.488        | 46.301                   | 2:12.789 (3)                                       | 80.48        | 3.365 | 17:58:45.926        |
| 5 -                       | 1:31.052        | 44.626                   | 2:15.678                                           | 78.77        | 6.254 | 18:01:01.604        |

| P8                        | 48              | Shaun WALLIS             | Yamaha R6 (W) - MBC Despatch Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:09.733 |                 | BEST LAP TIME : 2:09.795 | DIFFERENCE : 0.062                  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.478                   | 2:18.957                            | 76.91        | 9.162 | 17:52:17.877        |
| 2 -                       | <b>1:26.135</b> | 43.660                   | <b>2:09.795 (1)</b>                 | <b>82.34</b> |       | <b>17:54:27.672</b> |
| 3 -                       | 1:26.400        | <b>43.598</b>            | 2:09.998 (2)                        | 82.21        | 0.203 | 17:56:37.670        |
| 4 -                       | 1:26.838        | 44.033                   | 2:10.871 (3)                        | 81.66        | 1.076 | 17:58:48.541        |
| 5 -                       | 1:28.801        | 44.359                   | 2:13.160                            | 80.26        | 3.365 | 18:01:01.701        |

| P9                        | 27 TWINS        | Ben BROWN                | Yamaha R7 - Hunts Motorcycles |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:11.951 |                 | BEST LAP TIME : 2:12.109 | DIFFERENCE : 0.158            |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                      | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>43.642</b>            | 2:19.071                      | 76.85        | 6.962 | 17:52:17.991        |
| 2 -                       | <b>1:28.309</b> | 43.800                   | <b>2:12.109 (1)</b>           | <b>80.90</b> |       | <b>17:54:30.100</b> |
| 3 -                       | 1:28.513        | 43.987                   | 2:12.500 (2)                  | 80.66        | 0.391 | 17:56:42.600        |
| 4 -                       | 1:28.842        | 43.915                   | 2:12.757 (3)                  | 80.50        | 0.648 | 17:58:55.357        |
| 5 -                       | 1:29.682        | 44.445                   | 2:14.127                      | 79.68        | 2.018 | 18:01:09.484        |

| P10                       | 76 F400         | Luca WILKINSON           | Kawasaki ZX4RR - Speedy Freight - NW Racing |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.920 |                 | BEST LAP TIME : 2:13.048 | DIFFERENCE : 0.128                          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.867                   | 2:20.483                                    | 76.08        | 7.435 | 17:52:19.403        |
| 2 -                       | 1:29.485        | <b>43.786</b>            | 2:13.271 (2)                                | 80.19        | 0.223 | 17:54:32.674        |
| 3 -                       | <b>1:29.134</b> | 43.914                   | <b>2:13.048 (1)</b>                         | <b>80.33</b> |       | <b>17:56:45.722</b> |
| 4 -                       | 1:30.628        | 44.850                   | 2:15.478 (3)                                | 78.89        | 2.430 | 17:59:01.200        |
| 5 -                       | 1:31.469        | 45.580                   | 2:17.049                                    | 77.98        | 4.001 | 18:01:18.249        |

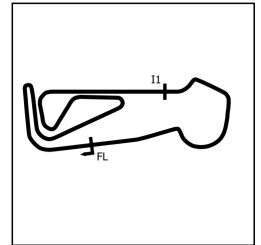
| P11                       | 99              | Lee BELLOTTI             | Kawasaki ZX6R - My Wallet |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.847 |                 | BEST LAP TIME : 2:12.847 | DIFFERENCE : 0.000        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.802                   | 2:28.240                  | 72.09        | 15.393 | 17:52:27.160        |
| 2 -                       | 1:29.785        | 44.951                   | 2:14.736                  | 79.32        | 1.889  | 17:54:41.896        |
| 3 -                       | 1:29.061        | 44.640                   | 2:13.701 (3)              | 79.94        | 0.854  | 17:56:55.597        |
| 4 -                       | 1:28.970        | 44.541                   | 2:13.511 (2)              | 80.05        | 0.664  | 17:59:09.108        |
| 5 -                       | <b>1:28.341</b> | <b>44.506</b>            | <b>2:12.847 (1)</b>       | <b>80.45</b> |        | <b>18:01:21.955</b> |

| P12              | 50 TWINS | Alex TUFNALL             | Aprilia RS660 -     |              |        |                     |
|------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 2:12.231 | DIFFERENCE :        |              |        |                     |
| LAP              | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -              |          |                          | 2:27.676            | 72.37        | 15.445 | 17:52:26.596        |
| 2 -              |          |                          | 2:14.750 (3)        | 79.31        | 2.519  | 17:54:41.346        |
| 3 -              |          |                          | 2:14.693 (2)        | 79.35        | 2.462  | 17:56:56.039        |
| 4 -              |          |                          | 2:15.755            | 78.73        | 3.524  | 17:59:11.794        |
| 5 -              |          |                          | <b>2:12.231 (1)</b> | <b>80.82</b> |        | <b>18:01:24.025</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - SECTOR ANALYSIS



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

|                                 |                 |                            |                     |                    |        |                     |
|---------------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| <b>P13 81 TWINS Malvern MAY</b> |                 | Aprilia RS660 - IMP racing |                     |                    |        |                     |
| IDEAL LAP TIME : 2:12.668       |                 | BEST LAP TIME : 2:12.668   |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                             | SECTOR 1        | SECTOR 2                   | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                             |                 | 47.197                     | 2:27.466            | 72.47              | 14.798 | 17:52:26.386        |
| 2 -                             | 1:29.616        | 44.949                     | 2:14.565 (2)        | 79.42              | 1.897  | 17:54:40.951        |
| 3 -                             | 1:29.718        | 45.159                     | 2:14.877 (3)        | 79.24              | 2.209  | 17:56:55.828        |
| 4 -                             | 1:30.703        | 45.021                     | 2:15.724            | 78.74              | 3.056  | 17:59:11.552        |
| 5 -                             | <b>1:27.814</b> | <b>44.854</b>              | <b>2:12.668 (1)</b> | <b>80.56</b>       |        | <b>18:01:24.220</b> |

|                                |                 |                          |                     |                    |        |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P14 137 Colin McPHERSON</b> |                 | Yamaha R6 -              |                     |                    |        |                     |
| IDEAL LAP TIME : 2:13.800      |                 | BEST LAP TIME : 2:14.311 |                     | DIFFERENCE : 0.511 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 46.437                   | 2:25.979            | 73.21              | 11.668 | 17:52:24.899        |
| 2 -                            | 1:29.881        | 45.022                   | 2:14.903 (2)        | 79.22              | 0.592  | 17:54:39.802        |
| 3 -                            | 1:29.911        | <b>45.001</b>            | 2:14.912 (3)        | 79.22              | 0.601  | 17:56:54.714        |
| 4 -                            | 1:29.771        | 45.504                   | 2:15.275            | 79.01              | 0.964  | 17:59:09.989        |
| 5 -                            | <b>1:28.799</b> | 45.512                   | <b>2:14.311 (1)</b> | <b>79.57</b>       |        | <b>18:01:24.300</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P15 69 Terry SMITH</b> |                 | Yamaha R6 - IMP Racing   |                     |                    |        |                     |
| IDEAL LAP TIME : 2:14.119 |                 | BEST LAP TIME : 2:14.363 |                     | DIFFERENCE : 0.244 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.320                   | 2:26.895            | 72.75              | 12.532 | 17:52:25.815        |
| 2 -                       | <b>1:29.092</b> | 45.271                   | <b>2:14.363 (1)</b> | <b>79.54</b>       |        | <b>17:54:40.178</b> |
| 3 -                       | 1:29.829        | <b>45.027</b>            | 2:14.856 (2)        | 79.25              | 0.493  | 17:56:55.034        |
| 4 -                       | 1:30.571        | 45.609                   | 2:16.180 (3)        | 78.48              | 1.817  | 17:59:11.214        |
| 5 -                       | 1:30.994        | 45.262                   | 2:16.256            | 78.44              | 1.893  | 18:01:27.470        |

|                                   |                 |                          |                     |                    |        |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P16 131 Nicholas KINGSTONE</b> |                 | Suzuki GSXR600 -         |                     |                    |        |                     |
| IDEAL LAP TIME : 2:13.632         |                 | BEST LAP TIME : 2:13.632 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                               |                 | 47.622                   | 2:28.619            | 71.91              | 14.987 | 17:52:27.539        |
| 2 -                               | 1:34.465        | 46.295                   | 2:20.760            | 75.93              | 7.128  | 17:54:48.299        |
| 3 -                               | 1:30.399        | 45.418                   | 2:15.817 (3)        | 78.69              | 2.185  | 17:57:04.116        |
| 4 -                               | 1:30.522        | 45.073                   | 2:15.595 (2)        | 78.82              | 1.963  | 17:59:19.711        |
| 5 -                               | <b>1:29.285</b> | <b>44.347</b>            | <b>2:13.632 (1)</b> | <b>79.98</b>       |        | <b>18:01:33.343</b> |

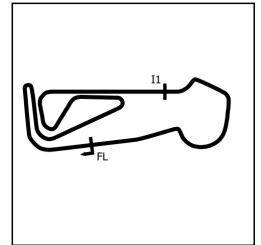
|                               |                 |                                |                     |                    |        |                     |
|-------------------------------|-----------------|--------------------------------|---------------------|--------------------|--------|---------------------|
| <b>P17 79 F400 Sean CRONE</b> |                 | Kawasaki NINJA 400 - BD Racing |                     |                    |        |                     |
| IDEAL LAP TIME : 2:14.748     |                 | BEST LAP TIME : 2:14.748       |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                           | SECTOR 1        | SECTOR 2                       | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |                 | 47.085                         | 2:28.715            | 71.86              | 13.967 | 17:52:27.635        |
| 2 -                           | 1:33.499        | 44.830                         | 2:18.329            | 77.26              | 3.581  | 17:54:45.964        |
| 3 -                           | <b>1:29.996</b> | <b>44.752</b>                  | <b>2:14.748 (1)</b> | <b>79.31</b>       |        | <b>17:57:00.712</b> |
| 4 -                           | 1:31.272        | 45.640                         | 2:16.912 (3)        | 78.06              | 2.164  | 17:59:17.624        |
| 5 -                           | 1:31.001        | 45.455                         | 2:16.456 (2)        | 78.32              | 1.708  | 18:01:34.080        |

|                                |                 |                          |                     |                    |        |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P18 172 Andrew ROBINSON</b> |                 | Yamaha YZF R6 -          |                     |                    |        |                     |
| IDEAL LAP TIME : 2:15.832      |                 | BEST LAP TIME : 2:15.832 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 46.572                   | 2:32.199            | 70.22              | 16.367 | 17:52:31.119        |
| 2 -                            | 1:31.729        | 47.281                   | 2:19.010 (2)        | 76.88              | 3.178  | 17:54:50.129        |
| 3 -                            | 1:32.383        | 48.235                   | 2:20.618 (3)        | 76.00              | 4.786  | 17:57:10.747        |
| 4 -                            | 1:33.554        | 47.543                   | 2:21.097            | 75.74              | 5.265  | 17:59:31.844        |
| 5 -                            | <b>1:29.800</b> | <b>46.032</b>            | <b>2:15.832 (1)</b> | <b>78.68</b>       |        | <b>18:01:47.676</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - SECTOR ANALYSIS



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

| P19 40 F400 Archie ORMROD |                 | Kawasaki NINJA 400 - Prestige Flooring |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.793 |                 | BEST LAP TIME : 2:20.562               |                     | DIFFERENCE : 0.769 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                               | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.419                                 | 2:28.607            | 71.92              | 8.045 | 17:52:27.527        |
| 2 -                       | 1:34.900        | 47.419                                 | 2:22.319            | 75.09              | 1.757 | 17:54:49.846        |
| 3 -                       | <b>1:33.406</b> | 47.156                                 | <b>2:20.562 (1)</b> | <b>76.03</b>       |       | <b>17:57:10.408</b> |
| 4 -                       | 1:34.197        | 47.189                                 | 2:21.386 (3)        | 75.59              | 0.824 | 17:59:31.794        |
| 5 -                       | 1:34.334        | <b>46.387</b>                          | 2:20.721 (2)        | 75.95              | 0.159 | 18:01:52.515        |

| P20 30 David LUFF         |                 | Suzuki SV 650 - ATP & Sarah O'Neill |                     |                    |        |                     |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.825 |                 | BEST LAP TIME : 2:19.299            |                     | DIFFERENCE : 0.474 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.454                              | 2:30.774            | 70.88              | 11.475 | 17:52:29.694        |
| 2 -                       | 1:33.512        | 47.796                              | 2:21.308 (3)        | 75.63              | 2.009  | 17:54:51.002        |
| 3 -                       | <b>1:32.499</b> | 47.296                              | 2:19.795 (2)        | 76.45              | 0.496  | 17:57:10.797        |
| 4 -                       | 1:33.989        | 48.585                              | 2:22.574            | 74.96              | 3.275  | 17:59:33.371        |
| 5 -                       | 1:32.973        | <b>46.326</b>                       | <b>2:19.299 (1)</b> | <b>76.72</b>       |        | <b>18:01:52.670</b> |

| P21 55 Magnus MANSON-CHUBB |                 | Kawasaki ZXR400L -       |                     |                    |       |                     |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.833  |                 | BEST LAP TIME : 2:19.833 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                        | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |                 | 47.950                   | 2:28.645            | 71.90              | 8.812 | 17:52:27.565        |
| 2 -                        | 1:34.733        | 47.445                   | 2:22.178 (3)        | 75.17              | 2.345 | 17:54:49.743        |
| 3 -                        | 1:33.119        | 47.656                   | 2:20.775 (2)        | 75.92              | 0.942 | 17:57:10.518        |
| 4 -                        | 1:34.031        | 48.524                   | 2:22.555            | 74.97              | 2.722 | 17:59:33.073        |
| 5 -                        | <b>1:33.062</b> | <b>46.771</b>            | <b>2:19.833 (1)</b> | <b>76.43</b>       |       | <b>18:01:52.906</b> |

| P22 46 F400 Isobel CARTER |                 | - R&G                    |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.702 |                 | BEST LAP TIME : 2:19.702 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.776                   | 2:30.932            | 70.81              | 11.230 | 17:52:29.852        |
| 2 -                       | 1:33.861        | 48.025                   | 2:21.886 (2)        | 75.32              | 2.184  | 17:54:51.738        |
| 3 -                       | <b>1:32.610</b> | <b>47.092</b>            | <b>2:19.702 (1)</b> | <b>76.50</b>       |        | <b>17:57:11.440</b> |
| 4 -                       | 1:34.296        | 48.338                   | 2:22.634 (3)        | 74.93              | 2.932  | 17:59:34.074        |
| 5 -                       | 1:35.733        | 47.350                   | 2:23.083            | 74.69              | 3.381  | 18:01:57.157        |

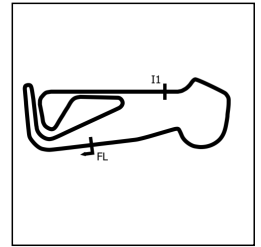
| P23 2 TWINS James SEATH   |                 | Aprilia RS660 - Ovenden Earthmoving |                     |                    |       |                     |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.482 |                 | BEST LAP TIME : 2:21.743            |                     | DIFFERENCE : 1.261 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                            | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.693                              | 2:27.123            | 72.64              | 5.380 | 17:52:26.043        |
| 2 -                       | 1:35.641        | <b>46.637</b>                       | 2:22.278 (2)        | 75.12              | 0.535 | 17:54:48.321        |
| 3 -                       | <b>1:33.845</b> | 47.898                              | <b>2:21.743 (1)</b> | <b>75.40</b>       |       | <b>17:57:10.064</b> |
| 4 -                       | 1:33.901        | 50.038                              | 2:23.939            | 74.25              | 2.196 | 17:59:34.003        |
| 5 -                       | 1:34.355        | 48.927                              | 2:23.282 (3)        | 74.59              | 1.539 | 18:01:57.285        |

| P24 26 F400 Damian LEE    |                 | Yamaha TZR 250 - Leed Autos |                     |                    |        |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.936 |                 | BEST LAP TIME : 2:19.936    |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.520                      | 2:31.179            | 70.69              | 11.243 | 17:52:30.099        |
| 2 -                       | 1:33.781        | 48.064                      | 2:21.845 (2)        | 75.35              | 1.909  | 17:54:51.944        |
| 3 -                       | <b>1:33.688</b> | <b>46.248</b>               | <b>2:19.936 (1)</b> | <b>76.37</b>       |        | <b>17:57:11.880</b> |
| 4 -                       | 1:37.497        | 47.190                      | 2:24.687            | 73.87              | 4.751  | 17:59:36.567        |
| 5 -                       | 1:35.791        | 46.619                      | 2:22.410 (3)        | 75.05              | 2.474  | 18:01:58.977        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                            |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>8</b>        | <b>Leigh SMITH</b>       | Suzuki GSXR600 - Smiths Mechanical Support Ltd, Lamonde Au |              |        |                     |
| IDEAL LAP TIME : 2:19.155 |                 | BEST LAP TIME : 2:19.155 | DIFFERENCE : 0.000                                         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.486                   | 2:35.598                                                   | 68.69        | 16.443 | 17:52:34.518        |
| 2 -                       | 1:35.405        | 47.511                   | 2:22.916 (2)                                               | 74.78        | 3.761  | 17:54:57.434        |
| 3 -                       | <b>1:33.187</b> | <b>45.968</b>            | <b>2:19.155 (1)</b>                                        | <b>76.80</b> |        | <b>17:57:16.589</b> |
| 4 -                       | 1:36.310        | 47.989                   | 2:24.299 (3)                                               | 74.06        | 5.144  | 17:59:40.888        |
| 5 -                       | 1:36.996        | 48.222                   | 2:25.218                                                   | 73.60        | 6.063  | 18:02:06.106        |

|                           |                  |                          |                                         |              |        |                     |
|---------------------------|------------------|--------------------------|-----------------------------------------|--------------|--------|---------------------|
| <b>P26</b>                | <b>138 TWINS</b> | <b>Craig JARMIN</b>      | Suzuki SV 650 - SK PreP / NB Toolmaking |              |        |                     |
| IDEAL LAP TIME : 2:21.934 |                  | BEST LAP TIME : 2:21.987 | DIFFERENCE : 0.053                      |              |        |                     |
| LAP                       | SECTOR 1         | SECTOR 2                 | LAP TIME                                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                  | 48.152                   | 2:34.281                                | 69.27        | 12.294 | 17:52:33.201        |
| 2 -                       | <b>1:34.805</b>  | 47.881                   | 2:22.686 (2)                            | 74.90        | 0.699  | 17:54:55.887        |
| 3 -                       | 1:34.858         | <b>47.129</b>            | <b>2:21.987 (1)</b>                     | <b>75.27</b> |        | <b>17:57:17.874</b> |
| 4 -                       | 1:35.856         | 48.417                   | 2:24.273 (3)                            | 74.08        | 2.286  | 17:59:42.147        |
| 5 -                       | 1:36.762         | 47.552                   | 2:24.314                                | 74.06        | 2.327  | 18:02:06.461        |

|                           |                 |                          |                                     |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------|--------------|--------|---------------------|
| <b>P27</b>                | <b>35 TWINS</b> | <b>Stuart THURTL</b>     | Aprilia RS660 - TeamTortoise Racing |              |        |                     |
| IDEAL LAP TIME : 2:33.136 |                 | BEST LAP TIME : 2:33.136 | DIFFERENCE : 0.000                  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 52.140                   | 2:52.226                            | 62.05        | 19.090 | 17:52:51.146        |
| 2 -                       | <b>1:41.699</b> | <b>51.437</b>            | <b>2:33.136 (1)</b>                 | <b>69.79</b> |        | <b>17:55:24.282</b> |
| 3 -                       | 1:41.837        | 52.094                   | 2:33.931 (2)                        | 69.43        | 0.795  | 17:57:58.213        |
| 4 -                       | 1:46.125        | 52.327                   | 2:38.452 (3)                        | 67.45        | 5.316  | 18:00:36.665        |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P28</b>                | <b>29</b>       | <b>Sarah MACDONALD</b>   | Suzuki GSXR 600 -   |              |       |                     |
| IDEAL LAP TIME : 2:39.153 |                 | BEST LAP TIME : 2:39.153 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 53.896                   | 2:45.990            | 64.38        | 6.837 | 17:52:44.910        |
| 2 -                       | <b>1:45.800</b> | <b>53.353</b>            | <b>2:39.153 (1)</b> | <b>67.15</b> |       | <b>17:55:24.063</b> |
| 3 -                       | 1:48.193        | 54.712                   | 2:42.905 (2)        | 65.60        | 3.752 | 17:58:06.968        |
| 4 -                       | 1:49.088        | 55.420                   | 2:44.508 (3)        | 64.96        | 5.355 | 18:00:51.476        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 18 - BEST SECTORS

| SECTOR 1 |     |          |     |        | SECTOR 2 |     |              |             |          | IDEAL / BEST COMPARISON |  |  |  |  |
|----------|-----|----------|-----|--------|----------|-----|--------------|-------------|----------|-------------------------|--|--|--|--|
| POS      | NO  | TIME     | NO  | TIME   | POS      | NO  | NAME         | IDEAL       | BEST     | DIFF                    |  |  |  |  |
|          |     |          |     |        |          |     |              | PERFECT LAP |          | 2:04.977                |  |  |  |  |
| 1        | 22  | 1:23.493 | 22  | 41.484 | 1        | 22  | DOWDS        | 2:04.977    | 2:04.977 | 0.000                   |  |  |  |  |
| 2        | 61  | 1:23.884 | 61  | 41.501 | 2        | 61  | HARRIS       | 2:05.385    | 2:05.519 | 0.134                   |  |  |  |  |
| 3        | 5   | 1:24.929 | 77  | 42.521 | 3        | 5   | STONE        | 2:07.799    | 2:08.205 | 0.406                   |  |  |  |  |
| 4        | 13  | 1:25.619 | 112 | 42.582 | 4        | 13  | MERCER       | 2:08.245    | 2:09.028 | 0.783                   |  |  |  |  |
| 5        | 112 | 1:25.837 | 13  | 42.626 | 5        | 112 | GEDGE        | 2:08.419    | 2:08.957 | 0.538                   |  |  |  |  |
| 6        | 15  | 1:25.895 | 15  | 42.691 | 6        | 15  | SMITH        | 2:08.586    | 2:09.618 | 1.032                   |  |  |  |  |
| 7        | 48  | 1:26.135 | 5   | 42.870 | 7        | 77  | WHITE        | 2:08.979    | 2:09.424 | 0.445                   |  |  |  |  |
| 8        | 77  | 1:26.458 | 48  | 43.598 | 8        | 48  | WALLIS       | 2:09.733    | 2:09.795 | 0.062                   |  |  |  |  |
| 9        | 81  | 1:27.814 | 27  | 43.642 | 9        | 27  | BROWN        | 2:11.951    | 2:12.109 | 0.158                   |  |  |  |  |
| 10       | 27  | 1:28.309 | 76  | 43.786 | 10       | 81  | MAY          | 2:12.668    | 2:12.668 | 0.000                   |  |  |  |  |
| 11       | 99  | 1:28.341 | 131 | 44.347 | 11       | 99  | BELLOTTI     | 2:12.847    | 2:12.847 | 0.000                   |  |  |  |  |
| 12       | 137 | 1:28.799 | 99  | 44.506 | 12       | 76  | WILKINSON    | 2:12.920    | 2:13.048 | 0.128                   |  |  |  |  |
| 13       | 69  | 1:29.092 | 79  | 44.752 | 13       | 131 | KINGSTONE    | 2:13.632    | 2:13.632 | 0.000                   |  |  |  |  |
| 14       | 76  | 1:29.134 | 81  | 44.854 | 14       | 137 | McPHERSON    | 2:13.800    | 2:14.311 | 0.511                   |  |  |  |  |
| 15       | 131 | 1:29.285 | 137 | 45.001 | 15       | 69  | SMITH        | 2:14.119    | 2:14.363 | 0.244                   |  |  |  |  |
| 16       | 172 | 1:29.800 | 69  | 45.027 | 16       | 79  | CRONE        | 2:14.748    | 2:14.748 | 0.000                   |  |  |  |  |
| 17       | 79  | 1:29.996 | 8   | 45.968 | 17       | 172 | ROBINSON     | 2:15.832    | 2:15.832 | 0.000                   |  |  |  |  |
| 18       | 30  | 1:32.499 | 172 | 46.032 | 18       | 30  | LUFF         | 2:18.825    | 2:19.299 | 0.474                   |  |  |  |  |
| 19       | 46  | 1:32.610 | 26  | 46.248 | 19       | 8   | SMITH        | 2:19.155    | 2:19.155 | 0.000                   |  |  |  |  |
| 20       | 55  | 1:33.062 | 30  | 46.326 | 20       | 46  | CARTER       | 2:19.702    | 2:19.702 | 0.000                   |  |  |  |  |
| 21       | 8   | 1:33.187 | 40  | 46.387 | 21       | 40  | ORMROD       | 2:19.793    | 2:20.562 | 0.769                   |  |  |  |  |
| 22       | 40  | 1:33.406 | 2   | 46.637 | 22       | 55  | MANSON-CHUBB | 2:19.833    | 2:19.833 | 0.000                   |  |  |  |  |
| 23       | 26  | 1:33.688 | 55  | 46.771 | 23       | 26  | LEE          | 2:19.936    | 2:19.936 | 0.000                   |  |  |  |  |
| 24       | 2   | 1:33.845 | 46  | 47.092 | 24       | 2   | SEATH        | 2:20.482    | 2:21.743 | 1.261                   |  |  |  |  |
| 25       | 138 | 1:34.805 | 138 | 47.129 | 25       | 138 | JARMIN       | 2:21.934    | 2:21.987 | 0.053                   |  |  |  |  |
| 26       | 35  | 1:41.699 | 35  | 51.437 | 26       | 35  | THURTLE      | 2:33.136    | 2:33.136 | 0.000                   |  |  |  |  |
| 27       | 29  | 1:45.800 | 29  | 53.353 | 27       | 29  | MACDONALD    | 2:39.153    | 2:39.153 | 0.000                   |  |  |  |  |
| 28       |     |          |     |        | 28       | 50  | TUFNALL      |             | 2:12.231 |                         |  |  |  |  |
| 29       |     |          |     |        |          |     |              |             |          |                         |  |  |  |  |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Thunderbike Sport, Supertwins & Formula 400

RACE 18 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 28                        |
| Planned Start          | 2025-05-04 @ 17:15:00.000 |
| Actual Start           | 2025-05-04 @ 17:49:58.919 |
| Finish Time            | 2025-05-04 @ 18:00:36.107 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 138                       |
| Total Distance Covered | 409.7097mi.               |

Session Fastest Lap History

| NO | CL    | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|-------|----------------|----------|--------------|-----|---------------|
| 61 | TWINS | Cameron HARRIS | 2:06.034 | 17:54:18.713 | 2   | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 2:04.977 | 17:58:30.576 | 4   | Suzuki GSX8R  |

Session Leader History

| NO | CL    | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE       |
|----|-------|----------------|----------|----------|------------|---------------|
| 22 | TWINS | Darren DOWDS   | 1        | 1        | 2.96 miles | Suzuki GSX8R  |
| 61 | TWINS | Cameron HARRIS | 2        | 2        | 5.93 miles | Aprilla RS660 |
| 22 | TWINS | Darren DOWDS   | 4        | 2        | 5.93 miles | Suzuki GSX8R  |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:49:58.919 |
| FINISH | 18:00:36.107 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:12.603  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - STATISTICS

CLASS :

15 Starters

#### Fastest Lap History

| NO  | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|-----|-------------|----------|--------------|-----|-----------------|
| 77  | Joe WHITE   | 2:09.698 | 17:54:23.713 | 2   | Suzuki GSXR 600 |
| 112 | Vince GEDGE | 2:08.957 | 17:54:24.107 | 2   | Honda CBR600    |
| 5   | Logan STONE | 2:08.205 | 17:54:25.229 | 2   | Yamaha R6       |

#### Leader History

| NO | NAME          | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|---------------|----------|----------|------------|-----------------|
| 15 | Nick SMITH    | 1        | 1        | 2.96 miles | Honda CBR600RR  |
| 77 | Joe WHITE     | 2        | 2        | 5.93 miles | Suzuki GSXR 600 |
| 13 | Daniel MERCER | 4        | 1        | 2.96 miles | Yamaha R6       |
| 5  | Logan STONE   | 5        | 1        | 2.96 miles | Yamaha R6       |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - STATISTICS

CLASS : F400

5 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----------------|----------|--------------|-----|----------------|
| 76 | Luca WILKINSON | 2:13.271 | 17:54:32.674 | 2   | Kawasaki ZX4RR |
| 76 | Luca WILKINSON | 2:13.048 | 17:56:45.722 | 3   | Kawasaki ZX4RR |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|----------------|----------|----------|-------------|----------------|
| 76 | Luca WILKINSON | 1        | 5        | 14.84 miles | Kawasaki ZX4RR |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Thunderbike Sport, Supertwins & Formula 400

### RACE 18 - STATISTICS

**CLASS : TWINS**

8 Starters

#### Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE       |
|----|----------------|----------|--------------|-----|---------------|
| 61 | Cameron HARRIS | 2:06.034 | 17:54:18.713 | 2   | Aprilla RS660 |
| 22 | Darren DOWDS   | 2:04.977 | 17:58:30.576 | 4   | Suzuki GSX8R  |

#### Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE       |
|----|----------------|----------|----------|------------|---------------|
| 22 | Darren DOWDS   | 1        | 1        | 2.96 miles | Suzuki GSX8R  |
| 61 | Cameron HARRIS | 2        | 2        | 5.93 miles | Aprilla RS660 |
| 22 | Darren DOWDS   | 4        | 2        | 5.93 miles | Suzuki GSX8R  |



# DFDS YAMAHA PAST MASTERS



BMCRC-MRO Championships – Round 3

Snetterton 300

3<sup>rd</sup> / 4<sup>th</sup> May 2025

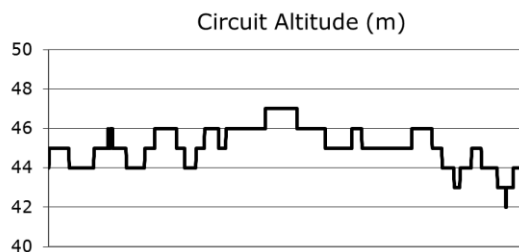
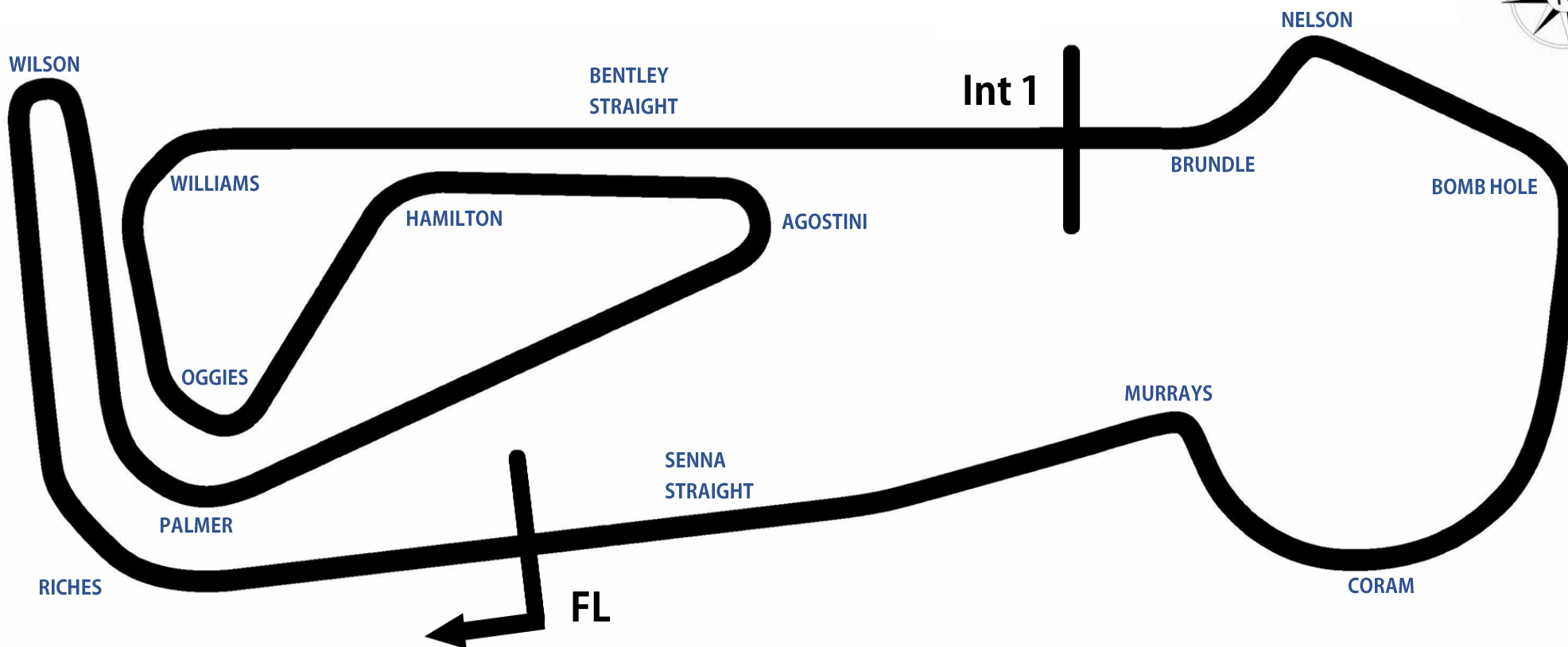


Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - CLASSIFICATION



| POS | NO  | CL | PIC | NAME              | ENTRY                                                | TIME     | ON | LAPS | GAP    | DIFF   | MPH   |
|-----|-----|----|-----|-------------------|------------------------------------------------------|----------|----|------|--------|--------|-------|
| 1   | 30  |    | 1   | Alan COOPER       | Yamaha TZR 250 - Twistgrip Motorcycles               | 2:11.398 | 5  | 5    |        |        | 81.34 |
| 2   | 72  | C  | 1   | Max MACRAE        | Yamaha TZR 250 - MacRae Racing                       | 2:12.090 | 4  | 5    | 0.692  | 0.692  | 80.91 |
| 3   | 8   |    | 2   | David BALL        | Yamaha TZR 250 - Gardiner Page and Roe pension co    | 2:12.309 | 4  | 5    | 0.911  | 0.219  | 80.78 |
| 4   | 110 | C  | 2   | Mark HAIGH        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning V | 2:13.781 | 4  | 5    | 2.383  | 1.472  | 79.89 |
| 5   | 74  |    | 3   | Paul WHITBY       | Yamaha TZR 250 - Greybridge Ltd                      | 2:15.768 | 4  | 5    | 4.370  | 1.987  | 78.72 |
| 6   | 6   | C  | 3   | Alan BUSHELL      | Yamaha TZR 250 - Moonraker motorcycles               | 2:16.660 | 2  | 4    | 5.262  | 0.892  | 78.20 |
| 7   | 166 | C  | 4   | Tom RIDLEY        | Yamaha TZR 250 - Chamery Hall Roundhouses            | 2:16.723 | 3  | 5    | 5.325  | 0.063  | 78.17 |
| 8   | 70  |    | 4   | Andrew BURSCOUGH  | Yamaha YPVS 350 - Mad biker designs/Martitanium      | 2:16.777 | 2  | 2    | 5.379  | 0.054  | 78.14 |
| 9   | 57  |    | 5   | Geoff MOOK        | Yamaha TZR 250 -                                     | 2:16.874 | 5  | 5    | 5.476  | 0.097  | 78.08 |
| 10  | 26  |    | 6   | Damian LEE        | Yamaha TZR 250 - Leed Autos                          | 2:17.562 | 5  | 5    | 6.164  | 0.688  | 77.69 |
| 11  | 60  |    | 7   | Danny GOUGH       | Yamaha TZR 250 - G Force Motorcycles                 | 2:18.084 | 5  | 5    | 6.686  | 0.522  | 77.40 |
| 12  | 64  | C  | 5   | Iain DAVIS        | Yamaha TZR 250 -                                     | 2:20.150 | 4  | 4    | 8.752  | 2.066  | 76.26 |
| 13  | 34  | C  | 6   | Paul NIELD        | Yamaha TZR 250 - Ridesure                            | 2:20.262 | 3  | 4    | 8.864  | 0.112  | 76.20 |
| 14  | 100 |    | 8   | Oliver MACRAE     | Yamaha TZR 250 - www.ypmrc.co.uk                     | 2:21.066 | 4  | 5    | 9.668  | 0.804  | 75.76 |
| 15  | 73  | C  | 7   | Colvin TURNER     | Yamaha TZR 250 -                                     | 2:22.895 | 4  | 5    | 11.497 | 1.829  | 74.79 |
| 16  | 333 | C  | 8   | Mark STUBBERFIELD | Yamaha TZR 250 - Polished concrete London            | 2:22.900 | 3  | 5    | 11.502 | 0.005  | 74.79 |
| 17  | 69  | C  | 9   | Mark ELLERAY      | Yamaha TZR 250 - Abbot Solutions Ltd                 | 2:24.434 | 4  | 4    | 13.036 | 1.534  | 73.99 |
| 18  | 42  | C  | 10  | Martin PEARSON    | Yamaha TZR 250 -                                     | 2:28.221 | 2  | 4    | 16.823 | 3.787  | 72.10 |
| 19  | 36  | C  | 11  | Phil ZANUTTO      | Yamaha TZR 250 - Westend garage/papyrus              | 2:32.091 | 4  | 4    | 20.693 | 3.870  | 70.27 |
| 20  | 46  | C  | 12  | Kevin MARSHALL    | Yamaha TZR 250 - Stacey Processing                   | 2:32.961 | 1  | 1    | 21.563 | 0.870  | 69.87 |
| 21  | 62  | C  | 13  | David PATERSON    | Yamaha TZR 250 - The love of a good woman / Booma    | 2:33.147 | 3  | 4    | 21.749 | 0.186  | 69.78 |
| 22  | 77  | C  | 14  | Adam COLLINS      | Yamaha TZR 250 - 2 Cows Racing                       | 2:35.567 | 4  | 4    | 24.169 | 2.420  | 68.70 |
| 23  | 2   | C  | 15  | Paul FIRTH        | Yamaha TZR 250 1KT - Joanne Porter                   | 2:47.871 | 4  | 4    | 36.473 | 12.304 | 63.66 |

Weather / Track : Cloudy / Dry

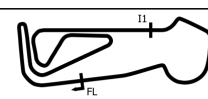
Date: 03/05/2025 Start: 10:08 Finish: 10:18

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

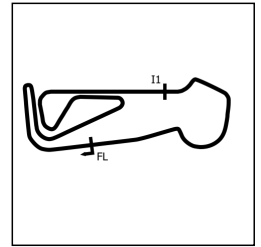
Printed - 10:21 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>30</b>       | <b>Alan COOPER</b>       | Yamaha TZR 250 - Twistgrip Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:11.398 |                 | BEST LAP TIME : 2:11.398 | DIFFERENCE : 0.000                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.781        | 45.064                   | 2:18.845                               | 76.97        | 7.447 | 10:10:53.895        |
| 2 -                       | 1:29.005        | 44.150                   | 2:13.155 <b>(3)</b>                    | 80.26        | 1.757 | 10:13:07.050        |
| 3 -                       | 1:29.769        | 44.181                   | 2:13.950                               | 79.79        | 2.552 | 10:15:21.000        |
| 4 -                       | 1:28.428        | 44.015                   | 2:12.443 <b>(2)</b>                    | 80.69        | 1.045 | 10:17:33.443        |
| 5 -                       | <b>1:27.837</b> | <b>43.561</b>            | <b>2:11.398 (1)</b>                    | <b>81.34</b> |       | <b>10:19:44.841</b> |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>72 C</b>     | <b>Max MACRAE</b>        | Yamaha TZR 250 - MacRae Racing |              |       |                     |
| IDEAL LAP TIME : 2:12.090 |                 | BEST LAP TIME : 2:12.090 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:31.569        | 44.528                   | 2:16.097                       | 78.53        | 4.007 | 10:10:48.362        |
| 2 -                       | 1:29.182        | 43.902                   | 2:13.084 <b>(3)</b>            | 80.31        | 0.994 | 10:13:01.446        |
| 3 -                       | 1:28.510        | 43.736                   | 2:12.246 <b>(2)</b>            | 80.81        | 0.156 | 10:15:13.692        |
| 4 -                       | <b>1:28.413</b> | <b>43.677</b>            | <b>2:12.090 (1)</b>            | <b>80.91</b> |       | <b>10:17:25.782</b> |
| 5 -                       | 1:30.611        | 44.852                   | 2:15.463                       | 78.90        | 3.373 | 10:19:41.245        |

|                           |                 |                          |                                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>8</b>        | <b>David BALL</b>        | Yamaha TZR 250 - Gardiner Page and Roe pension consultants |              |       |                     |
| IDEAL LAP TIME : 2:12.229 |                 | BEST LAP TIME : 2:12.309 | DIFFERENCE : 0.080                                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:32.300        | 45.085                   | 2:17.385                                                   | 77.79        | 5.076 | 10:10:54.119        |
| 2 -                       | 1:29.502        | 43.459                   | 2:12.961 <b>(3)</b>                                        | 80.38        | 0.652 | 10:13:07.080        |
| 3 -                       | 1:29.980        | 44.209                   | 2:14.189                                                   | 79.64        | 1.880 | 10:15:21.269        |
| 4 -                       | 1:28.907        | <b>43.402</b>            | <b>2:12.309 (1)</b>                                        | <b>80.78</b> |       | <b>10:17:33.578</b> |
| 5 -                       | <b>1:28.827</b> | 43.620                   | 2:12.447 <b>(2)</b>                                        | 80.69        | 0.138 | 10:19:46.025        |

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>110 C</b>    | <b>Mark HAIGH</b>        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works |              |       |                     |
| IDEAL LAP TIME : 2:13.781 |                 | BEST LAP TIME : 2:13.781 | DIFFERENCE : 0.000                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:36.184        | 47.382                   | 2:23.566                                                 | 74.44        | 9.785 | 10:10:57.676        |
| 2 -                       | 1:37.575        | 45.563                   | 2:23.138                                                 | 74.66        | 9.357 | 10:13:20.814        |
| 3 -                       | 1:30.159        | 45.376                   | 2:15.535 <b>(3)</b>                                      | 78.85        | 1.754 | 10:15:36.349        |
| 4 -                       | <b>1:29.223</b> | <b>44.558</b>            | <b>2:13.781 (1)</b>                                      | <b>79.89</b> |       | <b>10:17:50.130</b> |
| 5 -                       | 1:29.898        | 45.543                   | 2:15.441 <b>(2)</b>                                      | 78.91        | 1.660 | 10:20:05.571        |

|                           |                 |                          |                                 |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|--------|---------------------|
| <b>P5</b>                 | <b>74</b>       | <b>Paul WHITBY</b>       | Yamaha TZR 250 - Greybridge Ltd |              |        |                     |
| IDEAL LAP TIME : 2:15.768 |                 | BEST LAP TIME : 2:15.768 | DIFFERENCE : 0.000              |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.013        | 49.533                   | 2:30.546                        | 70.99        | 14.778 | 10:11:06.569        |
| 2 -                       | 1:30.910        | 45.355                   | 2:16.265 <b>(2)</b>             | 78.43        | 0.497  | 10:13:22.834        |
| 3 -                       | 1:31.008        | 45.572                   | 2:16.580 <b>(3)</b>             | 78.25        | 0.812  | 10:15:39.414        |
| 4 -                       | <b>1:30.599</b> | <b>45.169</b>            | <b>2:15.768 (1)</b>             | <b>78.72</b> |        | <b>10:17:55.182</b> |
| 5 -                       | 1:31.111        | 45.846                   | 2:16.957                        | 78.03        | 1.189  | 10:20:12.139        |

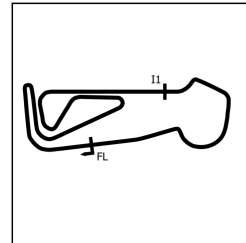
|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>6 C</b>      | <b>Alan BUSHELL</b>      | Yamaha TZR 250 - Moonraker motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:16.270 |                 | BEST LAP TIME : 2:16.660 | DIFFERENCE : 0.390                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:35.252        | 45.854                   | 2:21.106                               | 75.74        | 4.446 | 10:10:56.597        |
| 2 -                       | 1:31.505        | <b>45.155</b>            | <b>2:16.660 (1)</b>                    | <b>78.20</b> |       | <b>10:13:13.257</b> |
| 3 -                       | <b>1:31.115</b> | 46.138                   | 2:17.253 <b>(2)</b>                    | 77.87        | 0.593 | 10:15:30.510        |
| 4 -                       | 1:31.357        | 46.868                   | 2:18.225 <b>(3)</b>                    | 77.32        | 1.565 | 10:17:48.735        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - SECTOR ANALYSIS



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

| P7 166 C                  |                 | Tom RIDLEY               |                     | Yamaha TZR 250 - Chamery Hall Roundhouses |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.528 |                 | BEST LAP TIME : 2:16.723 |                     | DIFFERENCE : 0.195                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       | 1:36.344        | 47.302                   | 2:23.646            | 74.40                                     | 6.923 | 10:10:58.600        |
| 2 -                       | 1:31.584        | 46.013                   | 2:17.597 (3)        | 77.67                                     | 0.874 | 10:13:16.197        |
| 3 -                       | <b>1:31.320</b> | 45.403                   | <b>2:16.723 (1)</b> | <b>78.17</b>                              |       | <b>10:15:32.920</b> |
| 4 -                       | 1:31.581        | <b>45.208</b>            | 2:16.789 (2)        | 78.13                                     | 0.066 | 10:17:49.709        |
| 5 -                       | 1:31.942        | 46.338                   | 2:18.280            | 77.29                                     | 1.557 | 10:20:07.989        |

| P8 70                     |                 | Andrew BURSCOUGH         |                     | Yamaha YPVS 350 - Mad biker designs/Martitanium |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.777 |                 | BEST LAP TIME : 2:16.777 |                     | DIFFERENCE : 0.000                              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                             | DIFF  | TIME OF DAY         |
| 1 -                       | 1:38.936        | 46.839                   | 2:25.775 (2)        | 73.31                                           | 8.998 | 10:11:02.308        |
| 2 -                       | <b>1:31.319</b> | <b>45.458</b>            | <b>2:16.777 (1)</b> | <b>78.14</b>                                    |       | <b>10:13:19.085</b> |

| P9 57                     |                 | Geoff MOOK               |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.874 |                 | BEST LAP TIME : 2:16.874 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.759        | 48.297                   | 2:30.056            | 71.22              | 13.182 | 10:11:08.756        |
| 2 -                       | 1:36.757        | 46.595                   | 2:23.352            | 74.55              | 6.478  | 10:13:32.108        |
| 3 -                       | 1:33.181        | 46.326                   | 2:19.507 (3)        | 76.61              | 2.633  | 10:15:51.615        |
| 4 -                       | 1:32.623        | 46.014                   | 2:18.637 (2)        | 77.09              | 1.763  | 10:18:10.252        |
| 5 -                       | <b>1:30.875</b> | <b>45.999</b>            | <b>2:16.874 (1)</b> | <b>78.08</b>       |        | <b>10:20:27.126</b> |

| P10 26                    |                 | Damian LEE               |                     | Yamaha TZR 250 - Leed Autos |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.142 |                 | BEST LAP TIME : 2:17.562 |                     | DIFFERENCE : 0.420          |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.807        | 48.835                   | 2:29.642            | 71.42                       | 12.080 | 10:11:10.757        |
| 2 -                       | 1:33.031        | 47.357                   | 2:20.388 (3)        | 76.13                       | 2.826  | 10:13:31.145        |
| 3 -                       | 1:34.762        | 45.849                   | 2:20.611            | 76.01                       | 3.049  | 10:15:51.756        |
| 4 -                       | 1:31.878        | <b>45.700</b>            | 2:17.578 (2)        | 77.68                       | 0.016  | 10:18:09.334        |
| 5 -                       | <b>1:31.442</b> | 46.120                   | <b>2:17.562 (1)</b> | <b>77.69</b>                |        | <b>10:20:26.896</b> |

| P11 60                    |                 | Danny GOUGH              |                     | Yamaha TZR 250 - G Force Motorcycles |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.084 |                 | BEST LAP TIME : 2:18.084 |                     | DIFFERENCE : 0.000                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.158        | 47.499                   | 2:28.657            | 71.89                                | 10.573 | 10:11:07.698        |
| 2 -                       | 1:34.567        | 47.276                   | 2:21.843            | 75.35                                | 3.759  | 10:13:29.541        |
| 3 -                       | 1:34.743        | 46.538                   | 2:21.281 (3)        | 75.65                                | 3.197  | 10:15:50.822        |
| 4 -                       | 1:32.682        | 46.310                   | 2:18.992 (2)        | 76.89                                | 0.908  | 10:18:09.814        |
| 5 -                       | <b>1:32.410</b> | <b>45.674</b>            | <b>2:18.084 (1)</b> | <b>77.40</b>                         |        | <b>10:20:27.898</b> |

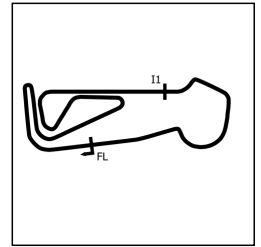
| P12 64 C                  |                 | Iain DAVIS               |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.150 |                 | BEST LAP TIME : 2:20.150 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:42.322        | 48.348                   | 2:30.670            | 70.93              | 10.520 | 10:11:21.947        |
| 2 -                       | 1:34.477        | 46.989                   | 2:21.466 (2)        | 75.55              | 1.316  | 10:13:43.413        |
| 3 -                       | 1:34.403        | 47.466                   | 2:21.869 (3)        | 75.33              | 1.719  | 10:16:05.282        |
| 4 -                       | <b>1:33.277</b> | <b>46.873</b>            | <b>2:20.150 (1)</b> | <b>76.26</b>       |        | <b>10:18:25.432</b> |

| P13 34 C                  |                 | Paul NIELD               |                     | Yamaha TZR 250 - Ridesure |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.262 |                 | BEST LAP TIME : 2:20.262 |                     | DIFFERENCE : 0.000        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF   | TIME OF DAY         |
| 1 -                       | 1:49.560        | 52.622                   | 2:42.182            | 65.90                     | 21.920 | 10:11:26.866        |
| 2 -                       | 1:35.008        | 46.813                   | 2:21.821 (3)        | 75.36                     | 1.559  | 10:13:48.687        |
| 3 -                       | <b>1:34.283</b> | <b>45.979</b>            | <b>2:20.262 (1)</b> | <b>76.20</b>              |        | <b>10:16:08.949</b> |
| 4 -                       | 1:34.427        | 46.113                   | 2:20.540 (2)        | 76.05                     | 0.278  | 10:18:29.489        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - SECTOR ANALYSIS



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

| <b>P14</b>                | <b>100</b>      | <b>Oliver MACRAE</b>     | Yamaha TZR 250 - www.ypmrc.co.uk |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.593 |                 | BEST LAP TIME : 2:21.066 | DIFFERENCE : 0.473               |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                         | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:42.341        | 48.873                   | 2:31.214                         | 70.68        | 10.148 | 10:11:06.592        |
| 2 -                       | 1:36.538        | 47.555                   | 2:24.093                         | 74.17        | 3.027  | 10:13:30.685        |
| 3 -                       | 1:36.467        | 46.975                   | 2:23.442 (3)                     | 74.51        | 2.376  | 10:15:54.127        |
| 4 -                       | 1:34.912        | <b>46.154</b>            | <b>2:21.066 (1)</b>              | <b>75.76</b> |        | <b>10:18:15.193</b> |
| 5 -                       | <b>1:34.439</b> | 46.628                   | 2:21.067 (2)                     | 75.76        | 0.001  | 10:20:36.260        |

| <b>P15</b>                | <b>73 C</b>     | <b>Colvin TURNER</b>     | Yamaha TZR 250 -    |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.662 |                 | BEST LAP TIME : 2:22.895 | DIFFERENCE : 1.233  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.081        | 50.252                   | 2:31.333            | 70.62        | 8.438 | 10:11:07.535        |
| 2 -                       | 1:36.966        | 48.117                   | 2:25.083 (3)        | 73.66        | 2.188 | 10:13:32.618        |
| 3 -                       | 1:34.960        | <b>47.937</b>            | 2:22.897 (2)        | 74.79        | 0.002 | 10:15:55.515        |
| 4 -                       | <b>1:33.725</b> | 49.170                   | <b>2:22.895 (1)</b> | <b>74.79</b> |       | <b>10:18:18.410</b> |
| 5 -                       | 1:36.262        | 50.564                   | 2:26.826            | 72.79        | 3.931 | 10:20:45.236        |

| <b>P16</b>                | <b>333 C</b>    | <b>Mark STUBBERFIELD</b> | Yamaha TZR 250 - Polished concrete London |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.407 |                 | BEST LAP TIME : 2:22.900 | DIFFERENCE : 0.493                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:40.454        | 49.163                   | 2:29.617                                  | 71.43        | 6.717 | 10:11:07.341        |
| 2 -                       | <b>1:34.740</b> | 48.451                   | 2:23.191 (2)                              | 74.64        | 0.291 | 10:13:30.532        |
| 3 -                       | 1:35.233        | <b>47.667</b>            | <b>2:22.900 (1)</b>                       | <b>74.79</b> |       | <b>10:15:53.432</b> |
| 4 -                       | 1:35.623        | 48.366                   | 2:23.989 (3)                              | 74.22        | 1.089 | 10:18:17.421        |
| 5 -                       | 1:37.066        | 50.004                   | 2:27.070                                  | 72.67        | 4.170 | 10:20:44.491        |

| <b>P17</b>                | <b>69 C</b>     | <b>Mark ELLERAY</b>      | Yamaha TZR 250 - Abbot Solutions Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:24.434 |                 | BEST LAP TIME : 2:24.434 | DIFFERENCE : 0.000                   |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                             | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.566        | 49.717                   | 2:31.283                             | 70.64        | 6.849 | 10:11:10.778        |
| 2 -                       | 1:37.757        | 48.864                   | 2:26.621 (3)                         | 72.89        | 2.187 | 10:13:37.399        |
| 3 -                       | 1:36.462        | 48.767                   | 2:25.229 (2)                         | 73.59        | 0.795 | 10:16:02.628        |
| 4 -                       | <b>1:36.288</b> | <b>48.146</b>            | <b>2:24.434 (1)</b>                  | <b>73.99</b> |       | <b>10:18:27.062</b> |

| <b>P18</b>                | <b>42 C</b>     | <b>Martin PEARSON</b>    | Yamaha TZR 250 -    |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:28.093 |                 | BEST LAP TIME : 2:28.221 | DIFFERENCE : 0.128  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:45.330        | 50.946                   | 2:36.276            | 68.39        | 8.055 | 10:11:10.616        |
| 2 -                       | 1:38.334        | <b>49.887</b>            | <b>2:28.221 (1)</b> | <b>72.10</b> |       | <b>10:13:38.837</b> |
| 3 -                       | <b>1:38.206</b> | 50.439                   | 2:28.645 (2)        | 71.90        | 0.424 | 10:16:07.482        |
| 4 -                       | 1:39.178        | 50.214                   | 2:29.392 (3)        | 71.54        | 1.171 | 10:18:36.874        |

| <b>P19</b>                | <b>36 C</b>     | <b>Phil ZANUTTO</b>      | Yamaha TZR 250 - Westend garage/papyrus |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:32.030 |                 | BEST LAP TIME : 2:32.091 | DIFFERENCE : 0.061                      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:49.599        | 53.138                   | 2:42.737                                | 65.67        | 10.646 | 10:11:26.891        |
| 2 -                       | 1:42.273        | <b>51.767</b>            | 2:34.040 (2)                            | 69.38        | 1.949  | 10:14:00.931        |
| 3 -                       | 1:42.578        | 52.591                   | 2:35.169 (3)                            | 68.88        | 3.078  | 10:16:36.100        |
| 4 -                       | <b>1:40.263</b> | 51.828                   | <b>2:32.091 (1)</b>                     | <b>70.27</b> |        | <b>10:19:08.191</b> |

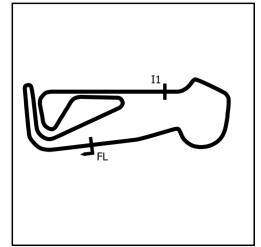
  

| <b>P20</b>                | <b>46 C</b>     | <b>Kevin MARSHALL</b>    | Yamaha TZR 250 - Stacey Processing |              |      |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 2:32.961 |                 | BEST LAP TIME : 2:32.961 | DIFFERENCE : 0.000                 |              |      |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF | TIME OF DAY         |
| 1 -                       | <b>1:42.637</b> | <b>50.324</b>            | <b>2:32.961 (1)</b>                | <b>69.87</b> |      | <b>10:11:07.059</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                                                           |              |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>62 C</b>     | <b>David PATERSON</b>    | Yamaha TZR 250 - The love of a good woman / Boomarang Dav |              |        |                     |
| IDEAL LAP TIME : 2:32.861 |                 | BEST LAP TIME : 2:33.147 | DIFFERENCE : 0.286                                        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:44.344        | 1:04.931                 | 2:49.275                                                  | 63.14        | 16.128 | 10:11:30.981        |
| 2 -                       | 1:41.769        | <b>51.835</b>            | 2:33.604 <b>(2)</b>                                       | 69.58        | 0.457  | 10:14:04.585        |
| 3 -                       | 1:41.173        | 51.974                   | <b>2:33.147 (1)</b>                                       | <b>69.78</b> |        | <b>10:16:37.732</b> |
| 4 -                       | <b>1:41.026</b> | 52.709                   | 2:33.735 <b>(3)</b>                                       | 69.52        | 0.588  | 10:19:11.467        |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P22</b>                | <b>77 C</b>     | <b>Adam COLLINS</b>      | Yamaha TZR 250 - 2 Cows Racing |              |       |                     |
| IDEAL LAP TIME : 2:35.567 |                 | BEST LAP TIME : 2:35.567 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:49.241        | 53.587                   | 2:42.828                       | 65.64        | 7.261 | 10:11:23.117        |
| 2 -                       | 1:44.059        | 52.591                   | 2:36.650 <b>(3)</b>            | 68.22        | 1.083 | 10:13:59.767        |
| 3 -                       | 1:43.519        | 52.935                   | 2:36.454 <b>(2)</b>            | 68.31        | 0.887 | 10:16:36.221        |
| 4 -                       | <b>1:43.232</b> | <b>52.335</b>            | <b>2:35.567 (1)</b>            | <b>68.70</b> |       | <b>10:19:11.788</b> |

|                           |                 |                          |                                    |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>2 C</b>      | <b>Paul FIRTH</b>        | Yamaha TZR 250 1KT - Joanne Porter |              |        |                     |
| IDEAL LAP TIME : 2:47.871 |                 | BEST LAP TIME : 2:47.871 | DIFFERENCE : 0.000                 |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 2:00.367        | 59.573                   | 2:59.940                           | 59.39        | 12.069 | 10:11:42.164        |
| 2 -                       | 1:52.923        | 57.788                   | 2:50.711 <b>(3)</b>                | 62.60        | 2.840  | 10:14:32.875        |
| 3 -                       | 1:53.116        | 56.821                   | 2:49.937 <b>(2)</b>                | 62.89        | 2.066  | 10:17:22.812        |
| 4 -                       | <b>1:52.088</b> | <b>55.783</b>            | <b>2:47.871 (1)</b>                | <b>63.66</b> |        | <b>10:20:10.683</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Yamaha Past Masters

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |          |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL    | BEST     | DIFF  |
|          |     |          |          |        | PERFECT LAP 2:11.239    |     |              |          |          |       |
| 1        | 30  | 1:27.837 | 8        | 43.402 | 1                       | 30  | COOPER       | 2:11.398 | 2:11.398 | 0.000 |
| 2        | 72  | 1:28.413 | 30       | 43.561 | 2                       | 72  | MACRAE       | 2:12.090 | 2:12.090 | 0.000 |
| 3        | 8   | 1:28.827 | 72       | 43.677 | 3                       | 8   | BALL         | 2:12.229 | 2:12.309 | 0.080 |
| 4        | 110 | 1:29.223 | 110      | 44.558 | 4                       | 110 | HAIGH        | 2:13.781 | 2:13.781 | 0.000 |
| 5        | 74  | 1:30.599 | 6        | 45.155 | 5                       | 74  | WHITBY       | 2:15.768 | 2:15.768 | 0.000 |
| 6        | 57  | 1:30.875 | 74       | 45.169 | 6                       | 6   | BUSHELL      | 2:16.270 | 2:16.660 | 0.390 |
| 7        | 6   | 1:31.115 | 166      | 45.208 | 7                       | 166 | RIDLEY       | 2:16.528 | 2:16.723 | 0.195 |
| 8        | 70  | 1:31.319 | 70       | 45.458 | 8                       | 70  | BURSCOUGH    | 2:16.777 | 2:16.777 | 0.000 |
| 9        | 166 | 1:31.320 | 60       | 45.674 | 9                       | 57  | MOOK         | 2:16.874 | 2:16.874 | 0.000 |
| 10       | 26  | 1:31.442 | 26       | 45.700 | 10                      | 26  | LEE          | 2:17.142 | 2:17.562 | 0.420 |
| 11       | 60  | 1:32.410 | 34       | 45.979 | 11                      | 60  | GOUGH        | 2:18.084 | 2:18.084 | 0.000 |
| 12       | 64  | 1:33.277 | 57       | 45.999 | 12                      | 64  | DAVIS        | 2:20.150 | 2:20.150 | 0.000 |
| 13       | 73  | 1:33.725 | 100      | 46.154 | 13                      | 34  | NIELD        | 2:20.262 | 2:20.262 | 0.000 |
| 14       | 34  | 1:34.283 | 64       | 46.873 | 14                      | 100 | MACRAE       | 2:20.593 | 2:21.066 | 0.473 |
| 15       | 100 | 1:34.439 | 333      | 47.667 | 15                      | 73  | TURNER       | 2:21.662 | 2:22.895 | 1.233 |
| 16       | 333 | 1:34.740 | 73       | 47.937 | 16                      | 333 | STUBBERFIELD | 2:22.407 | 2:22.900 | 0.493 |
| 17       | 69  | 1:36.288 | 69       | 48.146 | 17                      | 69  | ELLERAY      | 2:24.434 | 2:24.434 | 0.000 |
| 18       | 42  | 1:38.206 | 42       | 49.887 | 18                      | 42  | PEARSON      | 2:28.093 | 2:28.221 | 0.128 |
| 19       | 36  | 1:40.263 | 46       | 50.324 | 19                      | 36  | ZANUTTO      | 2:32.030 | 2:32.091 | 0.061 |
| 20       | 62  | 1:41.026 | 36       | 51.767 | 20                      | 62  | PATERSON     | 2:32.861 | 2:33.147 | 0.286 |
| 21       | 46  | 1:42.637 | 62       | 51.835 | 21                      | 46  | MARSHALL     | 2:32.961 | 2:32.961 | 0.000 |
| 22       | 77  | 1:43.232 | 77       | 52.335 | 22                      | 77  | COLLINS      | 2:35.567 | 2:35.567 | 0.000 |
| 23       | 2   | 1:52.088 | 2        | 55.783 | 23                      | 2   | FIRTH        | 2:47.871 | 2:47.871 | 0.000 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

Yamaha Past Masters

QUALIFYING - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 23                        |
| Planned Start          | 2025-05-03 @ 10:05:00.000 |
| Actual Start           | 2025-05-03 @ 10:08:22.120 |
| Finish Time            | 2025-05-03 @ 10:18:21.908 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 99                        |
| Total Distance Covered | 293.9222mi.               |

Session Fastest Lap History

| NO | CL | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----|-------------|----------|--------------|-----|----------------|
| 72 | C  | Max MACRAE  | 2:16.097 | 10:10:48.362 | 1   | Yamaha TZR 250 |
| 72 | C  | Max MACRAE  | 2:13.084 | 10:13:01.446 | 2   | Yamaha TZR 250 |
| 8  |    | David BALL  | 2:12.961 | 10:13:07.080 | 2   | Yamaha TZR 250 |
| 72 | C  | Max MACRAE  | 2:12.246 | 10:15:13.692 | 3   | Yamaha TZR 250 |
| 72 | C  | Max MACRAE  | 2:12.090 | 10:17:25.782 | 4   | Yamaha TZR 250 |
| 30 |    | Alan COOPER | 2:11.398 | 10:19:44.841 | 5   | Yamaha TZR 250 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:08:22.120 |
| FINISH | 10:18:21.908 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:30.207  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - STATISTICS

CLASS :

8 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|-------------|----------|--------------|-----|----------------|
| 30 | Alan COOPER | 2:18.845 | 10:10:53.895 | 1   | Yamaha TZR 250 |
| 8  | David BALL  | 2:17.385 | 10:10:54.119 | 1   | Yamaha TZR 250 |
| 30 | Alan COOPER | 2:13.155 | 10:13:07.050 | 2   | Yamaha TZR 250 |
| 8  | David BALL  | 2:12.961 | 10:13:07.080 | 2   | Yamaha TZR 250 |
| 30 | Alan COOPER | 2:12.443 | 10:17:33.443 | 4   | Yamaha TZR 250 |
| 8  | David BALL  | 2:12.309 | 10:17:33.578 | 4   | Yamaha TZR 250 |
| 30 | Alan COOPER | 2:11.398 | 10:19:44.841 | 5   | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## Yamaha Past Masters

### QUALIFYING - STATISTICS

CLASS : C

15 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|------------|----------|--------------|-----|----------------|
| 72 | Max MACRAE | 2:16.097 | 10:10:48.362 | 1   | Yamaha TZR 250 |
| 72 | Max MACRAE | 2:13.084 | 10:13:01.446 | 2   | Yamaha TZR 250 |
| 72 | Max MACRAE | 2:12.246 | 10:15:13.692 | 3   | Yamaha TZR 250 |
| 72 | Max MACRAE | 2:12.090 | 10:17:25.782 | 4   | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - GRID (5 Laps)



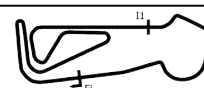
|       |    |    |                  |          |    |    |                |          |    |     |                  |          |    |     |                   |
|-------|----|----|------------------|----------|----|----|----------------|----------|----|-----|------------------|----------|----|-----|-------------------|
| ROW 8 | 24 | 71 | Tess BICKERSTAFF | 2:47.871 | 23 | 2  | Paul FIRTH     | 2:35.567 | 22 | 77  | Adam COLLINS     |          |    |     |                   |
| ROW 7 |    |    |                  | 2:33.147 | 21 | 62 | David PATERSON | 2:32.961 | 20 | 46  | Kevin MARSHALL   | 2:32.091 | 19 | 36  | Phil ZANUTTO      |
| ROW 6 |    |    |                  | 2:28.221 | 18 | 42 | Martin PEARSON | 2:24.434 | 17 | 69  | Mark ELLERAY     | 2:22.900 | 16 | 333 | Mark STUBBERFIELD |
| ROW 5 |    |    |                  | 2:22.895 | 15 | 73 | Colvin TURNER  | 2:21.066 | 14 | 100 | Oliver MACRAE    | 2:20.262 | 13 | 34  | Paul NIELD        |
| ROW 4 |    |    |                  | 2:20.150 | 12 | 64 | Iain DAVIS     | 2:18.084 | 11 | 60  | Danny GOUGH      | 2:17.562 | 10 | 26  | Damian LEE        |
| ROW 3 |    |    |                  | 2:16.874 | 9  | 57 | Geoff MOOK     | 2:16.777 | 8  | 70  | Andrew BURSCOUGH | 2:16.723 | 7  | 166 | Tom RIDLEY        |
| ROW 2 |    |    |                  | 2:16.660 | 6  | 6  | Alan BUSHELL   | 2:15.768 | 5  | 74  | Paul WHITBY      | 2:13.781 | 4  | 110 | Mark HAIGH        |
| ROW 1 |    |    |                  | 2:12.309 | 3  | 8  | David BALL     | 2:12.090 | 2  | 72  | Max MACRAE       | 2:11.398 | 1  | 30  | Alan COOPER       |
|       |    |    |                  |          |    |    |                |          |    |     |                  |          |    |     | Pole              |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 10:25 Saturday, 03 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO   | CL | PIC | NAME              | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|------|----|-----|-------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 70   |    | 1   | Andrew BURSCOUGH  | Yamaha YPVS 350 - Mad biker designs/Martitanium          | 5    | 11:14.022 |          |        | 79.28 | 2:12.570 | 4  | 8   | 7  |
| 2   | 8    |    | 2   | David BALL        | Yamaha TZR 250 - Gardiner Page and Roe pension consulte  | 5    | 11:18.446 | 4.424    | 4.424  | 78.76 | 2:12.803 | 4  | 3   | 1  |
| 3   | 74   |    | 3   | Paul WHITBY       | Yamaha TZR 250 - Greybridge Ltd                          | 5    | 11:19.911 | 5.889    | 1.465  | 78.59 | 2:12.993 | 5  | 5   | 2  |
| 4   | 110  | C  | 1   | Mark HAIGH        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works | 5    | 11:20.547 | 6.525    | 0.636  | 78.52 | 2:13.865 | 2  | 4   | 0  |
| 5   | 6    | C  | 2   | Alan BUSHELL      | Yamaha TZR 250 - Moonraker motorcycles                   | 5    | 11:29.502 | 15.480   | 8.955  | 77.50 | 2:15.706 | 2  | 6   | 1  |
| 6   | 166  | C  | 3   | Tom RIDLEY        | Yamaha TZR 250 - Chamery Hall Roundhouses                | 5    | 11:34.218 | 20.196   | 4.716  | 76.97 | 2:16.498 | 5  | 7   | 1  |
| 7   | 57   |    | 4   | Geoff MOOK        | Yamaha TZR 250 -                                         | 5    | 11:35.826 | 21.804   | 1.608  | 76.80 | 2:16.357 | 5  | 9   | 2  |
| 8   | 26   |    | 5   | Damian LEE        | Yamaha TZR 250 - Leed Autos                              | 5    | 11:35.948 | 21.926   | 0.122  | 76.78 | 2:16.327 | 5  | 10  | 2  |
| 9   | 64   | C  | 4   | Iain DAVIS        | Yamaha TZR 250 -                                         | 5    | 11:36.404 | 22.382   | 0.456  | 76.73 | 2:16.378 | 2  | 12  | 3  |
| 10  | 60   |    | 6   | Danny GOUGH       | Yamaha TZR 250 - G Force Motorcycles                     | 5    | 11:39.834 | 25.812   | 3.430  | 76.36 | 2:17.363 | 5  | 11  | 1  |
| 11  | 34   | C  | 5   | Paul NIELD        | Yamaha TZR 250 - Ridesure                                | 5    | 11:41.388 | 27.366   | 1.554  | 76.19 | 2:18.488 | 4  | 13  | 2  |
| 12  | 100* |    | 7   | Oliver MACRAE     | Yamaha TZR 250 - www.ypmrc.co.uk                         | 5    | 12:13.941 | 59.919   | 32.553 | 72.81 | 2:21.106 | 2  | 14  | 2  |
| 13  | 333  | C  | 6   | Mark STUBBERFIELD | Yamaha TZR 250 - Polished concrete London                | 5    | 12:24.609 | 1:10.587 | 10.668 | 71.76 | 2:27.307 | 5  | 16  | 3  |
| 14  | 73   | C  | 7   | Colvin TURNER     | Yamaha TZR 250 -                                         | 5    | 12:24.683 | 1:10.661 | 0.074  | 71.76 | 2:26.099 | 2  | 15  | 1  |
| 15  | 69   | C  | 8   | Mark ELLERAY      | Yamaha TZR 250 - Abbot Solutions Ltd                     | 5    | 12:26.034 | 1:12.012 | 1.351  | 71.63 | 2:24.438 | 4  | 17  | 2  |
| 16  | 46   | C  | 9   | Kevin MARSHALL    | Yamaha TZR 250 - Stacey Processing                       | 5    | 12:30.826 | 1:16.804 | 4.792  | 71.17 | 2:26.537 | 2  | 20  | 4  |
| 17  | 42   | C  | 10  | Martin PEARSON    | Yamaha TZR 250 -                                         | 5    | 12:31.326 | 1:17.304 | 0.500  | 71.12 | 2:27.848 | 4  | 18  | 1  |
| 18  | 36   | C  | 11  | Phil ZANUTTO      | Yamaha TZR 250 - Westend garage/papyrus                  | 5    | 12:36.101 | 1:22.079 | 4.775  | 70.67 | 2:28.981 | 2  | 19  | 1  |
| 19  | 62   | C  | 12  | David PATERSON    | Yamaha TZR 250 - The love of a good woman / Boomerang I  | 5    | 13:06.617 | 1:52.595 | 30.516 | 67.93 | 2:33.350 | 2  | 21  | 2  |
| 20  | 71   | C  | 13  | Tess BICKERSTAFF  | Yamaha TZR 250 - Len Whalin                              | 5    | 13:16.574 | 2:02.552 | 9.957  | 67.08 | 2:35.892 | 2  | 24  | 4  |

#### NOT CLASSIFIED

|     |    |   |  |              |                                        |   |          |        |          |       |          |   |    |  |
|-----|----|---|--|--------------|----------------------------------------|---|----------|--------|----------|-------|----------|---|----|--|
| DNF | 86 | C |  | Max MACRAE   | Yamaha TZR 250 - MacRae Racing         | 3 | 6:49.460 | 2 Laps | 2 Laps   | 78.30 | 2:13.388 | 2 | 2  |  |
| DNF | 77 | C |  | Adam COLLINS | Yamaha TZR 250 - 2 Cows Racing         | 3 | 7:59.482 | 2 Laps | 1:10.022 | 66.87 | 2:35.553 | 2 | 22 |  |
| DNF | 30 |   |  | Alan COOPER  | Yamaha TZR 250 - Twistgrip Motorcycles | 2 | 4:34.090 | 3 Laps | 1 Lap    | 77.98 | 2:13.513 | 2 | 1  |  |
| DNF | 2  | C |  | Paul FIRTH   | Yamaha TZR 250 1KT - Joanne Porter     | 1 | 3:06.662 | 4 Laps | 1 Lap    | 57.25 |          |   | 23 |  |

#### FASTEST LAP

|  |    |   |  |                  |                                                 |   |          |  |  |           |  |            |  |  |
|--|----|---|--|------------------|-------------------------------------------------|---|----------|--|--|-----------|--|------------|--|--|
|  | 70 |   |  | Andrew BURSCOUGH | Yamaha YPVS 350 - Mad biker designs/Martitanium | 4 | 2:12.570 |  |  | 80.62 mph |  | 129.74 kph |  |  |
|  | 86 | C |  | Max MACRAE       | Yamaha TZR 250 - MacRae Racing                  | 2 | 2:13.388 |  |  | 80.12 mph |  | 128.95 kph |  |  |

\* No. 100 - 10 second penalty applied - jump start  
 Class - 92.5% of Race Speed = 73.33 mph  
 Class C - 92.5% of Race Speed = 72.63 mph

Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 13:53 Finish: 14:04  
 Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:12 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - LAP CHART

| LAP 1 @ 13:56:00.763 | LAP 2 @ 13:58:13.754 | LAP 3 @ 14:00:28.754 | LAP 4 @ 14:02:41.324 | LAP 5 @ 14:04:54.208  |
|----------------------|----------------------|----------------------|----------------------|-----------------------|
| NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME    |
| 30 2:20.577          | 70 2:12.951          | 70 2:15.000          | 70 2:12.570          | 70 2:12.884           |
| 70 0.040 2:20.617    | 30 0.522 2:13.513    | 86 0.892 2:14.409    | 8 4.007 2:12.803     | 8 4.424 2:13.301      |
| 8 1.031 2:21.608     | 86 1.483 2:13.388    | 110 2.713 2:15.665   | 110 4.925 2:14.782   | 74 5.889 2:12.993     |
| 86 1.086 2:21.663    | 110 2.048 2:13.865   | 74 3.156 2:15.248    | 74 5.780 2:15.194    | 110 6.525 2:14.484    |
| 110 1.174 2:21.751   | 74 2.908 2:13.823    | 8 3.774 2:13.757     | 6 12.503 2:17.238    | 6 15.480 2:15.861     |
| 74 2.076 2:22.653    | 8 5.017 2:16.977     | 6 7.835 2:17.612     | 166 16.582 2:18.906  | 166 20.196 2:16.498   |
| 6 2.508 2:23.085     | 6 5.223 2:15.706     | 166 10.246 2:18.484  | 64 17.264 2:17.301   | 57 21.804 2:16.357    |
| 166 3.212 2:23.789   | 166 6.762 2:16.541   | 64 12.533 2:18.015   | 57 18.331 2:17.519   | 26 21.926 2:16.327    |
| 57 4.707 2:25.284    | 64 9.518 2:16.378    | 57 13.382 2:18.617   | 26 18.483 2:17.636   | 64 22.382 2:18.002    |
| 26 5.530 2:26.107    | 57 9.765 2:18.049    | 26 13.417 2:17.692   | 60 21.333 2:18.786   | 60 25.812 2:17.363    |
| 60 5.885 2:26.462    | 26 10.725 2:18.186   | 60 15.117 2:18.665   | 34 21.629 2:18.488   | 34 27.366 2:18.621    |
| 64 6.131 2:26.708    | 60 11.452 2:18.558   | 34 15.711 2:18.697   | 100 39.409 2:26.101  | 100 49.919 2:23.394   |
| 34 6.465 2:27.042    | 34 12.014 2:18.540   | 100 25.878 2:24.098  | 333 56.164 2:28.398  | 333 1:10.587 2:27.307 |
| 100 8.665 2:29.242   | 100 16.780 2:21.106  | 333 40.336 2:28.691  | 73 56.393 2:26.799   | 73 1:10.661 2:27.152  |
| 333 11.916 2:32.493  | 73 26.555 2:26.099   | 73 42.164 2:30.609   | 69 56.663 2:24.438   | 69 1:12.012 2:28.233  |
| 73 13.447 2:34.024   | 333 26.645 2:27.720  | 69 44.795 2:26.984   | 42 1:02.190 2:27.848 | 46 1:16.804 2:26.895  |
| 42 16.401 2:36.978   | 42 32.507 2:29.097   | 42 46.912 2:29.405   | 46 1:02.793 2:26.628 | 42 1:17.304 2:27.998  |
| 36 17.015 2:37.592   | 69 32.811 2:27.605   | 36 48.375 2:30.370   | 36 1:05.946 2:30.141 | 36 1:22.079 2:29.017  |
| 69 18.197 2:38.774   | 36 33.005 2:28.981   | 46 48.735 2:29.967   | 62 1:27.418 2:37.033 | 62 1:52.595 2:38.061  |
| 62 20.192 2:40.769   | 46 33.768 2:26.537   | 62 1:02.955 2:37.404 | 71 1:34.505 2:36.244 | 71 2:02.552 2:40.931  |
| 46 20.222 2:40.799   | 62 40.551 2:33.350   | 71 1:10.831 2:38.377 |                      |                       |
| 71 24.553 2:45.130   | 71 47.454 2:35.892   | 77 1:10.914 2:37.704 |                      |                       |
| 77 25.648 2:46.225   | 77 48.210 2:35.553   |                      |                      |                       |
| 2 46.085 3:06.662    |                      |                      |                      |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

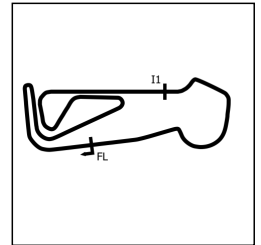
RACE 6 - POSITION CHART

| No  | Name         | Lap |     |     |     |     |     |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos | 1   | 2   | 3   | 4   | 5   |
| 30  | COOPER       | 1   | 30  | 70  | 70  | 70  | 70  |
| 86  | MACRAE       | 2   | 70  | 30  | 86  | 8   | 8   |
| 8   | BALL         | 3   | 8   | 86  | 110 | 110 | 74  |
| 110 | HAIGH        | 4   | 86  | 110 | 74  | 74  | 110 |
| 74  | WHITBY       | 5   | 110 | 74  | 8   | 6   | 6   |
| 6   | BUSHELL      | 6   | 74  | 8   | 6   | 166 | 166 |
| 166 | RIDLEY       | 7   | 6   | 6   | 166 | 64  | 57  |
| 70  | BURSCOUGH    | 8   | 166 | 166 | 64  | 57  | 26  |
| 57  | MOOK         | 9   | 57  | 64  | 57  | 26  | 64  |
| 26  | LEE          | 10  | 26  | 57  | 26  | 60  | 60  |
| 60  | GOUGH        | 11  | 60  | 26  | 60  | 34  | 34  |
| 64  | DAVIS        | 12  | 64  | 60  | 34  | 100 | 100 |
| 34  | NIELD        | 13  | 34  | 34  | 100 | 333 | 333 |
| 100 | MACRAE       | 14  | 100 | 100 | 333 | 73  | 73  |
| 73  | TURNER       | 15  | 333 | 73  | 73  | 69  | 69  |
| 333 | STUBBERFIELD | 16  | 73  | 333 | 69  | 42  | 46  |
| 69  | ELLERAY      | 17  | 42  | 42  | 42  | 46  | 42  |
| 42  | PEARSON      | 18  | 36  | 69  | 36  | 36  | 36  |
| 36  | ZANUTTO      | 19  | 69  | 36  | 46  | 62  | 62  |
| 46  | MARSHALL     | 20  | 62  | 46  | 62  | 71  | 71  |
| 62  | PATERSON     | 21  | 46  | 62  | 71  |     |     |
| 77  | COLLINS      | 22  | 71  | 71  | 77  |     |     |
| 2   | FIRTH        | 23  | 77  | 77  |     |     |     |
| 71  | BICKERSTAFF  | 24  | 2   |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>70</b>       | <b>Andrew BURSCOUGH</b>  | Yamaha YPVS 350 - Mad biker designs/Martitanium |              |       |                     |
| IDEAL LAP TIME : 2:11.969 |                 | BEST LAP TIME : 2:12.570 | DIFFERENCE : 0.601                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>44.160</b>            | 2:20.617                                        | 76.00        | 8.047 | 13:56:00.803        |
| 2 -                       | 1:28.487        | 44.464                   | 2:12.951 <b>(3)</b>                             | 80.39        | 0.381 | 13:58:13.754        |
| 3 -                       | 1:28.734        | 46.266                   | 2:15.000                                        | 79.17        | 2.430 | 14:00:28.754        |
| <b>4 -</b>                | 1:27.943        | 44.627                   | <b>2:12.570 (1)</b>                             | <b>80.62</b> |       | <b>14:02:41.324</b> |
| 5 -                       | <b>1:27.809</b> | 45.075                   | 2:12.884 <b>(2)</b>                             | 80.43        | 0.314 | 14:04:54.208        |

|                           |                 |                          |                                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>8</b>        | <b>David BALL</b>        | Yamaha TZR 250 - Gardiner Page and Roe pension consultants |              |       |                     |
| IDEAL LAP TIME : 2:12.210 |                 | BEST LAP TIME : 2:12.803 | DIFFERENCE : 0.593                                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.487                   | 2:21.608                                                   | 75.47        | 8.805 | 13:56:01.794        |
| 2 -                       | <b>1:28.317</b> | 48.660                   | 2:16.977                                                   | 78.02        | 4.174 | 13:58:18.771        |
| 3 -                       | 1:29.384        | 44.373                   | 2:13.757 <b>(3)</b>                                        | 79.90        | 0.954 | 14:00:32.528        |
| <b>4 -</b>                | 1:28.910        | <b>43.893</b>            | <b>2:12.803 (1)</b>                                        | <b>80.48</b> |       | <b>14:02:45.331</b> |
| 5 -                       | 1:29.255        | 44.046                   | 2:13.301 <b>(2)</b>                                        | 80.18        | 0.498 | 14:04:58.632        |

|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>74</b>       | <b>Paul WHITBY</b>       | Yamaha TZR 250 - Greybridge Ltd |              |       |                     |
| IDEAL LAP TIME : 2:12.993 |                 | BEST LAP TIME : 2:12.993 | DIFFERENCE : 0.000              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.024                   | 2:22.653                        | 74.92        | 9.660 | 13:56:02.839        |
| 2 -                       | 1:28.987        | 44.836                   | 2:13.823 <b>(2)</b>             | 79.86        | 0.830 | 13:58:16.662        |
| 3 -                       | 1:29.514        | 45.734                   | 2:15.248                        | 79.02        | 2.255 | 14:00:31.910        |
| 4 -                       | 1:30.025        | 45.169                   | 2:15.194 <b>(3)</b>             | 79.05        | 2.201 | 14:02:47.104        |
| <b>5 -</b>                | <b>1:28.802</b> | <b>44.191</b>            | <b>2:12.993 (1)</b>             | <b>80.36</b> |       | <b>14:05:00.097</b> |

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>110 C</b>    | <b>Mark HAIGH</b>        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works |              |       |                     |
| IDEAL LAP TIME : 2:13.865 |                 | BEST LAP TIME : 2:13.865 | DIFFERENCE : 0.000                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.479                   | 2:21.751                                                 | 75.40        | 7.886 | 13:56:01.937        |
| <b>2 -</b>                | <b>1:29.417</b> | <b>44.448</b>            | <b>2:13.865 (1)</b>                                      | <b>79.84</b> |       | <b>13:58:15.802</b> |
| 3 -                       | 1:30.413        | 45.252                   | 2:15.665                                                 | 78.78        | 1.800 | 14:00:31.467        |
| 4 -                       | 1:29.859        | 44.923                   | 2:14.782 <b>(3)</b>                                      | 79.29        | 0.917 | 14:02:46.249        |
| 5 -                       | 1:29.679        | 44.805                   | 2:14.484 <b>(2)</b>                                      | 79.47        | 0.619 | 14:05:00.733        |

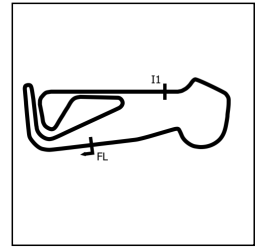
|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>6 C</b>      | <b>Alan BUSHELL</b>      | Yamaha TZR 250 - Moonraker motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:15.427 |                 | BEST LAP TIME : 2:15.706 | DIFFERENCE : 0.279                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.126                   | 2:23.085                               | 74.69        | 7.379 | 13:56:03.271        |
| <b>2 -</b>                | <b>1:30.630</b> | 45.076                   | <b>2:15.706 (1)</b>                    | <b>78.75</b> |       | <b>13:58:18.977</b> |
| 3 -                       | 1:31.464        | 46.148                   | 2:17.612                               | 77.66        | 1.906 | 14:00:36.589        |
| 4 -                       | 1:31.994        | 45.244                   | 2:17.238 <b>(3)</b>                    | 77.87        | 1.532 | 14:02:53.827        |
| 5 -                       | 1:31.064        | <b>44.797</b>            | 2:15.861 <b>(2)</b>                    | 78.66        | 0.155 | 14:05:09.688        |

|                           |                 |                          |                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>166 C</b>    | <b>Tom RIDLEY</b>        | Yamaha TZR 250 - Chamery Hall Roundhouses |              |       |                     |
| IDEAL LAP TIME : 2:16.408 |                 | BEST LAP TIME : 2:16.498 | DIFFERENCE : 0.090                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.098</b>            | 2:23.789                                  | 74.33        | 7.291 | 13:56:03.975        |
| 2 -                       | <b>1:31.310</b> | 45.231                   | 2:16.541 <b>(2)</b>                       | 78.27        | 0.043 | 13:58:20.516        |
| 3 -                       | 1:31.972        | 46.512                   | 2:18.484 <b>(3)</b>                       | 77.17        | 1.986 | 14:00:39.000        |
| 4 -                       | 1:33.199        | 45.707                   | 2:18.906                                  | 76.94        | 2.408 | 14:02:57.906        |
| <b>5 -</b>                | 1:31.343        | 45.155                   | <b>2:16.498 (1)</b>                       | <b>78.30</b> |       | <b>14:05:14.404</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

| P7 57 Geoff MOOK          |                 | Yamaha TZR 250 -         |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.357 |                 | BEST LAP TIME : 2:16.357 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.501                   | 2:25.284            | 73.56              | 8.927 | 13:56:05.470        |
| 2 -                       | 1:32.160        | 45.889                   | 2:18.049 (3)        | 77.42              | 1.692 | 13:58:23.519        |
| 3 -                       | 1:32.098        | 46.519                   | 2:18.617            | 77.10              | 2.260 | 14:00:42.136        |
| 4 -                       | 1:31.865        | 45.654                   | 2:17.519 (2)        | 77.72              | 1.162 | 14:02:59.655        |
| 5 -                       | <b>1:31.261</b> | <b>45.096</b>            | <b>2:16.357 (1)</b> | <b>78.38</b>       |       | <b>14:05:16.012</b> |

| P8 26 Damian LEE          |                 | Yamaha TZR 250 - Leed Autos |                     |                    |       |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.327 |                 | BEST LAP TIME : 2:16.327    |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.566                      | 2:26.107            | 73.15              | 9.780 | 13:56:06.293        |
| 2 -                       | 1:32.478        | 45.708                      | 2:18.186            | 77.34              | 1.859 | 13:58:24.479        |
| 3 -                       | 1:31.665        | 46.027                      | 2:17.692 (3)        | 77.62              | 1.365 | 14:00:42.171        |
| 4 -                       | 1:32.115        | 45.521                      | 2:17.636 (2)        | 77.65              | 1.309 | 14:02:59.807        |
| 5 -                       | <b>1:31.436</b> | <b>44.891</b>               | <b>2:16.327 (1)</b> | <b>78.40</b>       |       | <b>14:05:16.134</b> |

| P9 64 C Iain DAVIS        |                 | Yamaha TZR 250 -         |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.285 |                 | BEST LAP TIME : 2:16.378 |                     | DIFFERENCE : 0.093 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.839                   | 2:26.708            | 72.85              | 10.330 | 13:56:06.894        |
| 2 -                       | 1:31.666        | <b>44.712</b>            | <b>2:16.378 (1)</b> | <b>78.37</b>       |        | <b>13:58:23.272</b> |
| 3 -                       | 1:32.020        | 45.995                   | 2:18.015            | 77.44              | 1.637  | 14:00:41.287        |
| 4 -                       | <b>1:31.573</b> | 45.728                   | 2:17.301 (2)        | 77.84              | 0.923  | 14:02:58.588        |
| 5 -                       | 1:32.503        | 45.499                   | 2:18.002 (3)        | 77.44              | 1.624  | 14:05:16.590        |

| P10 60 Danny GOUGH        |                 | Yamaha TZR 250 - G Force Motorcycles |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.242 |                 | BEST LAP TIME : 2:17.363             |                     | DIFFERENCE : 0.121 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                             | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.920                               | 2:26.462            | 72.97              | 9.099 | 13:56:06.648        |
| 2 -                       | 1:32.727        | <b>45.831</b>                        | 2:18.558 (2)        | 77.13              | 1.195 | 13:58:25.206        |
| 3 -                       | 1:32.354        | 46.311                               | 2:18.665 (3)        | 77.07              | 1.302 | 14:00:43.871        |
| 4 -                       | 1:32.570        | 46.216                               | 2:18.786            | 77.01              | 1.423 | 14:03:02.657        |
| 5 -                       | <b>1:31.411</b> | 45.952                               | <b>2:17.363 (1)</b> | <b>77.80</b>       |       | <b>14:05:20.020</b> |

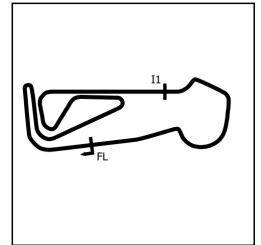
| P11 34 C Paul NIELD       |                 | Yamaha TZR 250 - Ridesure |                     |                    |       |                     |
|---------------------------|-----------------|---------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.060 |                 | BEST LAP TIME : 2:18.488  |                     | DIFFERENCE : 0.428 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                  | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.045                    | 2:27.042            | 72.68              | 8.554 | 13:56:07.228        |
| 2 -                       | 1:32.780        | <b>45.760</b>             | 2:18.540 (2)        | 77.14              | 0.052 | 13:58:25.768        |
| 3 -                       | 1:32.397        | 46.300                    | 2:18.697            | 77.06              | 0.209 | 14:00:44.465        |
| 4 -                       | 1:32.456        | 46.032                    | <b>2:18.488 (1)</b> | <b>77.17</b>       |       | <b>14:03:02.953</b> |
| 5 -                       | <b>1:32.300</b> | 46.321                    | 2:18.621 (3)        | 77.10              | 0.133 | 14:05:21.574        |

| P12 100 Oliver MACRAE     |                 | Yamaha TZR 250 - www.ypmrc.co.uk |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.868 |                 | BEST LAP TIME : 2:21.106         |                     | DIFFERENCE : 0.238 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                         | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.211</b>                    | 2:29.242            | 71.61              | 8.136 | 13:56:09.428        |
| 2 -                       | <b>1:34.657</b> | 46.449                           | <b>2:21.106 (1)</b> | <b>75.74</b>       |       | <b>13:58:30.534</b> |
| 3 -                       | 1:36.130        | 47.968                           | 2:24.098 (3)        | 74.17              | 2.992 | 14:00:54.632        |
| 4 -                       | 1:39.040        | 47.061                           | 2:26.101            | 73.15              | 4.995 | 14:03:20.733        |
| 5 -                       | 1:36.340        | 47.054                           | 2:23.394 (2)        | 74.53              | 2.288 | 14:05:44.127        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                                           |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| <b>P13 333 C</b>          |                 | <b>Mark STUBBERFIELD</b> |                     | Yamaha TZR 250 - Polished concrete London |       |                     |
| IDEAL LAP TIME : 2:26.415 |                 | BEST LAP TIME : 2:27.307 |                     | DIFFERENCE : 0.892                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 48.620                   | 2:32.493            | 70.08                                     | 5.186 | 13:56:12.679        |
| 2 -                       | 1:38.511        | 49.209                   | 2:27.720 (2)        | 72.35                                     | 0.413 | 13:58:40.399        |
| 3 -                       | 1:38.469        | 50.222                   | 2:28.691            | 71.88                                     | 1.384 | 14:01:09.090        |
| 4 -                       | <b>1:38.082</b> | 50.316                   | 2:28.398 (3)        | 72.02                                     | 1.091 | 14:03:37.488        |
| 5 -                       | 1:38.974        | <b>48.333</b>            | <b>2:27.307 (1)</b> | <b>72.55</b>                              |       | <b>14:06:04.795</b> |

|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P14 73 C</b>           |                 | <b>Colvin TURNER</b>     |                     | Yamaha TZR 250 -   |       |                     |
| IDEAL LAP TIME : 2:25.589 |                 | BEST LAP TIME : 2:26.099 |                     | DIFFERENCE : 0.510 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.647                   | 2:34.024            | 69.39              | 7.925 | 13:56:14.210        |
| 2 -                       | <b>1:36.833</b> | 49.266                   | <b>2:26.099 (1)</b> | <b>73.15</b>       |       | <b>13:58:40.309</b> |
| 3 -                       | 1:39.205        | 51.404                   | 2:30.609            | 70.96              | 4.510 | 14:01:10.918        |
| 4 -                       | 1:37.236        | 49.563                   | 2:26.799 (2)        | 72.80              | 0.700 | 14:03:37.717        |
| 5 -                       | 1:38.396        | <b>48.756</b>            | 2:27.152 (3)        | 72.63              | 1.053 | 14:06:04.869        |

|                           |                 |                          |                     |                                      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| <b>P15 69 C</b>           |                 | <b>Mark ELLERAY</b>      |                     | Yamaha TZR 250 - Abbot Solutions Ltd |        |                     |
| IDEAL LAP TIME : 2:24.438 |                 | BEST LAP TIME : 2:24.438 |                     | DIFFERENCE : 0.000                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 48.921                   | 2:38.774            | 67.31                                | 14.336 | 13:56:18.960        |
| 2 -                       | 1:38.763        | 48.842                   | 2:27.605 (3)        | 72.41                                | 3.167  | 13:58:46.565        |
| 3 -                       | 1:38.148        | 48.836                   | 2:26.984 (2)        | 72.71                                | 2.546  | 14:01:13.549        |
| 4 -                       | <b>1:36.701</b> | <b>47.737</b>            | <b>2:24.438 (1)</b> | <b>73.99</b>                         |        | <b>14:03:37.987</b> |
| 5 -                       | 1:39.161        | 49.072                   | 2:28.233            | 72.10                                | 3.795  | 14:06:06.220        |

|                           |                 |                          |                     |                                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| <b>P16 46 C</b>           |                 | <b>Kevin MARSHALL</b>    |                     | Yamaha TZR 250 - Stacey Processing |        |                     |
| IDEAL LAP TIME : 2:26.383 |                 | BEST LAP TIME : 2:26.537 |                     | DIFFERENCE : 0.154                 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.418                   | 2:40.799            | 66.46                              | 14.262 | 13:56:20.985        |
| 2 -                       | <b>1:37.127</b> | 49.410                   | <b>2:26.537 (1)</b> | <b>72.93</b>                       |        | <b>13:58:47.522</b> |
| 3 -                       | 1:39.117        | 50.850                   | 2:29.967            | 71.26                              | 3.430  | 14:01:17.489        |
| 4 -                       | 1:37.139        | 49.489                   | 2:26.628 (2)        | 72.89                              | 0.091  | 14:03:44.117        |
| 5 -                       | 1:37.639        | <b>49.256</b>            | 2:26.895 (3)        | 72.76                              | 0.358  | 14:06:11.012        |

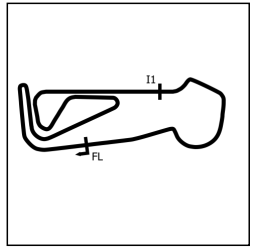
|                           |                 |                          |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| <b>P17 42 C</b>           |                 | <b>Martin PEARSON</b>    |                     | Yamaha TZR 250 -   |       |                     |
| IDEAL LAP TIME : 2:27.386 |                 | BEST LAP TIME : 2:27.848 |                     | DIFFERENCE : 0.462 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.810                   | 2:36.978            | 68.08              | 9.130 | 13:56:17.164        |
| 2 -                       | 1:39.361        | 49.736                   | 2:29.097 (3)        | 71.68              | 1.249 | 13:58:46.261        |
| 3 -                       | 1:39.425        | 49.980                   | 2:29.405            | 71.53              | 1.557 | 14:01:15.666        |
| 4 -                       | <b>1:38.632</b> | 49.216                   | <b>2:27.848 (1)</b> | <b>72.29</b>       |       | <b>14:03:43.514</b> |
| 5 -                       | 1:39.244        | <b>48.754</b>            | 2:27.998 (2)        | 72.21              | 0.150 | 14:06:11.512        |

|                           |                 |                          |                     |                                         |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------|-------|---------------------|
| <b>P18 36 C</b>           |                 | <b>Phil ZANUTTO</b>      |                     | Yamaha TZR 250 - Westend garage/papyrus |       |                     |
| IDEAL LAP TIME : 2:28.248 |                 | BEST LAP TIME : 2:28.981 |                     | DIFFERENCE : 0.733                      |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                     | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>49.624</b>            | 2:37.592            | 67.82                                   | 8.611 | 13:56:17.778        |
| 2 -                       | 1:39.298        | 49.683                   | <b>2:28.981 (1)</b> | <b>71.74</b>                            |       | <b>13:58:46.759</b> |
| 3 -                       | 1:39.430        | 50.940                   | 2:30.370            | 71.07                                   | 1.389 | 14:01:17.129        |
| 4 -                       | 1:39.647        | 50.494                   | 2:30.141 (3)        | 71.18                                   | 1.160 | 14:03:47.270        |
| 5 -                       | <b>1:38.624</b> | 50.393                   | 2:29.017 (2)        | 71.72                                   | 0.036 | 14:06:16.287        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

|                           |                 |                          |                                                           |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------|-------|---------------------|
| <b>P19</b>                | <b>62 C</b>     | <b>David PATERSON</b>    | Yamaha TZR 250 - The love of a good woman / Boomarang Day |              |       |                     |
| IDEAL LAP TIME : 2:33.103 |                 | BEST LAP TIME : 2:33.350 | DIFFERENCE : 0.247                                        |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>51.774</b>            | 2:40.769                                                  | 66.48        | 7.419 | 13:56:20.955        |
| 2 -                       | <b>1:41.329</b> | 52.021                   | <b>2:33.350 (1)</b>                                       | <b>69.69</b> |       | <b>13:58:54.305</b> |
| 3 -                       | 1:43.700        | 53.704                   | 2:37.404 (3)                                              | 67.90        | 4.054 | 14:01:31.709        |
| 4 -                       | 1:43.843        | 53.190                   | 2:37.033 (2)                                              | 68.06        | 3.683 | 14:04:08.742        |
| 5 -                       | 1:44.925        | 53.136                   | 2:38.061                                                  | 67.61        | 4.711 | 14:06:46.803        |

|                           |                 |                          |                             |              |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------|-------|---------------------|
| <b>P20</b>                | <b>71 C</b>     | <b>Tess BICKERSTAFF</b>  | Yamaha TZR 250 - Len Whalin |              |       |                     |
| IDEAL LAP TIME : 2:35.757 |                 | BEST LAP TIME : 2:35.892 | DIFFERENCE : 0.135          |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>52.516</b>            | 2:45.130                    | 64.72        | 9.238 | 13:56:25.316        |
| 2 -                       | <b>1:43.241</b> | 52.651                   | <b>2:35.892 (1)</b>         | <b>68.56</b> |       | <b>13:59:01.208</b> |
| 3 -                       | 1:44.952        | 53.425                   | 2:38.377 (3)                | 67.48        | 2.485 | 14:01:39.585        |
| 4 -                       | 1:43.285        | 52.959                   | 2:36.244 (2)                | 68.40        | 0.352 | 14:04:15.829        |
| 5 -                       | 1:47.060        | 53.871                   | 2:40.931                    | 66.41        | 5.039 | 14:06:56.760        |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P21</b>                | <b>86 C</b>     | <b>Max MACRAE</b>        | Yamaha TZR 250 - MacRae Racing |              |       |                     |
| IDEAL LAP TIME : 2:13.388 |                 | BEST LAP TIME : 2:13.388 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 44.809                   | 2:21.663                       | 75.44        | 8.275 | 13:56:01.849        |
| 2 -                       | <b>1:29.028</b> | <b>44.360</b>            | <b>2:13.388 (1)</b>            | <b>80.12</b> |       | <b>13:58:15.237</b> |
| 3 -                       | 1:29.484        | 44.925                   | 2:14.409 (2)                   | 79.51        | 1.021 | 14:00:29.646        |

|                           |                 |                          |                                |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| <b>P22</b>                | <b>77 C</b>     | <b>Adam COLLINS</b>      | Yamaha TZR 250 - 2 Cows Racing |              |        |                     |
| IDEAL LAP TIME : 2:35.312 |                 | BEST LAP TIME : 2:35.553 | DIFFERENCE : 0.241             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>52.035</b>            | 2:46.225                       | 64.29        | 10.672 | 13:56:26.411        |
| 2 -                       | <b>1:43.277</b> | 52.276                   | <b>2:35.553 (1)</b>            | <b>68.71</b> |        | <b>13:59:01.964</b> |
| 3 -                       | 1:44.872        | 52.832                   | 2:37.704 (2)                   | 67.77        | 2.151  | 14:01:39.668        |

|                           |           |                          |                                        |              |       |                     |
|---------------------------|-----------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P23</b>                | <b>30</b> | <b>Alan COOPER</b>       | Yamaha TZR 250 - Twistgrip Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:12.689 |           | BEST LAP TIME : 2:13.513 | DIFFERENCE : 0.824                     |              |       |                     |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |           | <b>44.268</b>            | 2:20.577                               | 76.02        | 7.064 | 13:56:00.763        |
| 2 -                       | 1:28.905  | 44.608                   | <b>2:13.513 (1)</b>                    | <b>80.05</b> |       | <b>13:58:14.276</b> |

|                  |            |                   |                                    |       |      |              |
|------------------|------------|-------------------|------------------------------------|-------|------|--------------|
| <b>P24</b>       | <b>2 C</b> | <b>Paul FIRTH</b> | Yamaha TZR 250 1KT - Joanne Porter |       |      |              |
| IDEAL LAP TIME : |            | BEST LAP TIME :   | DIFFERENCE :                       |       |      |              |
| LAP              | SECTOR 1   | SECTOR 2          | LAP TIME                           | MPH   | DIFF | TIME OF DAY  |
| 1 -              |            | <b>1:00.256</b>   | 3:06.662                           | 57.25 |      | 13:56:46.848 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |          | IDEAL / BEST COMPARISON |     |              |          |          |       |
|----------|-----|----------|----------|----------|-------------------------|-----|--------------|----------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME     | POS                     | NO  | NAME         | IDEAL    | BEST     | DIFF  |
|          |     |          |          |          | PERFECT LAP 2:11.702    |     |              |          |          |       |
| 1        | 70  | 1:27.809 | 8        | 43.893   | 1                       | 70  | BURSCOUGH    | 2:11.969 | 2:12.570 | 0.601 |
| 2        | 8   | 1:28.317 | 70       | 44.160   | 2                       | 8   | BALL         | 2:12.210 | 2:12.803 | 0.593 |
| 3        | 30  | 1:28.421 | 74       | 44.191   | 3                       | 30  | COOPER       | 2:12.689 | 2:13.513 | 0.824 |
| 4        | 74  | 1:28.802 | 30       | 44.268   | 4                       | 74  | WHITBY       | 2:12.993 | 2:12.993 | 0.000 |
| 5        | 86  | 1:29.028 | 86       | 44.360   | 5                       | 86  | MACRAE       | 2:13.388 | 2:13.388 | 0.000 |
| 6        | 110 | 1:29.417 | 110      | 44.448   | 6                       | 110 | HAIGH        | 2:13.865 | 2:13.865 | 0.000 |
| 7        | 6   | 1:30.630 | 64       | 44.712   | 7                       | 6   | BUSHELL      | 2:15.427 | 2:15.706 | 0.279 |
| 8        | 57  | 1:31.261 | 6        | 44.797   | 8                       | 64  | DAVIS        | 2:16.285 | 2:16.378 | 0.093 |
| 9        | 166 | 1:31.310 | 26       | 44.891   | 9                       | 26  | LEE          | 2:16.327 | 2:16.327 | 0.000 |
| 10       | 60  | 1:31.411 | 57       | 45.096   | 10                      | 57  | MOOK         | 2:16.357 | 2:16.357 | 0.000 |
| 11       | 26  | 1:31.436 | 166      | 45.098   | 11                      | 166 | RIDLEY       | 2:16.408 | 2:16.498 | 0.090 |
| 12       | 64  | 1:31.573 | 34       | 45.760   | 12                      | 60  | GOUGH        | 2:17.242 | 2:17.363 | 0.121 |
| 13       | 34  | 1:32.300 | 60       | 45.831   | 13                      | 34  | NIELD        | 2:18.060 | 2:18.488 | 0.428 |
| 14       | 100 | 1:34.657 | 100      | 46.211   | 14                      | 100 | MACRAE       | 2:20.868 | 2:21.106 | 0.238 |
| 15       | 69  | 1:36.701 | 69       | 47.737   | 15                      | 69  | ELLERAY      | 2:24.438 | 2:24.438 | 0.000 |
| 16       | 73  | 1:36.833 | 333      | 48.333   | 16                      | 73  | TURNER       | 2:25.589 | 2:26.099 | 0.510 |
| 17       | 46  | 1:37.127 | 42       | 48.754   | 17                      | 46  | MARSHALL     | 2:26.383 | 2:26.537 | 0.154 |
| 18       | 333 | 1:38.082 | 73       | 48.756   | 18                      | 333 | STUBBERFIELD | 2:26.415 | 2:27.307 | 0.892 |
| 19       | 36  | 1:38.624 | 46       | 49.256   | 19                      | 42  | PEARSON      | 2:27.386 | 2:27.848 | 0.462 |
| 20       | 42  | 1:38.632 | 36       | 49.624   | 20                      | 36  | ZANUTTO      | 2:28.248 | 2:28.981 | 0.733 |
| 21       | 62  | 1:41.329 | 62       | 51.774   | 21                      | 62  | PATERSON     | 2:33.103 | 2:33.350 | 0.247 |
| 22       | 71  | 1:43.241 | 77       | 52.035   | 22                      | 77  | COLLINS      | 2:35.312 | 2:35.553 | 0.241 |
| 23       | 77  | 1:43.277 | 71       | 52.516   | 23                      | 71  | BICKERSTAFF  | 2:35.757 | 2:35.892 | 0.135 |
| 24       |     |          | 2        | 1:00.256 | 24                      | 2   | FIRTH        |          |          |       |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - STATISTICS

Competitors Started 24

Planned Start 2025-05-03 @ 13:30:00.000

Actual Start 2025-05-03 @ 13:53:40.185

Finish Time 2025-05-03 @ 14:04:54.207

Track Length 2.9689mi.

Total Laps 109

Total Distance Covered 323.6113mi.

Session Fastest Lap History

| NO | CL | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|------------------|----------|--------------|-----|-----------------|
| 70 |    | Andrew BURSCOUGH | 2:12.951 | 13:58:13.754 | 2   | Yamaha YPVS 350 |
| 70 |    | Andrew BURSCOUGH | 2:12.570 | 14:02:41.324 | 4   | Yamaha YPVS 350 |

Session Leader History

| NO | CL | NAME             | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|----|------------------|----------|----------|-------------|-----------------|
| 30 |    | Alan COOPER      | 1        | 1        | 2.96 miles  | Yamaha TZR 250  |
| 70 |    | Andrew BURSCOUGH | 2        | 4        | 11.87 miles | Yamaha YPVS 350 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 13:53:40.185 |
| FINISH | 14:04:54.207 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:26.035  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - STATISTICS

**CLASS :**

8 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------------------|----------|--------------|-----|-----------------|
| 70 | Andrew BURSCOUGH | 2:12.951 | 13:58:13.754 | 2   | Yamaha YPVS 350 |
| 70 | Andrew BURSCOUGH | 2:12.570 | 14:02:41.324 | 4   | Yamaha YPVS 350 |

#### Leader History

| NO | NAME             | FROM LAP | LAPS LED | DISTANCE    | VEHICLE         |
|----|------------------|----------|----------|-------------|-----------------|
| 30 | Alan COOPER      | 1        | 1        | 2.96 miles  | Yamaha TZR 250  |
| 70 | Andrew BURSCOUGH | 2        | 4        | 11.87 miles | Yamaha YPVS 350 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - STATISTICS

**CLASS : C**

16 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|------------|----------|--------------|-----|----------------|
| 86 | Max MACRAE | 2:13.388 | 13:58:15.237 | 2   | Yamaha TZR 250 |

#### Leader History

| NO  | NAME       | FROM LAP | LAPS LED | DISTANCE   | VEHICLE        |
|-----|------------|----------|----------|------------|----------------|
| 86  | Max MACRAE | 1        | 3        | 8.90 miles | Yamaha TZR 250 |
| 110 | Mark HAIGH | 4        | 2        | 5.93 miles | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - GRID (5 Laps)



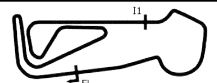
|                                                                                      |    |   |            |          |    |     |                   |          |    |     |                |          |    |    |                  |
|--------------------------------------------------------------------------------------|----|---|------------|----------|----|-----|-------------------|----------|----|-----|----------------|----------|----|----|------------------|
| ROW 8                                                                                | 24 | 2 | Paul FIRTH | 2:35.892 | 23 | 71  | Tess BICKERSTAFF  | 2:35.553 | 22 | 77  | Adam COLLINS   |          |    |    |                  |
| ROW 7                                                                                |    |   |            | 2:33.350 | 21 | 62  | David PATERSON    | 2:28.981 | 20 | 36  | Phil ZANUTTO   | 2:27.848 | 19 | 42 | Martin PEARSON   |
| ROW 6                                                                                |    |   |            | 2:27.307 | 18 | 333 | Mark STUBBERFIELD | 2:26.537 | 17 | 46  | Kevin MARSHALL | 2:26.099 | 16 | 73 | Colvin TURNER    |
| ROW 5                                                                                |    |   |            | 2:24.438 | 15 | 69  | Mark ELLERAY      | 2:21.106 | 14 | 100 | Oliver MACRAE  | 2:18.488 | 13 | 34 | Paul NIELD       |
| ROW 4                                                                                |    |   |            | 2:17.363 | 12 | 60  | Danny GOUGH       | 2:16.498 | 11 | 166 | Tom RIDLEY     | 2:16.378 | 10 | 64 | Iain DAVIS       |
| ROW 3                                                                                |    |   |            | 2:16.357 | 9  | 57  | Geoff MOOK        | 2:16.327 | 8  | 26  | Damian LEE     | 2:15.706 | 7  | 6  | Alan BUSHELL     |
| ROW 2                                                                                |    |   |            | 2:13.865 | 6  | 110 | Mark HAIGH        | 2:13.513 | 5  | 30  | Alan COOPER    | 2:13.388 | 4  | 86 | Max MACRAE       |
| ROW 1                                                                                |    |   |            | 2:12.993 | 3  | 74  | Paul WHITBY       | 2:12.803 | 2  | 8   | David BALL     | 2:12.570 | 1  | 70 | Andrew BURSCOUGH |
|                                                                                      |    |   |            |          |    |     |                   |          |    |     |                |          |    |    | Pole             |
|  |    |   |            |          |    |     |                   |          |    |     |                |          |    |    |                  |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:13 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME              | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 30  |    | 1   | Alan COOPER       | Yamaha TZR 250 - Twistgrip Motorcycles                   | 5    | 11:20.513 |          |        | 78.52 | 2:14.003 | 5  | 5   | 4  |
| 2   | 70  |    | 2   | Andrew BURSCOUGH  | Yamaha YPVS 350 - Mad biker designs/Martitanium          | 5    | 11:20.956 | 0.443    | 0.443  | 78.47 | 2:14.056 | 5  | 1   | -1 |
| 3   | 8   |    | 3   | David BALL        | Yamaha TZR 250 - Gardiner Page and Roe pension consult   | 5    | 11:21.933 | 1.420    | 0.977  | 78.36 | 2:14.393 | 3  | 2   | -1 |
| 4   | 86  | C  | 1   | Max MACRAE        | Yamaha TZR 250 - MacRae Racing                           | 5    | 11:22.019 | 1.506    | 0.086  | 78.35 | 2:14.117 | 5  | 4   | 0  |
| 5   | 110 | C  | 2   | Mark HAIGH        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works | 5    | 11:26.657 | 6.144    | 4.638  | 77.82 | 2:14.711 | 5  | 6   | 1  |
| 6   | 74  |    | 4   | Paul WHITBY       | Yamaha TZR 250 - Greybridge Ltd                          | 5    | 11:27.760 | 7.247    | 1.103  | 77.70 | 2:14.991 | 5  | 3   | -3 |
| 7   | 6   | C  | 3   | Alan BUSHELL      | Yamaha TZR 250 - Moonraker motorcycles                   | 5    | 11:29.305 | 8.792    | 1.545  | 77.52 | 2:15.528 | 5  | 7   | 0  |
| 8   | 26  |    | 5   | Damian LEE        | Yamaha TZR 250 - Leed Autos                              | 5    | 11:35.186 | 14.673   | 5.881  | 76.87 | 2:17.408 | 3  | 8   | 0  |
| 9   | 166 | C  | 4   | Tom RIDLEY        | Yamaha TZR 250 - Chamery Hall Roundhouses                | 5    | 11:37.052 | 16.539   | 1.866  | 76.66 | 2:16.820 | 4  | 11  | 2  |
| 10  | 34  | C  | 5   | Paul NIELD        | Yamaha TZR 250 - Ridesure                                | 5    | 11:41.386 | 20.873   | 4.334  | 76.19 | 2:18.563 | 2  | 13  | 3  |
| 11  | 57  |    | 6   | Geoff MOOK        | Yamaha TZR 250 -                                         | 5    | 11:59.268 | 38.755   | 17.882 | 74.29 | 2:19.694 | 4  | 9   | -2 |
| 12  | 100 |    | 7   | Oliver MACRAE     | Yamaha TZR 250 - www.ypmrc.co.uk                         | 5    | 12:00.263 | 39.750   | 0.995  | 74.19 | 2:21.869 | 2  | 14  | 2  |
| 13  | 60  |    | 8   | Danny GOUGH       | Yamaha TZR 250 - G Force Motorcycles                     | 5    | 12:05.511 | 44.998   | 5.248  | 73.65 | 2:19.580 | 5  | 12  | -1 |
| 14  | 333 | C  | 6   | Mark STUBBERFIELD | Yamaha TZR 250 - Polished concrete London                | 5    | 12:27.557 | 1:07.044 | 22.046 | 71.48 | 2:27.004 | 3  | 18  | 4  |
| 15  | 73  | C  | 7   | Colvin TURNER     | Yamaha TZR 250 -                                         | 5    | 12:28.029 | 1:07.516 | 0.472  | 71.44 | 2:28.896 | 5  | 16  | 1  |
| 16  | 69  | C  | 8   | Mark ELLERAY      | Yamaha TZR 250 - Abbot Solutions Ltd                     | 5    | 12:31.998 | 1:11.485 | 3.969  | 71.06 | 2:27.252 | 5  | 15  | -1 |
| 17  | 42  | C  | 9   | Martin PEARSON    | Yamaha TZR 250 -                                         | 5    | 12:55.133 | 1:34.620 | 23.135 | 68.94 | 2:31.078 | 5  | 19  | 2  |
| 18  | 77  | C  | 10  | Adam COLLINS      | Yamaha TZR 250 - 2 Cows Racing                           | 5    | 13:05.759 | 1:45.246 | 10.626 | 68.01 | 2:33.718 | 5  | 22  | 4  |
| 19  | 71  | C  | 11  | Tess BICKERSTAFF  | Yamaha TZR 250 - Len Whalin                              | 5    | 13:22.016 | 2:01.503 | 16.257 | 66.63 | 2:37.204 | 4  | 23  | 4  |
| 20  | 62  | C  | 12  | David PATERSON    | Yamaha TZR 250 - The love of a good woman / Boomerang    | 5    | 13:36.425 | 2:15.912 | 14.409 | 65.45 | 2:38.450 | 2  | 21  | 1  |

#### NOT CLASSIFIED

|     |    |   |  |                |                                         |   |          |        |        |       |          |   |    |  |
|-----|----|---|--|----------------|-----------------------------------------|---|----------|--------|--------|-------|----------|---|----|--|
| DNF | 64 | C |  | Iain DAVIS     | Yamaha TZR 250 -                        | 4 | 9:14.270 | 1 Lap  | 1 Lap  | 77.13 | 2:15.563 | 3 | 10 |  |
| DNF | 46 | C |  | Kevin MARSHALL | Yamaha TZR 250 - Stacey Processing      | 2 | 5:10.203 | 3 Laps | 2 Laps | 68.91 | 2:30.729 | 2 | 17 |  |
| DNF | 36 | C |  | Phil ZANUTTO   | Yamaha TZR 250 - Westend garage/papyrus | 1 | 2:42.779 | 4 Laps | 1 Lap  | 65.66 |          |   | 20 |  |

#### FASTEST LAP

|  |    |   |  |             |                                        |   |          |  |  |           |  |            |  |  |
|--|----|---|--|-------------|----------------------------------------|---|----------|--|--|-----------|--|------------|--|--|
|  | 30 |   |  | Alan COOPER | Yamaha TZR 250 - Twistgrip Motorcycles | 5 | 2:14.003 |  |  | 79.76 mph |  | 128.36 kph |  |  |
|  | 86 | C |  | Max MACRAE  | Yamaha TZR 250 - MacRae Racing         | 5 | 2:14.117 |  |  | 79.69 mph |  | 128.25 kph |  |  |

Class - 92.5% of Race Speed = 72.63 mph  
Class C - 92.5% of Race Speed = 72.47 mph

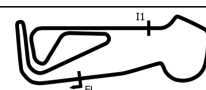
Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 17:46 Finish: 17:57  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:01 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 16 - LAP CHART

| LAP 1 @ 17:48:31.654 |        |          | LAP 2 @ 17:50:45.922 |        |          | LAP 3 @ 17:53:01.750 |          |          | LAP 4 @ 17:55:16.975 |          |          | LAP 5 @ 17:57:30.978 |          |          |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 70                   |        | 2:21.189 | 70                   |        | 2:14.268 | 70                   |          | 2:15.828 | 30                   |          | 2:15.095 | 30                   |          | 2:14.003 |
| 30                   | 1.250  | 2:22.439 | 30                   | 1.404  | 2:14.422 | 30                   | 0.130    | 2:14.554 | 70                   | 0.390    | 2:15.615 | 70                   | 0.443    | 2:14.056 |
| 8                    | 1.362  | 2:22.551 | 8                    | 2.097  | 2:15.003 | 8                    | 0.662    | 2:14.393 | 8                    | 0.438    | 2:15.001 | 8                    | 1.420    | 2:14.985 |
| 86                   | 1.636  | 2:22.825 | 86                   | 2.118  | 2:14.750 | 86                   | 1.138    | 2:14.848 | 86                   | 1.392    | 2:15.479 | 86                   | 1.506    | 2:14.117 |
| 74                   | 1.933  | 2:23.122 | 74                   | 4.409  | 2:16.744 | 110                  | 5.076    | 2:16.222 | 110                  | 5.436    | 2:15.585 | 110                  | 6.144    | 2:14.711 |
| 110                  | 2.246  | 2:23.435 | 110                  | 4.682  | 2:16.704 | 74                   | 5.759    | 2:17.178 | 74                   | 6.259    | 2:15.725 | 74                   | 7.247    | 2:14.991 |
| 6                    | 2.984  | 2:24.173 | 6                    | 5.514  | 2:16.798 | 6                    | 6.367    | 2:16.681 | 6                    | 7.267    | 2:16.125 | 6                    | 8.792    | 2:15.528 |
| 26                   | 3.475  | 2:24.664 | 64                   | 7.022  | 2:17.703 | 64                   | 6.757    | 2:15.563 | 64                   | 7.760    | 2:16.228 | 26                   | 14.673   | 2:17.732 |
| 64                   | 3.587  | 2:24.776 | 26                   | 7.130  | 2:17.923 | 26                   | 8.710    | 2:17.408 | 26                   | 10.944   | 2:17.459 | 166                  | 16.539   | 2:17.317 |
| 34                   | 4.059  | 2:25.248 | 34                   | 8.354  | 2:18.563 | 34                   | 11.395   | 2:18.869 | 166                  | 13.225   | 2:16.820 | 34                   | 20.873   | 2:18.972 |
| 60                   | 6.385  | 2:27.574 | 166                  | 9.702  | 2:17.329 | 166                  | 11.630   | 2:17.756 | 34                   | 15.904   | 2:19.734 | 57                   | 38.755   | 2:22.265 |
| 166                  | 6.641  | 2:27.830 | 100                  | 15.424 | 2:21.869 | 100                  | 22.858   | 2:23.262 | 100                  | 30.090   | 2:22.457 | 100                  | 39.750   | 2:23.663 |
| 100                  | 7.823  | 2:29.012 | 57                   | 19.596 | 2:23.915 | 57                   | 26.024   | 2:22.256 | 57                   | 30.493   | 2:19.694 | 60                   | 44.998   | 2:19.580 |
| 73                   | 9.426  | 2:30.615 | 73                   | 24.524 | 2:29.366 | 60                   | 34.838   | 2:23.301 | 60                   | 39.421   | 2:19.808 | 333                  | 1:07.044 | 2:29.463 |
| 57                   | 9.949  | 2:31.138 | 333                  | 26.684 | 2:28.429 | 73                   | 37.811   | 2:29.115 | 333                  | 51.584   | 2:28.949 | 73                   | 1:07.516 | 2:28.896 |
| 333                  | 12.523 | 2:33.712 | 60                   | 27.365 | 2:35.248 | 333                  | 37.860   | 2:27.004 | 73                   | 52.623   | 2:30.037 | 69                   | 1:11.485 | 2:27.252 |
| 46                   | 18.285 | 2:39.474 | 69                   | 33.136 | 2:29.106 | 69                   | 45.462   | 2:28.154 | 69                   | 58.236   | 2:27.999 | 42                   | 1:34.620 | 2:31.078 |
| 69                   | 18.298 | 2:39.487 | 46                   | 34.746 | 2:30.729 | 42                   | 1:00.799 | 2:32.311 | 42                   | 1:17.545 | 2:31.971 | 77                   | 1:45.246 | 2:33.718 |
| 62                   | 21.300 | 2:42.489 | 42                   | 44.316 | 2:36.859 | 77                   | 1:05.052 | 2:35.001 | 77                   | 1:25.531 | 2:35.704 | 71                   | 2:01.503 | 2:39.889 |
| 36                   | 21.590 | 2:42.779 | 62                   | 45.482 | 2:38.450 | 71                   | 1:13.638 | 2:39.351 | 71                   | 1:35.617 | 2:37.204 | 62                   | 2:15.912 | 2:48.127 |
| 42                   | 21.725 | 2:42.914 | 77                   | 45.879 | 2:36.919 | 62                   | 1:13.745 | 2:44.091 | 62                   | 1:41.788 | 2:43.268 |                      |          |          |
| 77                   | 23.228 | 2:44.417 | 71                   | 50.115 | 2:38.321 |                      |          |          |                      |          |          |                      |          |          |
| 71                   | 26.062 | 2:47.251 |                      |        |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

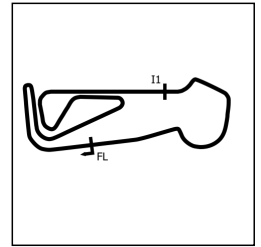
RACE 16 - POSITION CHART

| No  | Name         | Lap | 1   | 2   | 3   | 4   | 5   |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos |     |     |     |     |     |
| 70  | BURSCOUGH    | 1   | 70  | 70  | 70  | 30  | 30  |
| 8   | BALL         | 2   | 30  | 30  | 30  | 70  | 70  |
| 74  | WHITBY       | 3   | 8   | 8   | 8   | 8   | 8   |
| 86  | MACRAE       | 4   | 86  | 86  | 86  | 86  | 86  |
| 30  | COOPER       | 5   | 74  | 74  | 110 | 110 | 110 |
| 110 | HAIGH        | 6   | 110 | 110 | 74  | 74  | 74  |
| 6   | BUSHELL      | 7   | 6   | 6   | 6   | 6   | 6   |
| 26  | LEE          | 8   | 26  | 64  | 64  | 64  | 26  |
| 57  | MOOK         | 9   | 64  | 26  | 26  | 26  | 166 |
| 64  | DAVIS        | 10  | 34  | 34  | 34  | 166 | 34  |
| 166 | RIDLEY       | 11  | 60  | 166 | 166 | 34  | 57  |
| 60  | GOUGH        | 12  | 166 | 100 | 100 | 100 | 100 |
| 34  | NIELD        | 13  | 100 | 57  | 57  | 57  | 60  |
| 100 | MACRAE       | 14  | 73  | 73  | 60  | 60  | 333 |
| 69  | ELLERAY      | 15  | 57  | 333 | 73  | 333 | 73  |
| 73  | TURNER       | 16  | 333 | 60  | 333 | 73  | 69  |
| 46  | MARSHALL     | 17  | 46  | 69  | 69  | 69  | 42  |
| 333 | STUBBERFIELD | 18  | 69  | 46  | 42  | 42  | 77  |
| 42  | PEARSON      | 19  | 62  | 42  | 77  | 77  | 71  |
| 36  | ZANUTTO      | 20  | 36  | 62  | 71  | 71  | 62  |
| 62  | PATERSON     | 21  | 42  | 77  | 62  | 62  |     |
| 77  | COLLINS      | 22  | 77  | 71  |     |     |     |
| 71  | BICKERSTAFF  | 23  | 71  |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - SECTOR ANALYSIS



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

|                           |                 |                          |                                        |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|-------|---------------------|
| <b>P1</b>                 | <b>30</b>       | <b>Alan COOPER</b>       | Yamaha TZR 250 - Twistgrip Motorcycles |              |       |                     |
| IDEAL LAP TIME : 2:13.865 |                 | BEST LAP TIME : 2:14.003 | DIFFERENCE : 0.138                     |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.206                   | 2:22.439                               | 75.03        | 8.436 | 17:48:32.904        |
| 2 -                       | 1:29.927        | 44.495                   | 2:14.422 (2)                           | 79.51        | 0.419 | 17:50:47.326        |
| 3 -                       | <b>1:29.463</b> | 45.091                   | 2:14.554 (3)                           | 79.43        | 0.551 | 17:53:01.880        |
| 4 -                       | 1:30.519        | 44.576                   | 2:15.095                               | 79.11        | 1.092 | 17:55:16.975        |
| 5 -                       | 1:29.601        | <b>44.402</b>            | <b>2:14.003 (1)</b>                    | <b>79.76</b> |       | <b>17:57:30.978</b> |

|                           |                 |                          |                                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>70</b>       | <b>Andrew BURSCOUGH</b>  | Yamaha YPVS 350 - Mad biker designs/Martitanium |              |       |                     |
| IDEAL LAP TIME : 2:14.011 |                 | BEST LAP TIME : 2:14.056 | DIFFERENCE : 0.045                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.194                   | 2:21.189                                        | 75.70        | 7.133 | 17:48:31.654        |
| 2 -                       | <b>1:29.351</b> | 44.917                   | 2:14.268 (2)                                    | 79.60        | 0.212 | 17:50:45.922        |
| 3 -                       | 1:30.279        | 45.549                   | 2:15.828                                        | 78.68        | 1.772 | 17:53:01.750        |
| 4 -                       | 1:30.148        | 45.467                   | 2:15.615 (3)                                    | 78.81        | 1.559 | 17:55:17.365        |
| 5 -                       | 1:29.396        | <b>44.660</b>            | <b>2:14.056 (1)</b>                             | <b>79.72</b> |       | <b>17:57:31.421</b> |

|                           |                 |                          |                                                            |              |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|-------|---------------------|
| <b>P3</b>                 | <b>8</b>        | <b>David BALL</b>        | Yamaha TZR 250 - Gardiner Page and Roe pension consultants |              |       |                     |
| IDEAL LAP TIME : 2:13.266 |                 | BEST LAP TIME : 2:14.393 | DIFFERENCE : 1.127                                         |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.866                   | 2:22.551                                                   | 74.97        | 8.158 | 17:48:33.016        |
| 2 -                       | 1:29.946        | 45.057                   | 2:15.003                                                   | 79.16        | 0.610 | 17:50:48.019        |
| 3 -                       | <b>1:29.310</b> | 45.083                   | <b>2:14.393 (1)</b>                                        | <b>79.52</b> |       | <b>17:53:02.412</b> |
| 4 -                       | 1:30.209        | 44.792                   | 2:15.001 (3)                                               | 79.17        | 0.608 | 17:55:17.413        |
| 5 -                       | 1:31.029        | <b>43.956</b>            | 2:14.985 (2)                                               | 79.17        | 0.592 | 17:57:32.398        |

|                           |                 |                          |                                |              |       |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| <b>P4</b>                 | <b>86 C</b>     | <b>Max MACRAE</b>        | Yamaha TZR 250 - MacRae Racing |              |       |                     |
| IDEAL LAP TIME : 2:14.117 |                 | BEST LAP TIME : 2:14.117 | DIFFERENCE : 0.000             |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.549                   | 2:22.825                       | 74.83        | 8.708 | 17:48:33.290        |
| 2 -                       | 1:30.132        | 44.618                   | 2:14.750 (2)                   | 79.31        | 0.633 | 17:50:48.040        |
| 3 -                       | 1:30.216        | 44.632                   | 2:14.848 (3)                   | 79.26        | 0.731 | 17:53:02.888        |
| 4 -                       | 1:30.328        | 45.151                   | 2:15.479                       | 78.89        | 1.362 | 17:55:18.367        |
| 5 -                       | <b>1:30.061</b> | <b>44.056</b>            | <b>2:14.117 (1)</b>            | <b>79.69</b> |       | <b>17:57:32.484</b> |

|                           |                 |                          |                                                          |              |       |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------------------------|--------------|-------|---------------------|
| <b>P5</b>                 | <b>110 C</b>    | <b>Mark HAIGH</b>        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works |              |       |                     |
| IDEAL LAP TIME : 2:14.711 |                 | BEST LAP TIME : 2:14.711 | DIFFERENCE : 0.000                                       |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                 | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.335                   | 2:23.435                                                 | 74.51        | 8.724 | 17:48:33.900        |
| 2 -                       | 1:31.900        | 44.804                   | 2:16.704                                                 | 78.18        | 1.993 | 17:50:50.604        |
| 3 -                       | 1:30.634        | 45.588                   | 2:16.222 (3)                                             | 78.46        | 1.511 | 17:53:06.826        |
| 4 -                       | 1:30.544        | 45.041                   | 2:15.585 (2)                                             | 78.82        | 0.874 | 17:55:22.411        |
| 5 -                       | <b>1:30.106</b> | <b>44.605</b>            | <b>2:14.711 (1)</b>                                      | <b>79.34</b> |       | <b>17:57:37.122</b> |

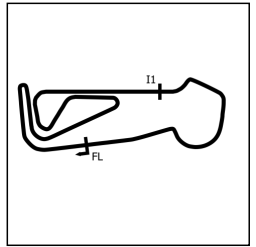
|                           |                 |                          |                                 |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| <b>P6</b>                 | <b>74</b>       | <b>Paul WHITBY</b>       | Yamaha TZR 250 - Greybridge Ltd |              |       |                     |
| IDEAL LAP TIME : 2:14.991 |                 | BEST LAP TIME : 2:14.991 | DIFFERENCE : 0.000              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.704                   | 2:23.122                        | 74.67        | 8.131 | 17:48:33.587        |
| 2 -                       | 1:31.483        | 45.261                   | 2:16.744 (3)                    | 78.16        | 1.753 | 17:50:50.331        |
| 3 -                       | 1:30.861        | 46.317                   | 2:17.178                        | 77.91        | 2.187 | 17:53:07.509        |
| 4 -                       | 1:30.663        | 45.062                   | 2:15.725 (2)                    | 78.74        | 0.734 | 17:55:23.234        |
| 5 -                       | <b>1:30.017</b> | <b>44.974</b>            | <b>2:14.991 (1)</b>             | <b>79.17</b> |       | <b>17:57:38.225</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - SECTOR ANALYSIS



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

| P7 6 C                    |                 | Alan BUSHELL             |                     | Yamaha TZR 250 - Moonraker motorcycles |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.503 |                 | BEST LAP TIME : 2:15.528 |                     | DIFFERENCE : 0.025                     |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                    | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.803                   | 2:24.173            | 74.13                                  | 8.645 | 17:48:34.638        |
| 2 -                       | 1:31.381        | 45.417                   | 2:16.798            | 78.13                                  | 1.270 | 17:50:51.436        |
| 3 -                       | 1:31.388        | 45.293                   | 2:16.681 (3)        | 78.19                                  | 1.153 | 17:53:08.117        |
| 4 -                       | <b>1:31.102</b> | 45.023                   | 2:16.125 (2)        | 78.51                                  | 0.597 | 17:55:24.242        |
| 5 -                       | 1:31.127        | <b>44.401</b>            | <b>2:15.528 (1)</b> | <b>78.86</b>                           |       | <b>17:57:39.770</b> |

| P8 26                     |                 | Damian LEE               |                     | Yamaha TZR 250 - Leed Autos |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.305 |                 | BEST LAP TIME : 2:17.408 |                     | DIFFERENCE : 0.103          |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                         | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.764                   | 2:24.664            | 73.88                       | 7.256 | 17:48:35.129        |
| 2 -                       | 1:32.144        | 45.779                   | 2:17.923            | 77.49                       | 0.515 | 17:50:53.052        |
| 3 -                       | 1:31.831        | <b>45.577</b>            | <b>2:17.408 (1)</b> | <b>77.78</b>                |       | <b>17:53:10.460</b> |
| 4 -                       | <b>1:31.728</b> | 45.731                   | 2:17.459 (2)        | 77.75                       | 0.051 | 17:55:27.919        |
| 5 -                       | 1:31.965        | 45.767                   | 2:17.732 (3)        | 77.60                       | 0.324 | 17:57:45.651        |

| P9 166 C                  |                 | Tom RIDLEY               |                     | Yamaha TZR 250 - Chamery Hall Roundhouses |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.674 |                 | BEST LAP TIME : 2:16.820 |                     | DIFFERENCE : 0.146                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.665                   | 2:27.830            | 72.29                                     | 11.010 | 17:48:38.295        |
| 2 -                       | 1:32.154        | <b>45.175</b>            | 2:17.329 (3)        | 77.82                                     | 0.509  | 17:50:55.624        |
| 3 -                       | 1:32.391        | 45.365                   | 2:17.756            | 77.58                                     | 0.936  | 17:53:13.380        |
| 4 -                       | <b>1:31.499</b> | 45.321                   | <b>2:16.820 (1)</b> | <b>78.11</b>                              |        | <b>17:55:30.200</b> |
| 5 -                       | 1:31.852        | 45.465                   | 2:17.317 (2)        | 77.83                                     | 0.497  | 17:57:47.517        |

| P10 34 C                  |                 | Paul NIELD               |                     | Yamaha TZR 250 - Ridesure |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.406 |                 | BEST LAP TIME : 2:18.563 |                     | DIFFERENCE : 0.157        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>45.656</b>            | 2:25.248            | 73.58                     | 6.685 | 17:48:35.713        |
| 2 -                       | <b>1:32.750</b> | 45.813                   | <b>2:18.563 (1)</b> | <b>77.13</b>              |       | <b>17:50:54.276</b> |
| 3 -                       | 1:32.826        | 46.043                   | 2:18.869 (2)        | 76.96                     | 0.306 | 17:53:13.145        |
| 4 -                       | 1:33.712        | 46.022                   | 2:19.734            | 76.48                     | 1.171 | 17:55:32.879        |
| 5 -                       | 1:32.830        | 46.142                   | 2:18.972 (3)        | 76.90                     | 0.409 | 17:57:51.851        |

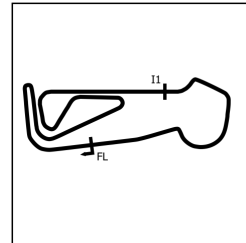
| P11 57                    |                 | Geoff MOOK               |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.694 |                 | BEST LAP TIME : 2:19.694 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 47.968                   | 2:31.138            | 70.71              | 11.444 | 17:48:41.603        |
| 2 -                       | 1:36.699        | 47.216                   | 2:23.915            | 74.26              | 4.221  | 17:51:05.518        |
| 3 -                       | 1:35.194        | 47.062                   | 2:22.256 (2)        | 75.13              | 2.562  | 17:53:27.774        |
| 4 -                       | <b>1:33.531</b> | <b>46.163</b>            | <b>2:19.694 (1)</b> | <b>76.51</b>       |        | <b>17:55:47.468</b> |
| 5 -                       | 1:34.052        | 48.213                   | 2:22.265 (3)        | 75.12              | 2.571  | 17:58:09.733        |

| P12 100                   |                 | Oliver MACRAE            |                     | Yamaha TZR 250 - www.ypmrc.co.uk |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.456 |                 | BEST LAP TIME : 2:21.869 |                     | DIFFERENCE : 0.413               |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                              | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.224</b>            | 2:29.012            | 71.72                            | 7.143 | 17:48:39.477        |
| 2 -                       | 1:35.392        | 46.477                   | <b>2:21.869 (1)</b> | <b>75.33</b>                     |       | <b>17:51:01.346</b> |
| 3 -                       | 1:36.649        | 46.613                   | 2:23.262 (3)        | 74.60                            | 1.393 | 17:53:24.608        |
| 4 -                       | 1:35.749        | 46.708                   | 2:22.457 (2)        | 75.02                            | 0.588 | 17:55:47.065        |
| 5 -                       | <b>1:35.232</b> | 48.431                   | 2:23.663            | 74.39                            | 1.794 | 17:58:10.728        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - SECTOR ANALYSIS



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

| P13 60                    |                 | Danny GOUGH              |                     | Yamaha TZR 250 - G Force Motorcycles |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.664 |                 | BEST LAP TIME : 2:19.580 |                     | DIFFERENCE : 0.916                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>45.614</b>            | 2:27.574            | 72.42                                | 7.994  | 17:48:38.039        |
| 2 -                       | 1:47.642        | 47.606                   | 2:35.248            | 68.84                                | 15.668 | 17:51:13.287        |
| 3 -                       | 1:36.892        | 46.409                   | 2:23.301 (3)        | 74.58                                | 3.721  | 17:53:36.588        |
| 4 -                       | 1:33.464        | 46.344                   | 2:19.808 (2)        | 76.44                                | 0.228  | 17:55:56.396        |
| 5 -                       | <b>1:33.050</b> | 46.530                   | <b>2:19.580 (1)</b> | <b>76.57</b>                         |        | <b>17:58:15.976</b> |

| P14 333 C                 |                 | Mark STUBBERFIELD        |                     | Yamaha TZR 250 - Polished concrete London |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.004 |                 | BEST LAP TIME : 2:27.004 |                     | DIFFERENCE : 0.000                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 49.219                   | 2:33.712            | 69.53                                     | 6.708 | 17:48:44.177        |
| 2 -                       | 1:38.223        | 50.206                   | 2:28.429 (2)        | 72.00                                     | 1.425 | 17:51:12.606        |
| 3 -                       | <b>1:37.962</b> | <b>49.042</b>            | <b>2:27.004 (1)</b> | <b>72.70</b>                              |       | <b>17:53:39.610</b> |
| 4 -                       | 1:39.174        | 49.775                   | 2:28.949 (3)        | 71.75                                     | 1.945 | 17:56:08.559        |
| 5 -                       | 1:38.911        | 50.552                   | 2:29.463            | 71.50                                     | 2.459 | 17:58:38.022        |

| P15 73 C                  |                 | Colvin TURNER            |                     | Yamaha TZR 250 -   |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:25.727 |                 | BEST LAP TIME : 2:28.896 |                     | DIFFERENCE : 3.169 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>47.714</b>            | 2:30.615            | 70.96              | 1.719 | 17:48:41.080        |
| 2 -                       | 1:39.462        | 49.904                   | 2:29.366 (3)        | 71.55              | 0.470 | 17:51:10.446        |
| 3 -                       | 1:39.916        | 49.199                   | 2:29.115 (2)        | 71.67              | 0.219 | 17:53:39.561        |
| 4 -                       | 1:39.812        | 50.225                   | 2:30.037            | 71.23              | 1.141 | 17:56:09.598        |
| 5 -                       | <b>1:38.013</b> | 50.883                   | <b>2:28.896 (1)</b> | <b>71.78</b>       |       | <b>17:58:38.494</b> |

| P16 69 C                  |                 | Mark ELLERAY             |                     | Yamaha TZR 250 - Abbot Solutions Ltd |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.801 |                 | BEST LAP TIME : 2:27.252 |                     | DIFFERENCE : 0.451                   |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                  | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 49.555                   | 2:39.487            | 67.01                                | 12.235 | 17:48:49.952        |
| 2 -                       | 1:39.400        | 49.706                   | 2:29.106            | 71.68                                | 1.854  | 17:51:19.058        |
| 3 -                       | 1:39.282        | 48.872                   | 2:28.154 (3)        | 72.14                                | 0.902  | 17:53:47.212        |
| 4 -                       | 1:39.537        | <b>48.462</b>            | 2:27.999 (2)        | 72.21                                | 0.747  | 17:56:15.211        |
| 5 -                       | <b>1:38.339</b> | 48.913                   | <b>2:27.252 (1)</b> | <b>72.58</b>                         |        | <b>17:58:42.463</b> |

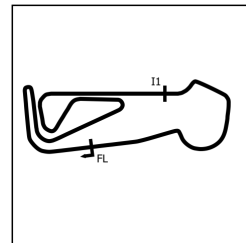
| P17 42 C                  |                 | Martin PEARSON           |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:31.078 |                 | BEST LAP TIME : 2:31.078 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.975                   | 2:42.914            | 65.60              | 11.836 | 17:48:53.379        |
| 2 -                       | 1:44.961        | 51.898                   | 2:36.859            | 68.13              | 5.781  | 17:51:30.238        |
| 3 -                       | 1:41.322        | 50.989                   | 2:32.311 (3)        | 70.17              | 1.233  | 17:54:02.549        |
| 4 -                       | 1:40.889        | 51.082                   | 2:31.971 (2)        | 70.32              | 0.893  | 17:56:34.520        |
| 5 -                       | <b>1:40.487</b> | <b>50.591</b>            | <b>2:31.078 (1)</b> | <b>70.74</b>       |        | <b>17:59:05.598</b> |

| P18 77 C                  |                 | Adam COLLINS             |                     | Yamaha TZR 250 - 2 Cows Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.718 |                 | BEST LAP TIME : 2:33.718 |                     | DIFFERENCE : 0.000             |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 51.960                   | 2:44.417            | 65.00                          | 10.699 | 17:48:54.882        |
| 2 -                       | 1:43.596        | 53.323                   | 2:36.919            | 68.11                          | 3.201  | 17:51:31.801        |
| 3 -                       | 1:43.093        | 51.908                   | 2:35.001 (2)        | 68.95                          | 1.283  | 17:54:06.802        |
| 4 -                       | 1:43.733        | 51.971                   | 2:35.704 (3)        | 68.64                          | 1.986  | 17:56:42.506        |
| 5 -                       | <b>1:42.223</b> | <b>51.495</b>            | <b>2:33.718 (1)</b> | <b>69.53</b>                   |        | <b>17:59:16.224</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - SECTOR ANALYSIS



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

| <b>P19</b>                | <b>71 C</b>     | <b>Tess BICKERSTAFF</b>  | Yamaha TZR 250 - Len Whalin |                    |        |                     |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:36.738 |                 | BEST LAP TIME : 2:37.204 |                             | DIFFERENCE : 0.466 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                    | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.663                   | 2:47.251                    | 63.90              | 10.047 | 17:48:57.716        |
| 2 -                       | 1:45.395        | <b>52.926</b>            | 2:38.321 <b>(2)</b>         | 67.50              | 1.117  | 17:51:36.037        |
| 3 -                       | 1:45.461        | 53.890                   | 2:39.351 <b>(3)</b>         | 67.07              | 2.147  | 17:54:15.388        |
| 4 -                       | <b>1:43.812</b> | 53.392                   | <b>2:37.204 (1)</b>         | <b>67.98</b>       |        | <b>17:56:52.592</b> |
| 5 -                       | 1:46.347        | 53.542                   | 2:39.889                    | 66.84              | 2.685  | 17:59:32.481        |

| <b>P20</b>                | <b>62 C</b>     | <b>David PATERSON</b>    | Yamaha TZR 250 - The love of a good woman / Boomarang Day |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:37.017 |                 | BEST LAP TIME : 2:38.450 |                                                           | DIFFERENCE : 1.433 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                  | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>52.101</b>            | 2:42.489                                                  | 65.77              | 4.039 | 17:48:52.954        |
| 2 -                       | <b>1:44.916</b> | 53.534                   | <b>2:38.450 (1)</b>                                       | <b>67.45</b>       |       | <b>17:51:31.404</b> |
| 3 -                       | 1:48.793        | 55.298                   | 2:44.091 <b>(3)</b>                                       | 65.13              | 5.641 | 17:54:15.495        |
| 4 -                       | 1:47.901        | 55.367                   | 2:43.268 <b>(2)</b>                                       | 65.46              | 4.818 | 17:56:58.763        |
| 5 -                       | 1:52.979        | 55.148                   | 2:48.127                                                  | 63.57              | 9.677 | 17:59:46.890        |

| <b>P21</b>                | <b>64 C</b>     | <b>Iain DAVIS</b>        | Yamaha TZR 250 -    |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.563 |                 | BEST LAP TIME : 2:15.563 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.825                   | 2:24.776            | 73.82              | 9.213 | 17:48:35.241        |
| 2 -                       | 1:32.095        | 45.608                   | 2:17.703 <b>(3)</b> | 77.61              | 2.140 | 17:50:52.944        |
| 3 -                       | <b>1:30.531</b> | <b>45.032</b>            | <b>2:15.563 (1)</b> | <b>78.84</b>       |       | <b>17:53:08.507</b> |
| 4 -                       | 1:30.761        | 45.467                   | 2:16.228 <b>(2)</b> | 78.45              | 0.665 | 17:55:24.735        |

| <b>P22</b>                | <b>46 C</b>     | <b>Kevin MARSHALL</b>    | Yamaha TZR 250 - Stacey Processing |                    |       |                     |
|---------------------------|-----------------|--------------------------|------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.729 |                 | BEST LAP TIME : 2:30.729 |                                    | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                           | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 51.845                   | 2:39.474                           | 67.02              | 8.745 | 17:48:49.939        |
| 2 -                       | <b>1:40.554</b> | <b>50.175</b>            | <b>2:30.729 (1)</b>                | <b>70.90</b>       |       | <b>17:51:20.668</b> |

| <b>P23</b>       | <b>36 C</b> | <b>Phil ZANUTTO</b> | Yamaha TZR 250 - Westend garage/papyrus |              |      |              |
|------------------|-------------|---------------------|-----------------------------------------|--------------|------|--------------|
| IDEAL LAP TIME : |             | BEST LAP TIME :     |                                         | DIFFERENCE : |      |              |
| LAP              | SECTOR 1    | SECTOR 2            | LAP TIME                                | MPH          | DIFF | TIME OF DAY  |
| 1 -              |             | <b>52.054</b>       | 2:42.779                                | 65.66        |      | 17:48:53.244 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 16 - BEST SECTORS

| SECTOR 1 |     |          |     | SECTOR 2 |     | IDEAL / BEST COMPARISON |              |             |          |       |
|----------|-----|----------|-----|----------|-----|-------------------------|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO  | TIME     | POS | NO                      | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |     |          |     |                         |              | PERFECT LAP | 2:13.266 |       |
| 1        | 8   | 1:29.310 | 8   | 43.956   | 1   | 8                       | BALL         | 2:13.266    | 2:14.393 | 1.127 |
| 2        | 70  | 1:29.351 | 86  | 44.056   | 2   | 30                      | COOPER       | 2:13.865    | 2:14.003 | 0.138 |
| 3        | 30  | 1:29.463 | 6   | 44.401   | 3   | 70                      | BURSCOUGH    | 2:14.011    | 2:14.056 | 0.045 |
| 4        | 74  | 1:30.017 | 30  | 44.402   | 4   | 86                      | MACRAE       | 2:14.117    | 2:14.117 | 0.000 |
| 5        | 86  | 1:30.061 | 110 | 44.605   | 5   | 110                     | HAIGH        | 2:14.711    | 2:14.711 | 0.000 |
| 6        | 110 | 1:30.106 | 70  | 44.660   | 6   | 74                      | WHITBY       | 2:14.991    | 2:14.991 | 0.000 |
| 7        | 64  | 1:30.531 | 74  | 44.974   | 7   | 6                       | BUSHELL      | 2:15.503    | 2:15.528 | 0.025 |
| 8        | 6   | 1:31.102 | 64  | 45.032   | 8   | 64                      | DAVIS        | 2:15.563    | 2:15.563 | 0.000 |
| 9        | 166 | 1:31.499 | 166 | 45.175   | 9   | 166                     | RIDLEY       | 2:16.674    | 2:16.820 | 0.146 |
| 10       | 26  | 1:31.728 | 26  | 45.577   | 10  | 26                      | LEE          | 2:17.305    | 2:17.408 | 0.103 |
| 11       | 34  | 1:32.750 | 60  | 45.614   | 11  | 34                      | NIELD        | 2:18.406    | 2:18.563 | 0.157 |
| 12       | 60  | 1:33.050 | 34  | 45.656   | 12  | 60                      | GOUGH        | 2:18.664    | 2:19.580 | 0.916 |
| 13       | 57  | 1:33.531 | 57  | 46.163   | 13  | 57                      | MOOK         | 2:19.694    | 2:19.694 | 0.000 |
| 14       | 100 | 1:35.232 | 100 | 46.224   | 14  | 100                     | MACRAE       | 2:21.456    | 2:21.869 | 0.413 |
| 15       | 333 | 1:37.962 | 73  | 47.714   | 15  | 73                      | TURNER       | 2:25.727    | 2:28.896 | 3.169 |
| 16       | 73  | 1:38.013 | 69  | 48.462   | 16  | 69                      | ELLERAY      | 2:26.801    | 2:27.252 | 0.451 |
| 17       | 69  | 1:38.339 | 333 | 49.042   | 17  | 333                     | STUBBERFIELD | 2:27.004    | 2:27.004 | 0.000 |
| 18       | 42  | 1:40.487 | 46  | 50.175   | 18  | 46                      | MARSHALL     | 2:30.729    | 2:30.729 | 0.000 |
| 19       | 46  | 1:40.554 | 42  | 50.591   | 19  | 42                      | PEARSON      | 2:31.078    | 2:31.078 | 0.000 |
| 20       | 77  | 1:42.223 | 77  | 51.495   | 20  | 77                      | COLLINS      | 2:33.718    | 2:33.718 | 0.000 |
| 21       | 71  | 1:43.812 | 36  | 52.054   | 21  | 71                      | BICKERSTAFF  | 2:36.738    | 2:37.204 | 0.466 |
| 22       | 62  | 1:44.916 | 62  | 52.101   | 22  | 62                      | PATERSON     | 2:37.017    | 2:38.450 | 1.433 |
| 23       |     |          | 71  | 52.926   | 23  | 36                      | ZANUTTO      |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 16 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 23                        |
| Planned Start          | 2025-05-03 @ 17:00:00.000 |
| Actual Start           | 2025-05-03 @ 17:46:10.464 |
| Finish Time            | 2025-05-03 @ 17:57:30.977 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 107                       |
| Total Distance Covered | 317.6735mi.               |

Session Fastest Lap History

| NO | CL | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|----|------------------|----------|--------------|-----|-----------------|
| 70 |    | Andrew BURSCOUGH | 2:14.268 | 17:50:45.922 | 2   | Yamaha YPVS 350 |
| 30 |    | Alan COOPER      | 2:14.003 | 17:57:30.978 | 5   | Yamaha TZR 250  |

Session Leader History

| NO | CL | NAME             | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|----|------------------|----------|----------|------------|-----------------|
| 70 |    | Andrew BURSCOUGH | 1        | 3        | 8.90 miles | Yamaha YPVS 350 |
| 30 |    | Alan COOPER      | 4        | 2        | 5.93 miles | Yamaha TZR 250  |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:46:10.464 |
| FINISH | 17:57:30.977 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:46.400  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - STATISTICS

**CLASS :**

8 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------------------|----------|--------------|-----|-----------------|
| 70 | Andrew BURSCOUGH | 2:14.268 | 17:50:45.922 | 2   | Yamaha YPVS 350 |
| 30 | Alan COOPER      | 2:14.003 | 17:57:30.978 | 5   | Yamaha TZR 250  |

#### Leader History

| NO | NAME             | FROM LAP | LAPS LED | DISTANCE   | VEHICLE         |
|----|------------------|----------|----------|------------|-----------------|
| 70 | Andrew BURSCOUGH | 1        | 3        | 8.90 miles | Yamaha YPVS 350 |
| 30 | Alan COOPER      | 4        | 2        | 5.93 miles | Yamaha TZR 250  |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 16 - STATISTICS

CLASS : C

15 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|------------|----------|--------------|-----|----------------|
| 86 | Max MACRAE | 2:14.750 | 17:50:48.040 | 2   | Yamaha TZR 250 |
| 86 | Max MACRAE | 2:14.117 | 17:57:32.484 | 5   | Yamaha TZR 250 |

#### Leader History

| NO | NAME       | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|------------|----------|----------|-------------|----------------|
| 86 | Max MACRAE | 1        | 5        | 14.84 miles | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - GRID (7 Laps)



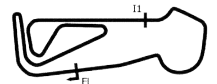
|       |    |              |                     |                       |                  |                     |                   |                                  |                                  |
|-------|----|--------------|---------------------|-----------------------|------------------|---------------------|-------------------|----------------------------------|----------------------------------|
| ROW 8 | 24 | 2 Paul FIRTH | 23                  | 36 Phil ZANUTTO       | 22               | 62 David PATERSON   | 2:38.450          |                                  |                                  |
| ROW 7 |    | 21           | 71 Tess BICKERSTAFF | 20                    | 77 Adam COLLINS  | 19                  | 42 Martin PEARSON | 2:37.204<br>2:33.718<br>2:31.078 |                                  |
| ROW 6 |    | 18           | 46 Kevin MARSHALL   | 17                    | 73 Colvin TURNER | 16                  | 69 Mark ELLERAY   | 2:30.729<br>2:28.896<br>2:27.252 |                                  |
| ROW 5 |    |              | 15                  | 333 Mark STUBBERFIELD | 14               | 100 Oliver MACRAE   | 13                | 57 Geoff MOOK                    | 2:27.004<br>2:21.869<br>2:19.694 |
| ROW 4 |    | 12           | 60 Danny GOUGH      | 11                    | 34 Paul NIELD    | 10                  | 26 Damian LEE     | 2:19.580<br>2:18.563<br>2:17.408 |                                  |
| ROW 3 |    |              | 9                   | 166 Tom RIDLEY        | 8                | 64 Iain DAVIS       | 7                 | 6 Alan BUSHELL                   | 2:16.820<br>2:15.563<br>2:15.528 |
| ROW 2 |    | 6            | 74 Paul WHITBY      | 5                     | 110 Mark HAIGH   | 4                   | 8 David BALL      | 2:14.991<br>2:14.711<br>2:14.393 |                                  |
| ROW 1 |    |              | 3                   | 86 Max MACRAE         | 2                | 70 Andrew BURSCOUGH | 1                 | 30 Alan COOPER                   | 2:14.117<br>2:14.056<br>2:14.003 |
|       |    |              |                     |                       |                  |                     |                   |                                  | Pole                             |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:02 Saturday, 03 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles

| POS | NO  | CL | PIC | NAME              | ENTRY                                                    | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|----------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 86  | C  | 1   | Max MACRAE        | Yamaha TZR 250 - MacRae Racing                           | 5    | 11:23.548 |          |        | 78.18 | 2:13.664 | 5  | 3   | 2  |
| 2   | 74  |    | 1   | Paul WHITBY       | Yamaha TZR 250 - Greybridge Ltd                          | 5    | 11:25.267 | 1.719    | 1.719  | 77.98 | 2:14.712 | 4  | 6   | 4  |
| 3   | 30  |    | 2   | Alan COOPER       | Yamaha TZR 250 - Twistgrip Motorcycles                   | 5    | 11:32.760 | 9.212    | 7.493  | 77.14 | 2:15.316 | 5  | 1   | -2 |
| 4   | 8   |    | 3   | David BALL        | Yamaha TZR 250 - Gardiner Page and Roe pension consult   | 5    | 11:32.802 | 9.254    | 0.042  | 77.13 | 2:13.974 | 5  | 4   | 0  |
| 5   | 70  |    | 4   | Andrew BURSCOUGH  | Yamaha YPVS 350 - Mad biker designs/Martitanium          | 5    | 11:35.537 | 11.989   | 2.735  | 76.83 | 2:16.823 | 3  | 2   | -3 |
| 6   | 57  |    | 5   | Geoff MOOK        | Yamaha TZR 250 -                                         | 5    | 11:36.043 | 12.495   | 0.506  | 76.77 | 2:15.758 | 5  | 13  | 7  |
| 7   | 166 | C  | 2   | Tom RIDLEY        | Yamaha TZR 250 - Chamery Hall Roundhouses                | 5    | 11:40.279 | 16.731   | 4.236  | 76.31 | 2:16.883 | 4  | 9   | 2  |
| 8   | 110 | C  | 3   | Mark HAIGH        | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works | 5    | 11:41.988 | 18.440   | 1.709  | 76.12 | 2:17.974 | 3  | 5   | -3 |
| 9   | 26  |    | 6   | Damian LEE        | Yamaha TZR 250 - Leed Autos                              | 5    | 11:52.687 | 29.139   | 10.699 | 74.98 | 2:18.287 | 5  | 10  | 1  |
| 10  | 64  | C  | 4   | Iain DAVIS        | Yamaha TZR 250 -                                         | 5    | 11:54.109 | 30.561   | 1.422  | 74.83 | 2:19.977 | 3  | 8   | -2 |
| 11  | 60  |    | 7   | Danny GOUGH       | Yamaha TZR 250 - G Force Motorcycles                     | 5    | 11:55.461 | 31.913   | 1.352  | 74.69 | 2:20.759 | 5  | 12  | 1  |
| 12  | 100 |    | 8   | Oliver MACRAE     | Yamaha TZR 250 - www.ypmrc.co.uk                         | 5    | 12:01.584 | 38.036   | 6.123  | 74.05 | 2:22.046 | 3  | 14  | 2  |
| 13  | 333 | C  | 5   | Mark STUBBERFIELD | Yamaha TZR 250 - Polished concrete London                | 5    | 12:38.252 | 1:14.704 | 36.668 | 70.47 | 2:29.470 | 5  | 15  | 2  |
| 14  | 46  | C  | 6   | Kevin MARSHALL    | Yamaha TZR 250 - Stacey Processing                       | 5    | 12:46.765 | 1:23.217 | 8.513  | 69.69 | 2:30.564 | 3  | 18  | 4  |
| 15  | 42  | C  | 7   | Martin PEARSON    | Yamaha TZR 250 -                                         | 5    | 13:08.535 | 1:44.987 | 21.770 | 67.77 | 2:34.911 | 5  | 19  | 4  |
| 16  | 62  | C  | 8   | David PATERSON    | Yamaha TZR 250 - The love of a good woman / Boomarang i  | 5    | 13:31.682 | 2:08.134 | 23.147 | 65.83 | 2:38.435 | 2  | 22  | 6  |

#### NOT CLASSIFIED

|     |    |   |  |              |                                      |   |          |        |        |       |  |  |    |  |
|-----|----|---|--|--------------|--------------------------------------|---|----------|--------|--------|-------|--|--|----|--|
| DNF | 34 | C |  | Paul NIELD   | Yamaha TZR 250 - Ridesure            | 1 | 2:36.727 | 4 Laps | 4 Laps | 68.19 |  |  | 11 |  |
| DNF | 77 | C |  | Adam COLLINS | Yamaha TZR 250 - 2 Cows Racing       | 1 | 2:57.810 | 4 Laps | 21.083 | 60.10 |  |  | 20 |  |
| DNF | 69 | C |  | Mark ELLERAY | Yamaha TZR 250 - Abbot Solutions Ltd | 0 |          |        |        |       |  |  | 16 |  |

#### NOT STARTED

|    |    |   |  |               |                                        |  |  |  |  |  |  |  |    |  |
|----|----|---|--|---------------|----------------------------------------|--|--|--|--|--|--|--|----|--|
| NS | 6  | C |  | Alan BUSHELL  | Yamaha TZR 250 - Moonraker motorcycles |  |  |  |  |  |  |  | 7  |  |
| NS | 73 | C |  | Colvin TURNER | Yamaha TZR 250 -                       |  |  |  |  |  |  |  | 17 |  |

#### FASTEST LAP

|  |    |   |  |            |                                                        |   |          |  |           |  |            |  |  |  |
|--|----|---|--|------------|--------------------------------------------------------|---|----------|--|-----------|--|------------|--|--|--|
|  | 86 | C |  | Max MACRAE | Yamaha TZR 250 - MacRae Racing                         | 5 | 2:13.664 |  | 79.96 mph |  | 128.68 kph |  |  |  |
|  | 8  |   |  | David BALL | Yamaha TZR 250 - Gardiner Page and Roe pension consult | 5 | 2:13.974 |  | 79.77 mph |  | 128.38 kph |  |  |  |

Class C - 92.5% of Race Speed = 72.31 mph  
 Class - 92.5% of Race Speed = 72.13 mph

Weather / Track : Cloudy / Dry

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

Clerk Of Course:

Timekeeper: Craig Smith

Date: 04/05/2025 Start: 12:38 Finish: 12:49  
Snetterton 300: 2.9689 miles

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - LAP CHART

| LAP 1 @ 12:40:57.029 | LAP 2 @ 12:43:13.130 | LAP 3 @ 12:45:28.564 | LAP 4 @ 12:47:42.671 | LAP 5 @ 12:49:56.335  |
|----------------------|----------------------|----------------------|----------------------|-----------------------|
| NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME   | NO BEHIND LAP TIME    |
| 86 2:24.242          | 86 2:16.101          | 74 2:15.128          | 86 2:14.093          | 86 2:13.664           |
| 74 0.121 2:24.363    | 74 0.306 2:16.286    | 86 0.014 2:15.448    | 74 0.605 2:14.712    | 74 1.719 2:14.778     |
| 70 1.500 2:25.742    | 70 4.235 2:18.836    | 70 5.624 2:16.823    | 30 7.560 2:15.953    | 30 9.212 2:15.316     |
| 110 3.264 2:27.506   | 30 4.863 2:17.569    | 30 5.714 2:16.285    | 70 8.579 2:17.062    | 8 9.254 2:13.974      |
| 30 3.395 2:27.637    | 8 5.838 2:17.189     | 8 6.191 2:15.787     | 8 8.944 2:16.860     | 70 11.989 2:17.074    |
| 8 4.750 2:28.992     | 110 6.143 2:18.980   | 57 8.331 2:17.010    | 57 10.401 2:16.177   | 57 12.495 2:15.758    |
| 57 4.760 2:29.002    | 57 6.755 2:18.096    | 110 8.683 2:17.974   | 166 13.327 2:16.883  | 166 16.731 2:17.068   |
| 166 5.539 2:29.781   | 166 7.723 2:18.285   | 166 10.551 2:18.262  | 110 13.389 2:18.813  | 110 18.440 2:18.715   |
| 60 6.409 2:30.651    | 60 11.433 2:21.125   | 64 16.848 2:19.977   | 64 24.034 2:21.293   | 26 29.139 2:18.287    |
| 64 7.016 2:31.258    | 64 12.305 2:21.390   | 60 17.730 2:21.731   | 26 24.516 2:20.548   | 64 30.561 2:20.191    |
| 100 7.759 2:32.001   | 26 13.013 2:20.705   | 26 18.075 2:20.496   | 60 24.818 2:21.195   | 60 31.913 2:20.759    |
| 26 8.409 2:32.651    | 100 14.224 2:22.566  | 100 20.836 2:22.046  | 100 29.388 2:22.659  | 100 38.036 2:22.312   |
| 333 11.885 2:36.127  | 333 26.646 2:30.862  | 333 42.824 2:31.612  | 333 58.898 2:30.181  | 333 1:14.704 2:29.470 |
| 34 12.485 2:36.727   | 46 33.298 2:30.574   | 46 48.428 2:30.564   | 46 1:05.285 2:30.964 | 46 1:23.217 2:31.596  |
| 46 18.825 2:43.067   | 42 42.206 2:35.894   | 42 1:02.787 2:36.015 | 42 1:23.740 2:35.060 | 42 1:44.987 2:34.911  |
| 42 22.413 2:46.655   | 62 45.176 2:38.435   | 62 1:10.550 2:40.808 | 62 1:38.728 2:42.285 | 62 2:08.134 2:43.070  |
| 62 22.842 2:47.084   |                      |                      |                      |                       |
| 77 33.568 2:57.810   |                      |                      |                      |                       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - POSITION CHART

| No  | Name         | Lap |     |     |     |     |     |
|-----|--------------|-----|-----|-----|-----|-----|-----|
|     |              | Pos | 1   | 2   | 3   | 4   | 5   |
| 30  | COOPER       | 1   | 86  | 86  | 74  | 86  | 86  |
| 70  | BURSCOUGH    | 2   | 74  | 74  | 86  | 74  | 74  |
| 86  | MACRAE       | 3   | 70  | 70  | 70  | 30  | 30  |
| 8   | BALL         | 4   | 110 | 30  | 30  | 70  | 8   |
| 110 | HAIGH        | 5   | 30  | 8   | 8   | 8   | 70  |
| 74  | WHITBY       | 6   | 8   | 110 | 57  | 57  | 57  |
| 6   | BUSHELL      | 7   | 57  | 57  | 110 | 166 | 166 |
| 64  | DAVIS        | 8   | 166 | 166 | 166 | 110 | 110 |
| 166 | RIDLEY       | 9   | 60  | 60  | 64  | 64  | 26  |
| 26  | LEE          | 10  | 64  | 64  | 60  | 26  | 64  |
| 34  | NIELD        | 11  | 100 | 26  | 26  | 60  | 60  |
| 60  | GOUGH        | 12  | 26  | 100 | 100 | 100 | 100 |
| 57  | MOOK         | 13  | 333 | 333 | 333 | 333 | 333 |
| 100 | MACRAE       | 14  | 34  | 46  | 46  | 46  | 46  |
| 333 | STUBBERFIELD | 15  | 46  | 42  | 42  | 42  | 42  |
| 69  | ELLERAY      | 16  | 42  | 62  | 62  | 62  | 62  |
| 73  | TURNER       | 17  | 62  |     |     |     |     |
| 46  | MARSHALL     | 18  | 77  |     |     |     |     |
| 42  | PEARSON      | 19  |     |     |     |     |     |
| 77  | COLLINS      | 20  |     |     |     |     |     |
| 62  | PATERSON     | 21  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

| P1                        | 86 C            | Max MACRAE               | Yamaha TZR 250 - MacRae Racing |              |        |                     |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.566 |                 | BEST LAP TIME : 2:13.664 | DIFFERENCE : 0.098             |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                       | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.765                   | 2:24.242                       | 74.09        | 10.578 | 12:40:57.029        |
| 2 -                       | 1:31.113        | 44.988                   | 2:16.101                       | 78.53        | 2.437  | 12:43:13.130        |
| 3 -                       | 1:30.800        | 44.648                   | 2:15.448 (3)                   | 78.90        | 1.784  | 12:45:28.578        |
| 4 -                       | 1:29.986        | <b>44.107</b>            | 2:14.093 (2)                   | 79.70        | 0.429  | 12:47:42.671        |
| 5 -                       | <b>1:29.459</b> | 44.205                   | <b>2:13.664 (1)</b>            | <b>79.96</b> |        | <b>12:49:56.335</b> |

| P2                        | 74              | Paul WHITBY              | Yamaha TZR 250 - Greybridge Ltd |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.445 |                 | BEST LAP TIME : 2:14.712 | DIFFERENCE : 0.267              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 45.035                   | 2:24.363                        | 74.03        | 9.651 | 12:40:57.150        |
| 2 -                       | 1:31.170        | 45.116                   | 2:16.286                        | 78.42        | 1.574 | 12:43:13.436        |
| 3 -                       | 1:30.320        | 44.808                   | 2:15.128 (3)                    | 79.09        | 0.416 | 12:45:28.564        |
| 4 -                       | 1:30.186        | <b>44.526</b>            | <b>2:14.712 (1)</b>             | <b>79.34</b> |       | <b>12:47:43.276</b> |
| 5 -                       | <b>1:29.919</b> | 44.859                   | 2:14.778 (2)                    | 79.30        | 0.066 | 12:49:58.054        |

| P3                        | 30              | Alan COOPER              | Yamaha TZR 250 - Twistgrip Motorcycles |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.885 |                 | BEST LAP TIME : 2:15.316 | DIFFERENCE : 0.431                     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.601                   | 2:27.637                               | 72.39        | 12.321 | 12:41:00.424        |
| 2 -                       | 1:32.041        | 45.528                   | 2:17.569                               | 77.69        | 2.253  | 12:43:17.993        |
| 3 -                       | 1:30.369        | 45.916                   | 2:16.285 (3)                           | 78.42        | 0.969  | 12:45:34.278        |
| 4 -                       | 1:31.113        | <b>44.840</b>            | 2:15.953 (2)                           | 78.61        | 0.637  | 12:47:50.231        |
| 5 -                       | <b>1:30.045</b> | 45.271                   | <b>2:15.316 (1)</b>                    | <b>78.98</b> |        | <b>12:50:05.547</b> |

| P4                        | 8               | David BALL               | Yamaha TZR 250 - Gardiner Page and Roe pension consultants |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.844 |                 | BEST LAP TIME : 2:13.974 | DIFFERENCE : 1.130                                         |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                                   | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 45.490                   | 2:28.992                                                   | 71.73        | 15.018 | 12:41:01.779        |
| 2 -                       | 1:31.945        | 45.244                   | 2:17.189                                                   | 77.90        | 3.215  | 12:43:18.968        |
| 3 -                       | 1:31.818        | <b>43.969</b>            | 2:15.787 (2)                                               | 78.71        | 1.813  | 12:45:34.755        |
| 4 -                       | 1:30.759        | 46.101                   | 2:16.860 (3)                                               | 78.09        | 2.886  | 12:47:51.615        |
| 5 -                       | <b>1:28.875</b> | 45.099                   | <b>2:13.974 (1)</b>                                        | <b>79.77</b> |        | <b>12:50:05.589</b> |

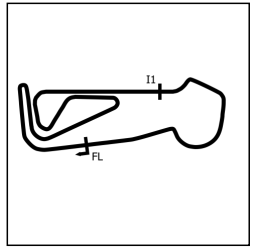
| P5                        | 70              | Andrew BURSCOUGH         | Yamaha YPVS 350 - Mad biker designs/Martitanium |              |       |                     |
|---------------------------|-----------------|--------------------------|-------------------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.804 |                 | BEST LAP TIME : 2:16.823 | DIFFERENCE : 0.019                              |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                                        | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.374                   | 2:25.742                                        | 73.33        | 8.919 | 12:40:58.529        |
| 2 -                       | 1:32.627        | 46.209                   | 2:18.836                                        | 76.98        | 2.013 | 12:43:17.365        |
| 3 -                       | <b>1:30.771</b> | 46.052                   | <b>2:16.823 (1)</b>                             | <b>78.11</b> |       | <b>12:45:34.188</b> |
| 4 -                       | 1:30.817        | 46.245                   | 2:17.062 (2)                                    | 77.97        | 0.239 | 12:47:51.250        |
| 5 -                       | 1:31.041        | <b>46.033</b>            | 2:17.074 (3)                                    | 77.97        | 0.251 | 12:50:08.324        |

| P6                        | 57              | Geoff MOOK               | Yamaha TZR 250 -    |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.758 |                 | BEST LAP TIME : 2:15.758 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.667                   | 2:29.002            | 71.73        | 13.244 | 12:41:01.789        |
| 2 -                       | 1:32.208        | 45.888                   | 2:18.096            | 77.39        | 2.338  | 12:43:19.885        |
| 3 -                       | 1:31.626        | 45.384                   | 2:17.010 (3)        | 78.00        | 1.252  | 12:45:36.895        |
| 4 -                       | 1:30.970        | 45.207                   | 2:16.177 (2)        | 78.48        | 0.419  | 12:47:53.072        |
| 5 -                       | <b>1:30.655</b> | <b>45.103</b>            | <b>2:15.758 (1)</b> | <b>78.72</b> |        | <b>12:50:08.830</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

| P7 166 C Tom RIDLEY       |                 | Yamaha TZR 250 - Chamery Hall Roundhouses |                     |                    |        |                     |
|---------------------------|-----------------|-------------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.690 |                 | BEST LAP TIME : 2:16.883                  |                     | DIFFERENCE : 0.193 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                  | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.670                                    | 2:29.781            | 71.35              | 12.898 | 12:41:02.568        |
| 2 -                       | 1:32.738        | 45.547                                    | 2:18.285            | 77.29              | 1.402  | 12:43:20.853        |
| 3 -                       | 1:32.952        | 45.310                                    | 2:18.262 (3)        | 77.30              | 1.379  | 12:45:39.115        |
| 4 -                       | <b>1:31.488</b> | 45.395                                    | <b>2:16.883 (1)</b> | <b>78.08</b>       |        | <b>12:47:55.998</b> |
| 5 -                       | 1:31.866        | <b>45.202</b>                             | 2:17.068 (2)        | 77.97              | 0.185  | 12:50:13.066        |

| P8 110 C Mark HAIGH       |                 | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.806 |                 | BEST LAP TIME : 2:17.974                                 |                     | DIFFERENCE : 0.168 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                                                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 46.499                                                   | 2:27.506            | 72.45              | 9.532 | 12:41:00.293        |
| 2 -                       | 1:32.111        | 46.869                                                   | 2:18.980            | 76.90              | 1.006 | 12:43:19.273        |
| 3 -                       | 1:31.857        | <b>46.117</b>                                            | <b>2:17.974 (1)</b> | <b>77.46</b>       |       | <b>12:45:37.247</b> |
| 4 -                       | <b>1:31.689</b> | 47.124                                                   | 2:18.813 (3)        | 76.99              | 0.839 | 12:47:56.060        |
| 5 -                       | 1:32.559        | 46.156                                                   | 2:18.715 (2)        | 77.05              | 0.741 | 12:50:14.775        |

| P9 26 Damian LEE          |                 | Yamaha TZR 250 - Leed Autos |                     |                    |        |                     |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.287 |                 | BEST LAP TIME : 2:18.287    |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                    | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.915                      | 2:32.651            | 70.01              | 14.364 | 12:41:05.438        |
| 2 -                       | 1:34.154        | 46.551                      | 2:20.705            | 75.96              | 2.418  | 12:43:26.143        |
| 3 -                       | 1:33.715        | 46.781                      | 2:20.496 (2)        | 76.07              | 2.209  | 12:45:46.639        |
| 4 -                       | 1:33.320        | 47.228                      | 2:20.548 (3)        | 76.04              | 2.261  | 12:48:07.187        |
| 5 -                       | <b>1:32.660</b> | <b>45.627</b>               | <b>2:18.287 (1)</b> | <b>77.28</b>       |        | <b>12:50:25.474</b> |

| P10 64 C Iain DAVIS       |                 | Yamaha TZR 250 -         |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.964 |                 | BEST LAP TIME : 2:19.977 |                     | DIFFERENCE : 0.013 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 46.880                   | 2:31.258            | 70.66              | 11.281 | 12:41:04.045        |
| 2 -                       | 1:33.669        | 47.721                   | 2:21.390            | 75.59              | 1.413  | 12:43:25.435        |
| 3 -                       | 1:33.579        | <b>46.398</b>            | <b>2:19.977 (1)</b> | <b>76.35</b>       |        | <b>12:45:45.412</b> |
| 4 -                       | 1:34.066        | 47.227                   | 2:21.293 (3)        | 75.64              | 1.316  | 12:48:06.705        |
| 5 -                       | <b>1:33.566</b> | 46.625                   | 2:20.191 (2)        | 76.23              | 0.214  | 12:50:26.896        |

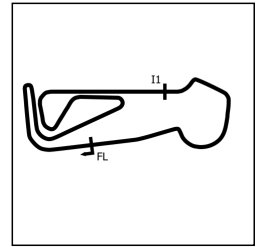
| P11 60 Danny GOUGH        |                 | Yamaha TZR 250 - G Force Motorcycles |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.292 |                 | BEST LAP TIME : 2:20.759             |                     | DIFFERENCE : 0.467 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                             | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>46.684</b>                        | 2:30.651            | 70.94              | 9.892 | 12:41:03.438        |
| 2 -                       | 1:34.127        | 46.998                               | 2:21.125 (2)        | 75.73              | 0.366 | 12:43:24.563        |
| 3 -                       | 1:34.607        | 47.124                               | 2:21.731            | 75.41              | 0.972 | 12:45:46.294        |
| 4 -                       | 1:33.975        | 47.220                               | 2:21.195 (3)        | 75.69              | 0.436 | 12:48:07.489        |
| 5 -                       | <b>1:33.608</b> | 47.151                               | <b>2:20.759 (1)</b> | <b>75.93</b>       |       | <b>12:50:28.248</b> |

| P12 100 Oliver MACRAE     |                 | Yamaha TZR 250 - www.ypmrc.co.uk |                     |                    |       |                     |
|---------------------------|-----------------|----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:21.986 |                 | BEST LAP TIME : 2:22.046         |                     | DIFFERENCE : 0.060 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                         | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 47.233                           | 2:32.001            | 70.31              | 9.955 | 12:41:04.788        |
| 2 -                       | 1:35.741        | 46.825                           | 2:22.566 (3)        | 74.96              | 0.520 | 12:43:27.354        |
| 3 -                       | 1:35.410        | <b>46.636</b>                    | <b>2:22.046 (1)</b> | <b>75.24</b>       |       | <b>12:45:49.400</b> |
| 4 -                       | 1:35.980        | 46.679                           | 2:22.659            | 74.92              | 0.613 | 12:48:12.059        |
| 5 -                       | <b>1:35.350</b> | 46.962                           | 2:22.312 (2)        | 75.10              | 0.266 | 12:50:34.371        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - SECTOR ANALYSIS



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

| P13 333 C                 |                 | Mark STUBBERFIELD        |                     | Yamaha TZR 250 - Polished concrete London |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:28.748 |                 | BEST LAP TIME : 2:29.470 |                     | DIFFERENCE : 0.722                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>49.232</b>            | 2:36.127            | 68.45                                     | 6.657 | 12:41:08.914        |
| 2 -                       | 1:40.212        | 50.650                   | 2:30.862 (3)        | 70.84                                     | 1.392 | 12:43:39.776        |
| 3 -                       | 1:41.123        | 50.489                   | 2:31.612            | 70.49                                     | 2.142 | 12:46:11.388        |
| 4 -                       | 1:40.013        | 50.168                   | 2:30.181 (2)        | 71.16                                     | 0.711 | 12:48:41.569        |
| 5 -                       | <b>1:39.516</b> | 49.954                   | <b>2:29.470 (1)</b> | <b>71.50</b>                              |       | <b>12:51:11.039</b> |

| P14 46 C                  |                 | Kevin MARSHALL           |                     | Yamaha TZR 250 - Stacey Processing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:29.922 |                 | BEST LAP TIME : 2:30.564 |                     | DIFFERENCE : 0.642                 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | <b>49.985</b>            | 2:43.067            | 65.54                              | 12.503 | 12:41:15.854        |
| 2 -                       | 1:40.119        | 50.455                   | 2:30.574 (2)        | 70.98                              | 0.010  | 12:43:46.428        |
| 3 -                       | <b>1:39.937</b> | 50.627                   | <b>2:30.564 (1)</b> | <b>70.98</b>                       |        | <b>12:46:16.992</b> |
| 4 -                       | 1:40.182        | 50.782                   | 2:30.964 (3)        | 70.79                              | 0.400  | 12:48:47.956        |
| 5 -                       | 1:40.250        | 51.346                   | 2:31.596            | 70.50                              | 1.032  | 12:51:19.552        |

| P15 42 C                  |                 | Martin PEARSON           |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:34.404 |                 | BEST LAP TIME : 2:34.911 |                     | DIFFERENCE : 0.507 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 53.656                   | 2:46.655            | 64.13              | 11.744 | 12:41:19.442        |
| 2 -                       | 1:43.786        | 52.108                   | 2:35.894 (3)        | 68.55              | 0.983  | 12:43:55.336        |
| 3 -                       | 1:43.578        | 52.437                   | 2:36.015            | 68.50              | 1.104  | 12:46:31.351        |
| 4 -                       | 1:43.275        | <b>51.785</b>            | 2:35.060 (2)        | 68.92              | 0.149  | 12:49:06.411        |
| 5 -                       | <b>1:42.619</b> | 52.292                   | <b>2:34.911 (1)</b> | <b>68.99</b>       |        | <b>12:51:41.322</b> |

| P16 62 C                  |                 | David PATERSON           |                     | Yamaha TZR 250 - The love of a good woman / Boomerang Day |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:38.229 |                 | BEST LAP TIME : 2:38.435 |                     | DIFFERENCE : 0.206                                        |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                       | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>53.396</b>            | 2:47.084            | 63.96                                                     | 8.649 | 12:41:19.871        |
| 2 -                       | <b>1:44.833</b> | 53.602                   | <b>2:38.435 (1)</b> | <b>67.46</b>                                              |       | <b>12:43:58.306</b> |
| 3 -                       | 1:45.675        | 55.133                   | 2:40.808 (2)        | 66.46                                                     | 2.373 | 12:46:39.114        |
| 4 -                       | 1:48.394        | 53.891                   | 2:42.285 (3)        | 65.85                                                     | 3.850 | 12:49:21.399        |
| 5 -                       | 1:49.087        | 53.983                   | 2:43.070            | 65.54                                                     | 4.635 | 12:52:04.469        |

| P17 34 C         |          | Paul NIELD      |          | Yamaha TZR 250 - Ridesure |      |              |
|------------------|----------|-----------------|----------|---------------------------|------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : |          | DIFFERENCE :              |      |              |
| LAP              | SECTOR 1 | SECTOR 2        | LAP TIME | MPH                       | DIFF | TIME OF DAY  |
| 1 -              |          | <b>50.636</b>   | 2:36.727 | 68.19                     |      | 12:41:09.514 |

| P18 77 C         |          | Adam COLLINS    |          | Yamaha TZR 250 - 2 Cows Racing |      |              |
|------------------|----------|-----------------|----------|--------------------------------|------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : |          | DIFFERENCE :                   |      |              |
| LAP              | SECTOR 1 | SECTOR 2        | LAP TIME | MPH                            | DIFF | TIME OF DAY  |
| 1 -              |          | <b>56.114</b>   | 2:57.810 | 60.10                          |      | 12:41:30.597 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |              |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|--------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME         | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |              | PERFECT LAP | 2:12.844 |       |
| 1        | 8   | 1:28.875 | 8        | 43.969 | 1                       | 8   | BALL         | 2:12.844    | 2:13.974 | 1.130 |
| 2        | 86  | 1:29.459 | 86       | 44.107 | 2                       | 86  | MACRAE       | 2:13.566    | 2:13.664 | 0.098 |
| 3        | 74  | 1:29.919 | 74       | 44.526 | 3                       | 74  | WHITBY       | 2:14.445    | 2:14.712 | 0.267 |
| 4        | 30  | 1:30.045 | 30       | 44.840 | 4                       | 30  | COOPER       | 2:14.885    | 2:15.316 | 0.431 |
| 5        | 57  | 1:30.655 | 57       | 45.103 | 5                       | 57  | MOOK         | 2:15.758    | 2:15.758 | 0.000 |
| 6        | 70  | 1:30.771 | 166      | 45.202 | 6                       | 166 | RIDLEY       | 2:16.690    | 2:16.883 | 0.193 |
| 7        | 166 | 1:31.488 | 26       | 45.627 | 7                       | 70  | BURSCOUGH    | 2:16.804    | 2:16.823 | 0.019 |
| 8        | 110 | 1:31.689 | 70       | 46.033 | 8                       | 110 | HAIGH        | 2:17.806    | 2:17.974 | 0.168 |
| 9        | 26  | 1:32.660 | 110      | 46.117 | 9                       | 26  | LEE          | 2:18.287    | 2:18.287 | 0.000 |
| 10       | 64  | 1:33.566 | 64       | 46.398 | 10                      | 64  | DAVIS        | 2:19.964    | 2:19.977 | 0.013 |
| 11       | 60  | 1:33.608 | 100      | 46.636 | 11                      | 60  | GOUGH        | 2:20.292    | 2:20.759 | 0.467 |
| 12       | 100 | 1:35.350 | 60       | 46.684 | 12                      | 100 | MACRAE       | 2:21.986    | 2:22.046 | 0.060 |
| 13       | 333 | 1:39.516 | 333      | 49.232 | 13                      | 333 | STUBBERFIELD | 2:28.748    | 2:29.470 | 0.722 |
| 14       | 46  | 1:39.937 | 46       | 49.985 | 14                      | 46  | MARSHALL     | 2:29.922    | 2:30.564 | 0.642 |
| 15       | 42  | 1:42.619 | 34       | 50.636 | 15                      | 42  | PEARSON      | 2:34.404    | 2:34.911 | 0.507 |
| 16       | 62  | 1:44.833 | 42       | 51.785 | 16                      | 62  | PATERSON     | 2:38.229    | 2:38.435 | 0.206 |
| 17       |     |          | 62       | 53.396 | 17                      | 77  | COLLINS      |             |          |       |
| 18       |     |          | 77       | 56.114 | 18                      | 34  | NIELD        |             |          |       |
| 19       |     |          |          |        |                         |     |              |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 6 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 19                        |
| Planned Start          | 2025-05-04 @ 12:10:00.000 |
| Actual Start           | 2025-05-04 @ 12:38:32.786 |
| Finish Time            | 2025-05-04 @ 12:49:56.334 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 82                        |
| Total Distance Covered | 243.4507mi.               |

Session Fastest Lap History

| NO | CL | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|----|-------------|----------|--------------|-----|----------------|
| 86 | C  | Max MACRAE  | 2:16.101 | 12:43:13.130 | 2   | Yamaha TZR 250 |
| 74 |    | Paul WHITBY | 2:15.128 | 12:45:28.564 | 3   | Yamaha TZR 250 |
| 86 | C  | Max MACRAE  | 2:14.093 | 12:47:42.671 | 4   | Yamaha TZR 250 |
| 86 | C  | Max MACRAE  | 2:13.664 | 12:49:56.335 | 5   | Yamaha TZR 250 |

Session Leader History

| NO | CL | NAME        | FROM LAP | LAPS LED | DISTANCE   | VEHICLE        |
|----|----|-------------|----------|----------|------------|----------------|
| 86 | C  | Max MACRAE  | 1        | 2        | 5.93 miles | Yamaha TZR 250 |
| 74 |    | Paul WHITBY | 3        | 1        | 2.96 miles | Yamaha TZR 250 |
| 86 | C  | Max MACRAE  | 4        | 2        | 5.93 miles | Yamaha TZR 250 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:38:32.786 |
| FINISH | 12:49:56.334 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 13:38.089  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - STATISTICS

CLASS :

8 Starters

#### Fastest Lap History

| NO | NAME        | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|-------------|----------|--------------|-----|----------------|
| 74 | Paul WHITBY | 2:16.286 | 12:43:13.436 | 2   | Yamaha TZR 250 |
| 74 | Paul WHITBY | 2:15.128 | 12:45:28.564 | 3   | Yamaha TZR 250 |
| 74 | Paul WHITBY | 2:14.712 | 12:47:43.276 | 4   | Yamaha TZR 250 |
| 8  | David BALL  | 2:13.974 | 12:50:05.589 | 5   | Yamaha TZR 250 |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|-------------|----------|----------|-------------|----------------|
| 74 | Paul WHITBY | 1        | 5        | 14.84 miles | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 6 - STATISTICS

CLASS : C

11 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|----|------------|----------|--------------|-----|----------------|
| 86 | Max MACRAE | 2:16.101 | 12:43:13.130 | 2   | Yamaha TZR 250 |
| 86 | Max MACRAE | 2:15.448 | 12:45:28.578 | 3   | Yamaha TZR 250 |
| 86 | Max MACRAE | 2:14.093 | 12:47:42.671 | 4   | Yamaha TZR 250 |
| 86 | Max MACRAE | 2:13.664 | 12:49:56.335 | 5   | Yamaha TZR 250 |

#### Leader History

| NO | NAME       | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|------------|----------|----------|-------------|----------------|
| 86 | Max MACRAE | 1        | 5        | 14.84 miles | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 17 - GRID (5 Laps)



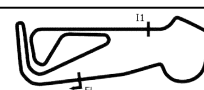
|       |    |                                        |    |                                      |    |                                                 |
|-------|----|----------------------------------------|----|--------------------------------------|----|-------------------------------------------------|
| ROW 8 | 24 | <b>2</b> Paul FIRTH                    | 23 | <b>36</b> Phil ZANUTTO               | 22 | <b>71</b> Tess BICKERSTAFF                      |
| ROW 7 | 21 | <b>73</b> Colvin TURNER                | 20 | <b>6</b> Alan BUSHELL                | 19 | <b>77</b> Adam COLLINS                          |
| ROW 6 | 18 | <b>69</b> Mark ELLERAY                 | 17 | <b>34</b> Paul NIELD                 | 16 | <b>62</b> David PATERSON<br>2:38.435            |
| ROW 5 | 15 | <b>42</b> Martin PEARSON<br>2:34.911   | 14 | <b>46</b> Kevin MARSHALL<br>2:30.564 | 13 | <b>333</b> Mark STUBBERFIELD<br>2:29.470        |
| ROW 4 | 12 | <b>100</b> Oliver MACRAE<br>2:22.046   | 11 | <b>60</b> Danny GOUGH<br>2:20.759    | 10 | <b>64</b> Iain DAVIS<br>2:19.977                |
| ROW 3 | 9  | <b>26</b> Damian LEE<br>2:18.287       | 8  | <b>110</b> Mark HAIGH<br>2:17.974    | 7  | <b>166</b> Tom RIDLEY<br>2:16.883               |
| ROW 2 | 6  | <b>70</b> Andrew BURSCOUGH<br>2:16.823 | 5  | <b>57</b> Geoff MOOK<br>2:15.758     | 4  | <b>30</b> Alan COOPER<br>2:15.316               |
| ROW 1 | 3  | <b>74</b> Paul WHITBY<br>2:14.712      | 2  | <b>8</b> David BALL<br>2:13.974      | 1  | <b>86</b> Max MACRAE<br>2:13.664<br><b>Pole</b> |

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

Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:54 Sunday, 04 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 17 - CLASSIFICATION

Race Distance: 5 Laps / 14.84 miles



| POS | NO  | CL | PIC | NAME             | ENTRY                                                  | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|----|-----|------------------|--------------------------------------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 6   | C  | 1   | Alan BUSHELL     | Yamaha TZR 250 - Moonraker motorcycles                 | 5    | 13:32.465 |          |        | 65.77 | 2:31.681 | 5  | 20  | 19 |
| 2   | 166 | C  | 2   | Tom RIDLEY       | Yamaha TZR 250 - Chamery Hall Roundhouses              | 5    | 13:33.067 | 0.602    | 0.602  | 65.72 | 2:26.776 | 5  | 7   | 5  |
| 3   | 8   |    | 1   | David BALL       | Yamaha TZR 250 - Gardiner Page and Roe pension consult | 5    | 13:33.224 | 0.759    | 0.157  | 65.71 | 2:36.828 | 5  | 2   | -1 |
| 4   | 74  |    | 2   | Paul WHITBY      | Yamaha TZR 250 - Greybridge Ltd                        | 5    | 13:33.982 | 1.517    | 0.758  | 65.65 | 2:35.420 | 5  | 3   | -1 |
| 5   | 26  |    | 3   | Damian LEE       | Yamaha TZR 250 - Leed Autos                            | 5    | 13:34.706 | 2.241    | 0.724  | 65.59 | 2:34.688 | 5  | 9   | 4  |
| 6   | 64  | C  | 3   | Iain DAVIS       | Yamaha TZR 250 -                                       | 5    | 13:37.549 | 5.084    | 2.843  | 65.36 | 2:38.518 | 5  | 10  | 4  |
| 7   | 70  |    | 4   | Andrew BURSCOUGH | Yamaha YPVS 350 - Mad biker designs/Martitanium        | 5    | 13:49.722 | 17.257   | 12.173 | 64.40 | 2:36.854 | 4  | 6   | -1 |
| 8   | 62  | C  | 4   | David PATERSON   | Yamaha TZR 250 - The love of a good woman / Boomarang  | 5    | 14:18.756 | 46.291   | 29.034 | 62.23 | 2:46.968 | 5  | 16  | 8  |
| 9   | 73  | C  | 5   | Colvin TURNER    | Yamaha TZR 250 -                                       | 5    | 14:32.830 | 1:00.365 | 14.074 | 61.22 | 2:45.693 | 5  | 21  | 12 |
| 10  | 42  | C  | 6   | Martin PEARSON   | Yamaha TZR 250 -                                       | 5    | 14:59.105 | 1:26.640 | 26.275 | 59.43 | 2:44.256 | 4  | 15  | 5  |
| 11  | 77  | C  | 7   | Adam COLLINS     | Yamaha TZR 250 - 2 Cows Racing                         | 5    | 15:17.268 | 1:44.803 | 18.163 | 58.26 | 2:57.277 | 5  | 19  | 8  |

#### NOT CLASSIFIED

|     |     |   |  |              |                                                          |   |          |        |        |       |  |  |    |  |
|-----|-----|---|--|--------------|----------------------------------------------------------|---|----------|--------|--------|-------|--|--|----|--|
| DNF | 57  |   |  | Geoff MOOK   | Yamaha TZR 250 -                                         | 1 | 2:35.190 | 4 Laps | 4 Laps | 68.87 |  |  | 5  |  |
| DNF | 86  | C |  | Max MACRAE   | Yamaha TZR 250 - MacRae Racing                           | 0 |          |        |        |       |  |  | 1  |  |
| DNF | 30  |   |  | Alan COOPER  | Yamaha TZR 250 - Twistgrip Motorcycles                   | 0 |          |        |        |       |  |  | 4  |  |
| DNF | 110 | C |  | Mark HAIGH   | Yamaha TZR 250 - Chesterfield CarClinic/The Tuning Works | 0 |          |        |        |       |  |  | 8  |  |
| DNF | 60  |   |  | Danny GOUGH  | Yamaha TZR 250 - G Force Motorcycles                     | 0 |          |        |        |       |  |  | 11 |  |
| DNF | 34  | C |  | Paul NIELD   | Yamaha TZR 250 - Ridesure                                | 0 |          |        |        |       |  |  | 17 |  |
| DNF | 69  | C |  | Mark ELLERAY | Yamaha TZR 250 - Abbot Solutions Ltd                     | 0 |          |        |        |       |  |  | 18 |  |

#### FASTEST LAP

|  |     |   |  |            |                                           |   |          |  |           |  |            |  |  |  |
|--|-----|---|--|------------|-------------------------------------------|---|----------|--|-----------|--|------------|--|--|--|
|  | 166 | C |  | Tom RIDLEY | Yamaha TZR 250 - Chamery Hall Roundhouses | 5 | 2:26.776 |  | 72.81 mph |  | 117.19 kph |  |  |  |
|  | 26  |   |  | Damian LEE | Yamaha TZR 250 - Leed Autos               | 5 | 2:34.688 |  | 69.09 mph |  | 111.19 kph |  |  |  |

Class C - 92.5% of Race Speed = 60.83 mph  
Class - 92.5% of Race Speed = 60.78 mph

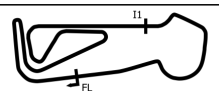
Weather / Track : Cloudy / Dry

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

Date: 04/05/2025 Start: 17:29 Finish: 17:42  
Snetterton 300: 2.9689 miles

Clerk Of Course:

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:45 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 17 - LAP CHART

| LAP 1 @ 17:31:52.653 |        |          | LAP 2 @ 17:34:46.832 |          |          | LAP 3 @ 17:37:36.079 |          |          | LAP 4 @ 17:40:16.400 |          |          | LAP 5 @ 17:42:52.469 |          |          |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 8                    |        | 2:32.649 | 8                    |          | 2:54.179 | 8                    |          | 2:49.247 | 8                    |          | 2:40.321 | 6                    |          | 2:31.681 |
| 70                   | 1.352  | 2:34.001 | 6                    | 1.109    | 2:52.659 | 74                   | 1.552    | 2:48.689 | 74                   | 2.166    | 2:40.935 | 166                  | 0.602    | 2:26.776 |
| 57                   | 2.541  | 2:35.190 | 64                   | 1.339    | 2:51.901 | 64                   | 1.554    | 2:49.462 | 64                   | 2.635    | 2:41.402 | 8                    | 0.759    | 2:36.828 |
| 6                    | 2.629  | 2:35.278 | 74                   | 2.110    | 2:52.497 | 6                    | 3.181    | 2:51.319 | 26                   | 3.622    | 2:40.153 | 74                   | 1.517    | 2:35.420 |
| 64                   | 3.617  | 2:36.266 | 26                   | 3.286    | 2:52.883 | 26                   | 3.790    | 2:49.751 | 6                    | 4.388    | 2:41.528 | 26                   | 2.241    | 2:34.688 |
| 74                   | 3.792  | 2:36.441 | 70                   | 16.322   | 3:09.149 | 166                  | 18.692   | 2:43.977 | 166                  | 9.895    | 2:31.524 | 64                   | 5.084    | 2:38.518 |
| 26                   | 4.582  | 2:37.231 | 62                   | 23.433   | 2:58.242 | 70                   | 19.574   | 2:52.499 | 70                   | 16.107   | 2:36.854 | 70                   | 17.257   | 2:37.219 |
| 166                  | 12.781 | 2:45.430 | 166                  | 23.962   | 3:05.360 | 62                   | 26.473   | 2:52.287 | 62                   | 35.392   | 2:49.240 | 62                   | 46.291   | 2:46.968 |
| 73                   | 13.496 | 2:46.145 | 73                   | 27.703   | 3:08.386 | 73                   | 38.215   | 2:59.759 | 73                   | 50.741   | 2:52.847 | 73                   | 1:00.365 | 2:45.693 |
| 62                   | 19.370 | 2:52.019 | 77                   | 36.761   | 3:08.581 | 77                   | 59.085   | 3:11.571 | 42                   | 1:18.160 | 2:44.256 | 42                   | 1:26.640 | 2:44.549 |
| 77                   | 22.359 | 2:55.008 | 42                   | 1:09.267 | 3:24.130 | 42                   | 1:14.225 | 2:54.205 | 77                   | 1:23.595 | 3:04.831 | 77                   | 1:44.803 | 2:57.277 |
| 42                   | 39.316 | 3:11.965 |                      |          |          |                      |          |          |                      |          |          |                      |          |          |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

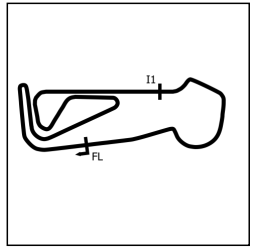
RACE 17 - POSITION CHART

|     |           | Lap |     |     |     |     |     |
|-----|-----------|-----|-----|-----|-----|-----|-----|
| No  | Name      | Pos | 1   | 2   | 3   | 4   | 5   |
| 86  | MACRAE    | 1   | 8   | 8   | 8   | 8   | 6   |
| 8   | BALL      | 2   | 70  | 6   | 74  | 74  | 166 |
| 74  | WHITBY    | 3   | 57  | 64  | 64  | 64  | 8   |
| 30  | COOPER    | 4   | 6   | 74  | 6   | 26  | 74  |
| 57  | MOOK      | 5   | 64  | 26  | 26  | 6   | 26  |
| 70  | BURSCOUGH | 6   | 74  | 70  | 166 | 166 | 64  |
| 166 | RIDLEY    | 7   | 26  | 62  | 70  | 70  | 70  |
| 110 | HAIGH     | 8   | 166 | 166 | 62  | 62  | 62  |
| 26  | LEE       | 9   | 73  | 73  | 73  | 73  | 73  |
| 64  | DAVIS     | 10  | 62  | 77  | 77  | 42  | 42  |
| 60  | GOUGH     | 11  | 77  | 42  | 42  | 77  | 77  |
| 42  | PEARSON   | 12  | 42  |     |     |     |     |
| 62  | PATERSON  | 13  |     |     |     |     |     |
| 34  | NIELD     | 14  |     |     |     |     |     |
| 69  | ELLERAY   | 15  |     |     |     |     |     |
| 77  | COLLINS   | 16  |     |     |     |     |     |
| 6   | BUSHELL   | 17  |     |     |     |     |     |
| 73  | TURNER    | 18  |     |     |     |     |     |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 17 - SECTOR ANALYSIS



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

| P1 6 C                    |          | Alan BUSHELL             |              | Yamaha TZR 250 - Moonraker motorcycles |        |              |
|---------------------------|----------|--------------------------|--------------|----------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:31.681 |          | BEST LAP TIME : 2:31.681 |              | DIFFERENCE : 0.000                     |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                    | DIFF   | TIME OF DAY  |
| 1 -                       |          | 54.938                   | 2:35.278     | 68.83                                  | 3.597  | 17:31:55.282 |
| 2 -                       | 1:51.840 | 1:00.819                 | 2:52.659     | 61.90                                  | 20.978 | 17:34:47.941 |
| 3 -                       | 1:53.780 | 57.539                   | 2:51.319 (3) | 62.38                                  | 19.638 | 17:37:39.260 |
| 4 -                       | 1:47.529 | 53.999                   | 2:41.528 (2) | 66.16                                  | 9.847  | 17:40:20.788 |
| 5 -                       | 1:40.702 | 50.979                   | 2:31.681 (1) | 70.46                                  |        | 17:42:52.469 |

| P2 166 C                  |          | Tom RIDLEY               |              | Yamaha TZR 250 - Chamery Hall Roundhouses |        |              |
|---------------------------|----------|--------------------------|--------------|-------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:26.776 |          | BEST LAP TIME : 2:26.776 |              | DIFFERENCE : 0.000                        |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                       | DIFF   | TIME OF DAY  |
| 1 -                       |          | 1:03.182                 | 2:45.430     | 64.60                                     | 18.654 | 17:32:05.434 |
| 2 -                       | 2:06.846 | 58.514                   | 3:05.360     | 57.66                                     | 38.584 | 17:35:10.794 |
| 3 -                       | 1:51.278 | 52.699                   | 2:43.977 (3) | 65.18                                     | 17.201 | 17:37:54.771 |
| 4 -                       | 1:41.532 | 49.992                   | 2:31.524 (2) | 70.53                                     | 4.748  | 17:40:26.295 |
| 5 -                       | 1:37.474 | 49.302                   | 2:26.776 (1) | 72.81                                     |        | 17:42:53.071 |

| P3 8                      |          | David BALL               |              | Yamaha TZR 250 - Gardiner Page and Roe pension consultants |        |              |
|---------------------------|----------|--------------------------|--------------|------------------------------------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:36.828 |          | BEST LAP TIME : 2:36.828 |              | DIFFERENCE : 0.000                                         |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                                                        | DIFF   | TIME OF DAY  |
| 1 -                       |          | 55.731                   | 2:32.649     | 70.01                                                      |        | 17:31:52.653 |
| 2 -                       | 1:54.328 | 59.851                   | 2:54.179     | 61.36                                                      | 17.351 | 17:34:46.832 |
| 3 -                       | 1:54.501 | 54.746                   | 2:49.247 (3) | 63.15                                                      | 12.419 | 17:37:36.079 |
| 4 -                       | 1:46.851 | 53.470                   | 2:40.321 (2) | 66.66                                                      | 3.493  | 17:40:16.400 |
| 5 -                       | 1:45.953 | 50.875                   | 2:36.828 (1) | 68.15                                                      |        | 17:42:53.228 |

| P4 74                     |          | Paul WHITBY              |              | Yamaha TZR 250 - Greybridge Ltd |        |              |
|---------------------------|----------|--------------------------|--------------|---------------------------------|--------|--------------|
| IDEAL LAP TIME : 2:35.420 |          | BEST LAP TIME : 2:35.420 |              | DIFFERENCE : 0.000              |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                             | DIFF   | TIME OF DAY  |
| 1 -                       |          | 58.711                   | 2:36.441     | 68.32                           | 1.021  | 17:31:56.445 |
| 2 -                       | 1:54.497 | 58.000                   | 2:52.497     | 61.96                           | 17.077 | 17:34:48.942 |
| 3 -                       | 1:52.793 | 55.896                   | 2:48.689 (3) | 63.35                           | 13.269 | 17:37:37.631 |
| 4 -                       | 1:47.340 | 53.595                   | 2:40.935 (2) | 66.41                           | 5.515  | 17:40:18.566 |
| 5 -                       | 1:44.061 | 51.359                   | 2:35.420 (1) | 68.76                           |        | 17:42:53.986 |

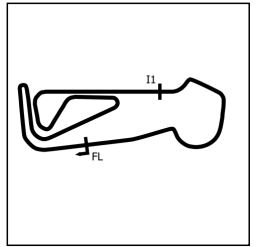
| P5 26                     |          | Damian LEE               |              | Yamaha TZR 250 - Leed Autos |        |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------|--------|--------------|
| IDEAL LAP TIME : 2:34.688 |          | BEST LAP TIME : 2:34.688 |              | DIFFERENCE : 0.000          |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                         | DIFF   | TIME OF DAY  |
| 1 -                       |          | 55.336                   | 2:37.231     | 67.97                       | 2.543  | 17:31:57.235 |
| 2 -                       | 1:55.424 | 57.459                   | 2:52.883     | 61.82                       | 18.195 | 17:34:50.118 |
| 3 -                       | 1:55.062 | 54.689                   | 2:49.751 (3) | 62.96                       | 15.063 | 17:37:39.869 |
| 4 -                       | 1:46.651 | 53.502                   | 2:40.153 (2) | 66.73                       | 5.465  | 17:40:20.022 |
| 5 -                       | 1:43.665 | 51.023                   | 2:34.688 (1) | 69.09                       |        | 17:42:54.710 |

| P6 64 C                   |          | Iain DAVIS               |              | Yamaha TZR 250 -   |        |              |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:38.497 |          | BEST LAP TIME : 2:38.518 |              | DIFFERENCE : 0.021 |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |          | 55.191                   | 2:36.266     | 68.39              |        | 17:31:56.270 |
| 2 -                       | 1:51.234 | 1:00.667                 | 2:51.901     | 62.17              | 13.383 | 17:34:48.171 |
| 3 -                       | 1:53.243 | 56.219                   | 2:49.462 (3) | 63.07              | 10.944 | 17:37:37.633 |
| 4 -                       | 1:47.735 | 53.667                   | 2:41.402 (2) | 66.22              | 2.884  | 17:40:19.035 |
| 5 -                       | 1:44.830 | 53.688                   | 2:38.518 (1) | 67.42              |        | 17:42:57.553 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 17 - SECTOR ANALYSIS



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

| P7 70                     |                 | Andrew BURSCOUGH         |                     | Yamaha YPVS 350 - Mad biker designs/Martitanium |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:36.760 |                 | BEST LAP TIME : 2:36.854 |                     | DIFFERENCE : 0.094                              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                             | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 56.810                   | 2:34.001            | 69.40                                           |        | 17:31:54.005        |
| 2 -                       | 2:01.314        | 1:07.835                 | 3:09.149            | 56.50                                           | 32.295 | 17:35:03.154        |
| 3 -                       | 1:58.758        | 53.741                   | 2:52.499 (3)        | 61.96                                           | 15.645 | 17:37:55.653        |
| 4 -                       | 1:43.710        | <b>53.144</b>            | <b>2:36.854 (1)</b> | <b>68.14</b>                                    |        | <b>17:40:32.507</b> |
| 5 -                       | <b>1:43.616</b> | 53.603                   | 2:37.219 (2)        | 67.98                                           | 0.365  | 17:43:09.726        |

| P8 62 C                   |                 | David PATERSON           |                     | Yamaha TZR 250 - The love of a good woman / Boomarang Day |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:46.968 |                 | BEST LAP TIME : 2:46.968 |                     | DIFFERENCE : 0.000                                        |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                                                       | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 57.806                   | 2:52.019            | 62.13                                                     | 5.051  | 17:32:12.023        |
| 2 -                       | 1:59.861        | 58.381                   | 2:58.242            | 59.96                                                     | 11.274 | 17:35:10.265        |
| 3 -                       | 1:54.873        | 57.414                   | 2:52.287 (3)        | 62.03                                                     | 5.319  | 17:38:02.552        |
| 4 -                       | 1:52.625        | 56.615                   | 2:49.240 (2)        | 63.15                                                     | 2.272  | 17:40:51.792        |
| 5 -                       | <b>1:51.321</b> | <b>55.647</b>            | <b>2:46.968 (1)</b> | <b>64.01</b>                                              |        | <b>17:43:38.760</b> |

| P9 73 C                   |                 | Colvin TURNER            |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:45.693 |                 | BEST LAP TIME : 2:45.693 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 1:00.775                 | 2:46.145            | 64.32              | 0.452  | 17:32:06.149        |
| 2 -                       | 2:07.011        | 1:01.375                 | 3:08.386            | 56.73              | 22.693 | 17:35:14.535        |
| 3 -                       | 1:58.712        | 1:01.047                 | 2:59.759 (3)        | 59.45              | 14.066 | 17:38:14.294        |
| 4 -                       | 1:55.533        | 57.314                   | 2:52.847 (2)        | 61.83              | 7.154  | 17:41:07.141        |
| 5 -                       | <b>1:50.392</b> | <b>55.301</b>            | <b>2:45.693 (1)</b> | <b>64.50</b>       |        | <b>17:43:52.834</b> |

| P10 42 C                  |                 | Martin PEARSON           |                     | Yamaha TZR 250 -   |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:43.793 |                 | BEST LAP TIME : 2:44.256 |                     | DIFFERENCE : 0.463 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 1:19.261                 | 3:11.965            | 55.67              | 27.709 | 17:32:31.969        |
| 2 -                       | 2:21.000        | 1:03.130                 | 3:24.130            | 52.35              | 39.874 | 17:35:56.099        |
| 3 -                       | 1:57.353        | 56.852                   | 2:54.205 (3)        | 61.35              | 9.949  | 17:38:50.304        |
| 4 -                       | 1:49.437        | <b>54.819</b>            | <b>2:44.256 (1)</b> | <b>65.06</b>       |        | <b>17:41:34.560</b> |
| 5 -                       | <b>1:48.974</b> | 55.575                   | 2:44.549 (2)        | 64.95              | 0.293  | 17:44:19.109        |

| P11 77 C                  |                 | Adam COLLINS             |                     | Yamaha TZR 250 - 2 Cows Racing |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:57.277 |                 | BEST LAP TIME : 2:57.277 |                     | DIFFERENCE : 0.000             |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                            | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 1:00.022                 | 2:55.008            | 61.07                          |        | 17:32:15.012        |
| 2 -                       | 2:04.114        | 1:04.467                 | 3:08.581 (3)        | 56.67                          | 11.304 | 17:35:23.593        |
| 3 -                       | 2:08.070        | 1:03.501                 | 3:11.571            | 55.79                          | 14.294 | 17:38:35.164        |
| 4 -                       | 2:04.115        | 1:00.716                 | 3:04.831 (2)        | 57.82                          | 7.554  | 17:41:39.995        |
| 5 -                       | <b>1:57.554</b> | <b>59.723</b>            | <b>2:57.277 (1)</b> | <b>60.29</b>                   |        | <b>17:44:37.272</b> |

| P12 57           |          | Geoff MOOK      |          | Yamaha TZR 250 - |      |              |
|------------------|----------|-----------------|----------|------------------|------|--------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : |          | DIFFERENCE :     |      |              |
| LAP              | SECTOR 1 | SECTOR 2        | LAP TIME | MPH              | DIFF | TIME OF DAY  |
| 1 -              |          | <b>55.475</b>   | 2:35.190 | 68.87            |      | 17:31:55.194 |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 17 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |           |                        |                     |       |
|----------|-----|----------|----------|--------|-------------------------|-----|-----------|------------------------|---------------------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME      | IDEAL                  | BEST                | DIFF  |
|          |     |          |          |        |                         |     |           | <div>PERFECT LAP</div> | <div>2:26.776</div> |       |
| 1        | 166 | 1:37.474 | 166      | 49.302 | 1                       | 166 | RIDLEY    | 2:26.776               | 2:26.776            | 0.000 |
| 2        | 6   | 1:40.702 | 8        | 50.875 | 2                       | 6   | BUSHELL   | 2:31.681               | 2:31.681            | 0.000 |
| 3        | 70  | 1:43.616 | 6        | 50.979 | 3                       | 26  | LEE       | 2:34.688               | 2:34.688            | 0.000 |
| 4        | 26  | 1:43.665 | 26       | 51.023 | 4                       | 74  | WHITBY    | 2:35.420               | 2:35.420            | 0.000 |
| 5        | 74  | 1:44.061 | 74       | 51.359 | 5                       | 70  | BURSCOUGH | 2:36.760               | 2:36.854            | 0.094 |
| 6        | 64  | 1:44.830 | 70       | 53.144 | 6                       | 8   | BALL      | 2:36.828               | 2:36.828            | 0.000 |
| 7        | 8   | 1:45.953 | 64       | 53.667 | 7                       | 64  | DAVIS     | 2:38.497               | 2:38.518            | 0.021 |
| 8        | 42  | 1:48.974 | 42       | 54.819 | 8                       | 42  | PEARSON   | 2:43.793               | 2:44.256            | 0.463 |
| 9        | 73  | 1:50.392 | 73       | 55.301 | 9                       | 73  | TURNER    | 2:45.693               | 2:45.693            | 0.000 |
| 10       | 62  | 1:51.321 | 57       | 55.475 | 10                      | 62  | PATERSON  | 2:46.968               | 2:46.968            | 0.000 |
| 11       | 77  | 1:57.554 | 62       | 55.647 | 11                      | 77  | COLLINS   | 2:57.277               | 2:57.277            | 0.000 |
| 12       |     |          | 77       | 59.723 | 12                      | 57  | MOOK      |                        |                     |       |
| 13       |     |          |          |        |                         |     |           |                        |                     |       |
| 14       |     |          |          |        |                         |     |           |                        |                     |       |
| 15       |     |          |          |        |                         |     |           |                        |                     |       |
| 16       |     |          |          |        |                         |     |           |                        |                     |       |
| 17       |     |          |          |        |                         |     |           |                        |                     |       |
| 18       |     |          |          |        |                         |     |           |                        |                     |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

DFDS Yamaha Past Masters

RACE 17 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 17                        |
| Planned Start          | 2025-05-04 @ 17:00:00.000 |
| Actual Start           | 2025-05-04 @ 17:29:20.004 |
| Finish Time            | 2025-05-04 @ 17:42:52.468 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 56                        |
| Total Distance Covered | 166.2590mi.               |

Session Fastest Lap History

| NO  | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|----|--------------|----------|--------------|-----|----------------|
| 8   |    | David BALL   | 2:54.179 | 17:34:46.832 | 2   | Yamaha TZR 250 |
| 6   | C  | Alan BUSHELL | 2:52.659 | 17:34:47.941 | 2   | Yamaha TZR 250 |
| 64  | C  | Iain DAVIS   | 2:51.901 | 17:34:48.171 | 2   | Yamaha TZR 250 |
| 8   |    | David BALL   | 2:49.247 | 17:37:36.079 | 3   | Yamaha TZR 250 |
| 74  |    | Paul WHITBY  | 2:48.689 | 17:37:37.631 | 3   | Yamaha TZR 250 |
| 166 | C  | Tom RIDLEY   | 2:43.977 | 17:37:54.771 | 3   | Yamaha TZR 250 |
| 8   |    | David BALL   | 2:40.321 | 17:40:16.400 | 4   | Yamaha TZR 250 |
| 26  |    | Damian LEE   | 2:40.153 | 17:40:20.022 | 4   | Yamaha TZR 250 |
| 166 | C  | Tom RIDLEY   | 2:31.524 | 17:40:26.295 | 4   | Yamaha TZR 250 |
| 166 | C  | Tom RIDLEY   | 2:26.776 | 17:42:53.071 | 5   | Yamaha TZR 250 |

Session Leader History

| NO | CL | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|----|--------------|----------|----------|-------------|----------------|
| 8  |    | David BALL   | 1        | 4        | 11.87 miles | Yamaha TZR 250 |
| 6  | C  | Alan BUSHELL | 5        | 1        | 2.96 miles  | Yamaha TZR 250 |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:29:20.004 |
| FINISH | 17:42:52.468 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 15:21.802  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 17 - STATISTICS

CLASS :

7 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE         |
|----|------------------|----------|--------------|-----|-----------------|
| 8  | David BALL       | 2:54.179 | 17:34:46.832 | 2   | Yamaha TZR 250  |
| 74 | Paul WHITBY      | 2:52.497 | 17:34:48.942 | 2   | Yamaha TZR 250  |
| 8  | David BALL       | 2:49.247 | 17:37:36.079 | 3   | Yamaha TZR 250  |
| 74 | Paul WHITBY      | 2:48.689 | 17:37:37.631 | 3   | Yamaha TZR 250  |
| 8  | David BALL       | 2:40.321 | 17:40:16.400 | 4   | Yamaha TZR 250  |
| 26 | Damian LEE       | 2:40.153 | 17:40:20.022 | 4   | Yamaha TZR 250  |
| 70 | Andrew BURSCOUGH | 2:36.854 | 17:40:32.507 | 4   | Yamaha YPVS 350 |
| 8  | David BALL       | 2:36.828 | 17:42:53.228 | 5   | Yamaha TZR 250  |
| 74 | Paul WHITBY      | 2:35.420 | 17:42:53.986 | 5   | Yamaha TZR 250  |
| 26 | Damian LEE       | 2:34.688 | 17:42:54.710 | 5   | Yamaha TZR 250  |

#### Leader History

| NO | NAME       | FROM LAP | LAPS LED | DISTANCE    | VEHICLE        |
|----|------------|----------|----------|-------------|----------------|
| 8  | David BALL | 1        | 5        | 14.84 miles | Yamaha TZR 250 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## DFDS Yamaha Past Masters

### RACE 17 - STATISTICS

CLASS : C

10 Starters

#### Fastest Lap History

| NO  | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE        |
|-----|--------------|----------|--------------|-----|----------------|
| 6   | Alan BUSHELL | 2:52.659 | 17:34:47.941 | 2   | Yamaha TZR 250 |
| 64  | Iain DAVIS   | 2:51.901 | 17:34:48.171 | 2   | Yamaha TZR 250 |
| 64  | Iain DAVIS   | 2:49.462 | 17:37:37.633 | 3   | Yamaha TZR 250 |
| 166 | Tom RIDLEY   | 2:43.977 | 17:37:54.771 | 3   | Yamaha TZR 250 |
| 64  | Iain DAVIS   | 2:41.402 | 17:40:19.035 | 4   | Yamaha TZR 250 |
| 166 | Tom RIDLEY   | 2:31.524 | 17:40:26.295 | 4   | Yamaha TZR 250 |
| 166 | Tom RIDLEY   | 2:26.776 | 17:42:53.071 | 5   | Yamaha TZR 250 |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE   | VEHICLE        |
|----|--------------|----------|----------|------------|----------------|
| 6  | Alan BUSHELL | 1        | 2        | 5.93 miles | Yamaha TZR 250 |
| 64 | Iain DAVIS   | 3        | 2        | 5.93 miles | Yamaha TZR 250 |
| 6  | Alan BUSHELL | 5        | 1        | 2.96 miles | Yamaha TZR 250 |



# BRITISH SUPERKART RACING CLUB SUPER SERIES

Snetterton 300  
3<sup>rd</sup> / 4<sup>th</sup> May 2025



**SPORTS TIMING**

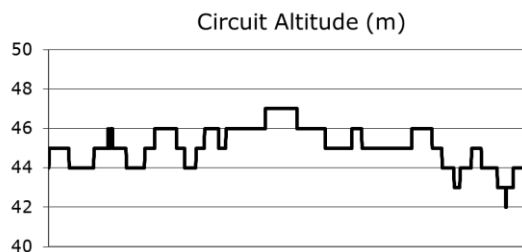
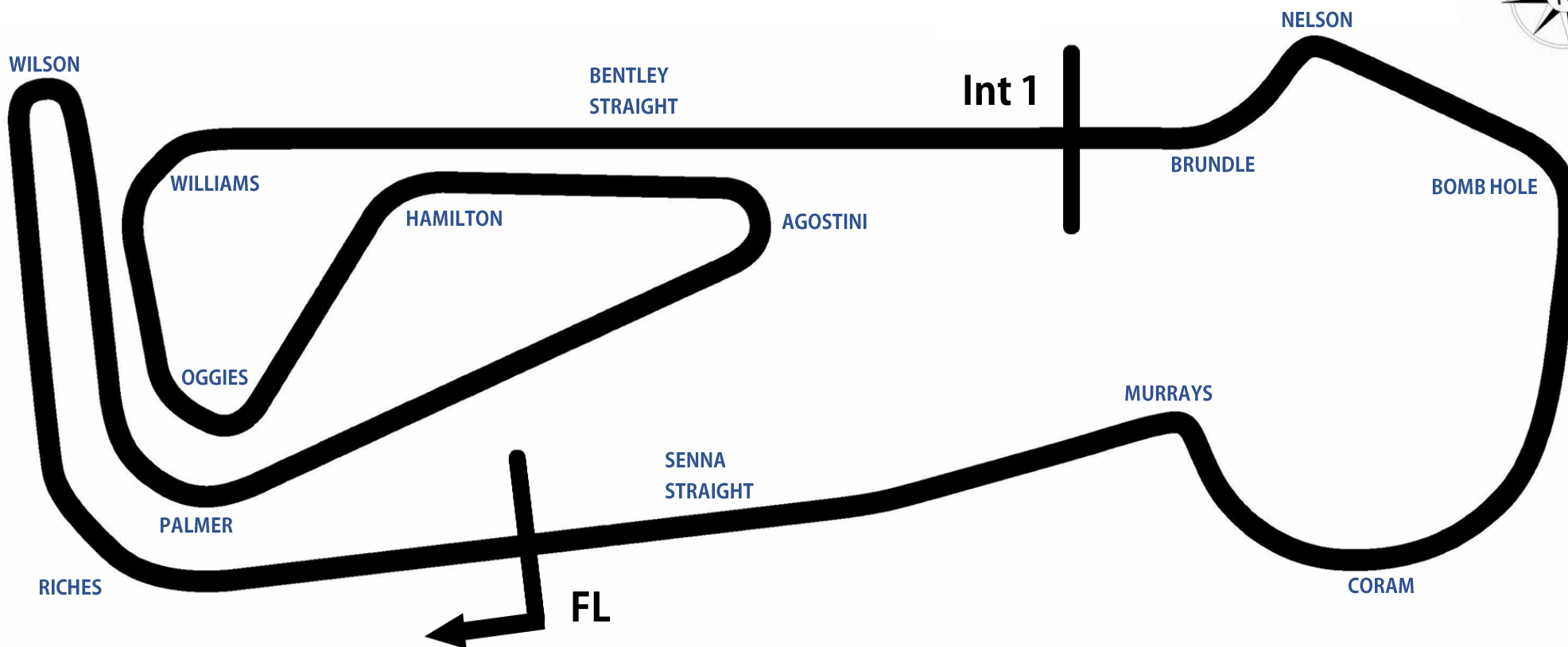
**TIMING SOLUTIONS LTD**

Timing & Results Provided by Timing Solutions Ltd

[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300 Circuit

Norwich, Norfolk, UK



| Length               | 2.9689 miles   4.778 km   4778.0 m |            |           |
|----------------------|------------------------------------|------------|-----------|
| FL                   |                                    | 52.46340 N | 0.94476 E |
| Int 1                | 3198m                              | 52.46617 N | 0.94964 E |
| Pit Entry            | 4572m                              | 52.46364 N | 0.94774 E |
| Pit Exit             | 40m after FL                       | 52.46338 N | 0.94420 E |
| Pit Entry - Pit Exit | 246m, 17.75 @ 50kph, 14.7s @ 60kph |            |           |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - CLASSIFICATION



| POS | NO   | CL   | PIC | NAME             | ENTRY                     | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|------|------|-----|------------------|---------------------------|----------|----|------|--------|-------|-------|
| 1   | 87   | D1   | 1   | Jack TRITTON     | MS Kart/Harvey VM -       | 1:47.634 | 3  | 3    |        |       | 99.30 |
| 2   | 3    | D1   | 2   | Tom RUSHFORTH    | Spyda/VM -                | 1:48.926 | 3  | 7    | 1.292  | 1.292 | 98.12 |
| 3   | 31   | D1   | 3   | San MOSS         | Anderson/VM -             | 1:49.046 | 6  | 6    | 1.412  | 0.120 | 98.01 |
| 4   | 1    | D1   | 4   | Lee HARPAM       | MS Kart/Harvey VM -       | 1:49.392 | 5  | 5    | 1.758  | 0.346 | 97.70 |
| 5   | 6    | D1   | 5   | Andy GULLIFORD   | Anderson/VM -             | 1:49.704 | 4  | 4    | 2.070  | 0.312 | 97.42 |
| 6   | 85   | D1   | 6   | Ross ALLEN       | Jade/IAMI -               | 1:50.073 | 3  | 5    | 2.439  | 0.369 | 97.09 |
| 7   | 69   | D1   | 7   | Kosta KYRITSIS   | Anderson/VM -             | 1:52.881 | 5  | 6    | 5.247  | 2.808 | 94.68 |
| 8   | 15   | D1   | 8   | Andy WAITE       | Anderson/VM -             | 1:54.326 | 4  | 4    | 6.692  | 1.445 | 93.48 |
| 9   | 0    | F250 | 1   | Paul PLATT       | PVP/Gas Gas -             | 1:54.970 | 6  | 7    | 7.336  | 0.644 | 92.96 |
| 10  | 42   | D1   | 9   | Tom RILEY        | Anderson/VM -             | 1:55.013 | 6  | 6    | 7.379  | 0.043 | 92.92 |
| 11  | 101  | F250 | 2   | Lee PLAIN        | Anderson/DEA -            | 1:56.065 | 3  | 3    | 8.431  | 1.052 | 92.08 |
| 12  | 35   | F250 | 3   | Sam HEMPSHALL    | Anderson/THR -            | 1:56.425 | 4  | 5    | 8.791  | 0.360 | 91.80 |
| 13  | 20   | D1   | 10  | Johnny WEST      | Anderson/VM -             | 1:57.652 | 3  | 4    | 10.018 | 1.227 | 90.84 |
| 14  | 28   | F125 | 1   | Ella STEVENS     | Birel/IAME -              | 1:58.767 | 5  | 6    | 11.133 | 1.115 | 89.99 |
| 15  | GP1  | F250 | 4   | Kirk CATTERMOLE  | Raider/CAT TM -           | 1:59.711 | 2  | 2    | 12.077 | 0.944 | 89.28 |
| 16  | 143  | F250 | 5   | John READER      | Anderson/DEA -            | 2:00.457 | 6  | 6    | 12.823 | 0.746 | 88.72 |
| 17  | 50   | F250 | 6   | John BUSBY       | Anderson/DEA -            | 2:00.763 | 2  | 2    | 13.129 | 0.306 | 88.50 |
| 18  | 83   | D1   | 11  | Paul Von GERARD  | Jade/IAME -               | 2:00.912 | 2  | 2    | 13.278 | 0.149 | 88.39 |
| 19  | 51   | F250 | 7   | Luke BURTON      | Anderson/Viper SK250 Si - | 2:00.971 | 6  | 6    | 13.337 | 0.059 | 88.35 |
| 20  | 49   | F250 | 8   | Michael PARR     | Anderson/Viper SK250 -    | 2:00.982 | 6  | 6    | 13.348 | 0.011 | 88.34 |
| 21  | S3   | F125 | 2   | Ollie HOLMES     | Anderson AK/TM R1 -       | 2:01.226 | 5  | 6    | 13.592 | 0.244 | 88.16 |
| 22  | 26   | F450 | 1   | Ronan McCLINTOCK | Anderson/KTM -            | 2:01.418 | 6  | 6    | 13.784 | 0.192 | 88.02 |
| 23  | 22*  | F125 | 3   | Joe RIPPIN       | Anderson/TM R1 -          | 2:01.836 | 6  | 6    | 14.202 | 0.418 | 87.72 |
| 24  | 66   | D1   | 12  | John FAULKNER    | Anderson/FPE -            | 2:02.497 | 2  | 2    | 14.863 | 0.661 | 87.25 |
| 25  | 161  | F250 | 9   | Richard CONNICK  | Jade/Honda -              | 2:02.772 | 5  | 6    | 15.138 | 0.275 | 87.05 |
| 26  | 132* | F250 | 10  | Jordan BAILEY    | Anderson/Gas Gas -        | 2:03.172 | 4  | 4    | 15.538 | 0.400 | 86.77 |
| 27  | 147  | F250 | 11  | Chris BALDERSON  | Raider/Honda -            | 2:04.101 | 4  | 4    | 16.467 | 0.929 | 86.12 |
| 28  | 196  | F125 | 4   | Jake BAKER       | Birel/TM R1 -             | 2:04.130 | 5  | 6    | 16.496 | 0.029 | 86.10 |
| 29  | 29   | D1   | 13  | Chris WESEMAEL   | Anderson/VM -             | 2:04.544 | 2  | 2    | 16.910 | 0.414 | 85.81 |
| 30  | 97   | F125 | 5   | Toby VINCENT     | Anderson/TM -             | 2:04.718 | 6  | 6    | 17.084 | 0.174 | 85.69 |
| 31  | 59   | F450 | 2   | Nick FLINT       | Anderson/KTM -            | 2:04.859 | 2  | 2    | 17.225 | 0.141 | 85.60 |
| 32  | 23   | F125 | 6   | Clint BRIDGE     | Anderson/TM -             | 2:05.348 | 5  | 5    | 17.714 | 0.489 | 85.26 |
| 33  | 90   | F250 | 12  | Rob AUSTIN       | Anderson Viper SK250 -    | 2:05.668 | 6  | 6    | 18.034 | 0.320 | 85.05 |
| 34  | 14   | D1   | 14  | Nathan BARTON    | Anderson/Barker VM -      | 2:07.368 | 2  | 2    | 19.734 | 1.700 | 83.91 |
| 35  | 11   | F125 | 7   | Oliver RIDOUT    | Anderson/TM R1 -          | 2:07.383 | 5  | 5    | 19.749 | 0.015 | 83.90 |
| 36  | 92   | F250 | 13  | Ben ARDERN       | Anderson/DEA -            | 2:07.689 | 2  | 2    | 20.055 | 0.306 | 83.70 |
| 37  | 99   | F125 | 8   | Aston BAKER      | Birel /TM R1 -            | 2:10.114 | 3  | 3    | 22.480 | 2.425 | 82.14 |
| 38  | 71   | F450 | 3   | Chad JENKINS     | Anderson/KTM -            | 2:11.994 | 5  | 6    | 24.360 | 1.880 | 80.97 |
| 39  | 98*  | F125 | 9   | Marty BAKER      | Anderson/TM -             | 2:14.429 | 2  | 5    | 26.795 | 2.435 | 79.50 |
| 40  | 40   | F125 | 10  | Richard SCOTT    | Anderson/Vortex -         | 2:18.543 | 2  | 3    | 30.909 | 4.114 | 77.14 |
| 41  | 28   | F250 | 14  | Ian LUTO         | Anderson/Honda -          | 2:19.147 | 4  | 5    | 31.513 | 0.604 | 76.81 |
| 42  | 17   | F125 | 11  | Gary POTKINS     | Anderson/TM -             | 2:19.854 | 4  | 4    | 32.220 | 0.707 | 76.42 |
| 43  | 62*  | D1   | 15  | Andy POWELL      | PVP/FPE -                 | 2:23.386 | 1  | 1    | 35.752 | 3.532 | 74.54 |
| 44  | 76   | F250 | 15  | Alex DUDLEY      | PVP/TM -                  | 2:31.972 | 1  | 1    | 44.338 | 8.586 | 70.32 |
| 45  | 24   | D1   | 16  | Liam MORLEY      | Anderson/VM -             |          |    | 2    |        |       |       |
| 46  | 5    | D1   | 17  | Carl HULME       | Anderson/VM -             |          |    | 2    |        |       |       |
| 47  | 68   | D1   | 18  | Mark EDWARDS     | MS Kart/Harvey VM -       |          |    | 0    |        |       |       |
| 48  | 34   | F250 | 16  | Daniel JERRED    | Anderson/Honda -          |          |    | 0    |        |       |       |

\* No. 22, 62, 98 & 132 - Please fit a working transponder

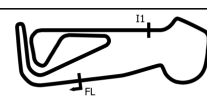
Weather / Track : Cloudy / Dry

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

Date: 03/05/2025 Start: 11:25 Finish: 11:37  
Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

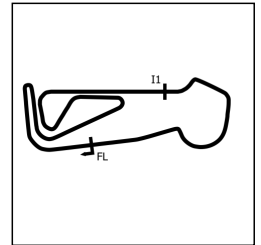
Printed - 11:40 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P1</b>                 | <b>87 D1</b>    | <b>Jack TRITTON</b>      | MS Kart/Harvey VM - |              |        |                     |
| IDEAL LAP TIME : 1:47.634 |                 | BEST LAP TIME : 1:47.634 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:24.575        | 39.549                   | 2:04.124 <b>(3)</b> | 86.10        | 16.490 | 11:27:52.647        |
| 2 -                       | 1:15.110        | 36.344                   | 1:51.454 <b>(2)</b> | 95.89        | 3.820  | 11:29:44.101        |
| 3 -                       | <b>1:12.403</b> | <b>35.231</b>            | <b>1:47.634 (1)</b> | <b>99.30</b> |        | <b>11:31:31.735</b> |

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P2</b>                 | <b>3 D1</b>     | <b>Tom RUSHFORTH</b>     | Spyda/VM -          |              |       |                     |
| IDEAL LAP TIME : 1:48.365 |                 | BEST LAP TIME : 1:48.926 | DIFFERENCE : 0.561  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:20.501        | 36.513                   | 1:57.014            | 91.34        | 8.088 | 11:27:19.313        |
| 2 -                       | 1:13.634        | 35.703                   | 1:49.337 <b>(3)</b> | 97.75        | 0.411 | 11:29:08.650        |
| 3 -                       | 1:13.382        | <b>35.544</b>            | <b>1:48.926 (1)</b> | <b>98.12</b> |       | <b>11:30:57.576</b> |
| 4 -                       | 1:13.644        | 36.492                   | 1:50.136            | 97.04        | 1.210 | 11:32:47.712        |
| 5 -                       | 1:13.740        | 36.840                   | 1:50.580            | 96.65        | 1.654 | 11:34:38.292        |
| 6 -                       | 1:13.757        | 35.559                   | 1:49.316 <b>(2)</b> | 97.77        | 0.390 | 11:36:27.608        |
| 7 -                       | <b>1:12.821</b> | 36.994                   | 1:49.815            | 97.32        | 0.889 | 11:38:17.423        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P3</b>                 | <b>31 D1</b>    | <b>San MOSS</b>          | Anderson/VM -       |              |        |                     |
| IDEAL LAP TIME : 1:48.122 |                 | BEST LAP TIME : 1:49.046 | DIFFERENCE : 0.924  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.686        | 50.171                   | 2:31.857            | 70.38        | 42.811 | 11:28:31.099        |
| 2 -                       | 1:26.730        | 40.747                   | 2:07.477            | 83.84        | 18.431 | 11:30:38.576        |
| 3 -                       | 1:25.621        | 38.896                   | 2:04.517            | 85.83        | 15.471 | 11:32:43.093        |
| 4 -                       | 1:17.644        | 37.453                   | 1:55.097 <b>(3)</b> | 92.86        | 6.051  | 11:34:38.190        |
| 5 -                       | 1:14.229        | <b>35.332</b>            | 1:49.561 <b>(2)</b> | 97.55        | 0.515  | 11:36:27.751        |
| 6 -                       | <b>1:12.790</b> | 36.256                   | <b>1:49.046 (1)</b> | <b>98.01</b> |        | <b>11:38:16.797</b> |

|                           |                 |                          |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|----------|---------------------|
| <b>P4</b>                 | <b>1 D1</b>     | <b>Lee HARPAM</b>        | MS Kart/Harvey VM - |              |          |                     |
| IDEAL LAP TIME : 1:48.531 |                 | BEST LAP TIME : 1:49.392 | DIFFERENCE : 0.861  |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 1:27.578        | IN PIT                   | 5:15.274 <b>P</b>   | 33.90        | 3:25.882 | 11:31:17.079        |
| 2 -                       | OUTLAP          | 37.160                   | 2:03.060            | 86.85        | 13.668   | 11:33:20.139        |
| 3 -                       | 1:14.601        | <b>35.582</b>            | 1:50.183 <b>(2)</b> | 97.00        | 0.791    | 11:35:10.322        |
| 4 -                       | <b>1:12.949</b> | 37.379                   | 1:50.328 <b>(3)</b> | 96.87        | 0.936    | 11:37:00.650        |
| 5 -                       | 1:13.326        | 36.066                   | <b>1:49.392 (1)</b> | <b>97.70</b> |          | <b>11:38:50.042</b> |

|                           |                 |                          |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|----------|---------------------|
| <b>P5</b>                 | <b>6 D1</b>     | <b>Andy GULLIFORD</b>    | Anderson/VM -       |              |          |                     |
| IDEAL LAP TIME : 1:49.704 |                 | BEST LAP TIME : 1:49.704 | DIFFERENCE : 0.000  |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 1:40.385        | IN PIT                   | 6:12.161 <b>P</b>   | 28.71        | 4:22.457 | 11:32:18.305        |
| 2 -                       | OUTLAP          | 39.806                   | 2:14.250            | 79.61        | 24.546   | 11:34:32.555        |
| 3 -                       | 1:15.763        | 36.189                   | 1:51.952 <b>(2)</b> | 95.47        | 2.248    | 11:36:24.507        |
| 4 -                       | <b>1:13.974</b> | <b>35.730</b>            | <b>1:49.704 (1)</b> | <b>97.42</b> |          | <b>11:38:14.211</b> |

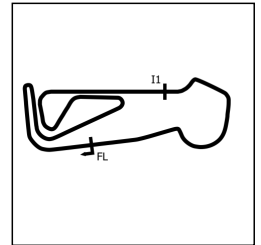
|                           |              |                          |                     |              |        |                     |
|---------------------------|--------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P6</b>                 | <b>85 D1</b> | <b>Ross ALLEN</b>        | Jade/IAMI -         |              |        |                     |
| IDEAL LAP TIME : 1:49.188 |              | BEST LAP TIME : 1:50.073 | DIFFERENCE : 0.885  |              |        |                     |
| LAP                       | SECTOR 1     | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:29.450     | 39.063                   | 2:08.513            | 83.16        | 18.440 | 11:27:47.039        |
| 2 -                       | 1:15.773     | <b>35.905</b>            | 1:51.678            | 95.70        | 1.605  | 11:29:38.717        |
| 3 -                       | 1:13.607     | 36.466                   | <b>1:50.073 (1)</b> | <b>97.09</b> |        | <b>11:31:28.790</b> |
| 4 -                       | 1:14.383     | 36.648                   | 1:51.031 <b>(3)</b> | 96.26        | 0.958  | 11:33:19.821        |
| 5 -                       | 1:13.652     | 36.443                   | 1:50.095 <b>(2)</b> | 97.08        | 0.022  | 11:35:09.916        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

| P7 69 D1                  |                 | Kosta KYRITSIS           |                     | Anderson/VM -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.881 |                 | BEST LAP TIME : 1:52.881 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:37.558        | 38.782                   | 2:16.340            | 78.39              | 23.459 | 11:28:11.862        |
| 2 -                       | 1:19.076        | 39.015                   | 1:58.091            | 90.50              | 5.210  | 11:30:09.953        |
| 3 -                       | 1:16.015        | 37.470                   | 1:53.485 (2)        | 94.18              | 0.604  | 11:32:03.438        |
| 4 -                       | 1:16.282        | 37.291                   | 1:53.573 (3)        | 94.10              | 0.692  | 11:33:57.011        |
| 5 -                       | <b>1:15.783</b> | <b>37.098</b>            | <b>1:52.881 (1)</b> | <b>94.68</b>       |        | <b>11:35:49.892</b> |
| 6 -                       | 1:16.292        | 39.890                   | 1:56.182            | 91.99              | 3.301  | 11:37:46.074        |

| P8 15 D1                  |                 | Andy WAITE               |                     | Anderson/VM -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.423 |                 | BEST LAP TIME : 1:54.326 |                     | DIFFERENCE : 0.903 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.518        | 38.943                   | 2:10.461            | 81.92              | 16.135 | 11:28:11.293        |
| 2 -                       | 1:18.862        | 38.738                   | 1:57.600 (3)        | 90.88              | 3.274  | 11:30:08.893        |
| 3 -                       | <b>1:16.320</b> | 38.314                   | 1:54.634 (2)        | 93.23              | 0.308  | 11:32:03.527        |
| 4 -                       | 1:17.223        | <b>37.103</b>            | <b>1:54.326 (1)</b> | <b>93.48</b>       |        | <b>11:33:57.853</b> |

| P9 0 F250                 |                 | Paul PLATT               |                     | PVP/Gas Gas -      |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.748 |                 | BEST LAP TIME : 1:54.970 |                     | DIFFERENCE : 0.222 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:24.870        | 38.873                   | 2:03.743            | 86.37              | 8.773 | 11:27:26.992        |
| 2 -                       | 1:18.715        | <b>37.529</b>            | 1:56.244            | 91.94              | 1.274 | 11:29:23.236        |
| 3 -                       | 1:17.683        | 37.939                   | 1:55.622 (3)        | 92.43              | 0.652 | 11:31:18.858        |
| 4 -                       | 1:17.769        | 37.990                   | 1:55.759            | 92.33              | 0.789 | 11:33:14.617        |
| 5 -                       | 1:17.527        | 37.715                   | 1:55.242 (2)        | 92.74              | 0.272 | 11:35:09.859        |
| 6 -                       | <b>1:17.219</b> | 37.751                   | <b>1:54.970 (1)</b> | <b>92.96</b>       |       | <b>11:37:04.829</b> |
| 7 -                       | 1:19.442        | 37.726                   | 1:57.168            | 91.22              | 2.198 | 11:39:01.997        |

| P10 42 D1                 |                 | Tom RILEY                |                     | Anderson/VM -      |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.782 |                 | BEST LAP TIME : 1:55.013 |                     | DIFFERENCE : 1.231 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:30.499        | 41.900                   | 2:12.399            | 80.72              | 17.386 | 11:27:54.937        |
| 2 -                       | 1:17.782        | 38.634                   | 1:56.416 (3)        | 91.80              | 1.403  | 11:29:51.353        |
| 3 -                       | 1:24.004        | 39.635                   | 2:03.639            | 86.44              | 8.626  | 11:31:54.992        |
| 4 -                       | 1:22.903        | 38.448                   | 2:01.351            | 88.07              | 6.338  | 11:33:56.343        |
| 5 -                       | 1:17.622        | <b>37.649</b>            | 1:55.271 (2)        | 92.72              | 0.258  | 11:35:51.614        |
| 6 -                       | <b>1:16.133</b> | 38.880                   | <b>1:55.013 (1)</b> | <b>92.92</b>       |        | <b>11:37:46.627</b> |

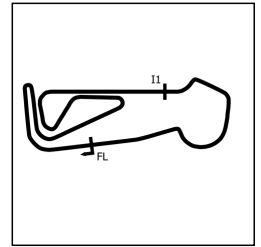
| P11 101 F250              |          | Lee PLAIN                |                     | Anderson/DEA -     |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.688 |          | BEST LAP TIME : 1:56.065 |                     | DIFFERENCE : 0.377 |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.340 | 42.390                   | 2:17.730 (3)        | 77.60              | 21.665 | 11:27:50.554        |
| 2 -                       | 1:19.686 | 38.376                   | 1:58.062 (2)        | 90.52              | 1.997  | 11:29:48.616        |
| 3 -                       | 1:17.914 | <b>38.151</b>            | <b>1:56.065 (1)</b> | <b>92.08</b>       |        | <b>11:31:44.681</b> |

| P12 35 F250               |                 | Sam HEMPSHALL            |                     | Anderson/THR -     |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:56.425 |                 | BEST LAP TIME : 1:56.425 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 1:27.629        | 41.854                   | 2:09.483 (3)        | 82.54              | 13.058   | 11:27:58.695        |
| 2 -                       | 1:19.548        | IN PIT                   | 4:31.844 P          | 39.31              | 2:35.419 | 11:32:30.539        |
| 3 -                       | OUTLAP          | 41.620                   | 2:15.075            | 79.12              | 18.650   | 11:34:45.614        |
| 4 -                       | <b>1:18.237</b> | <b>38.188</b>            | <b>1:56.425 (1)</b> | <b>91.80</b>       |          | <b>11:36:42.039</b> |
| 5 -                       | 1:18.991        | 38.811                   | 1:57.802 (2)        | 90.72              | 1.377    | 11:38:39.841        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P13</b>                | <b>20 D1</b>    | <b>Johnny WEST</b>       | Anderson/VM -       |              |       |                     |
| IDEAL LAP TIME : 1:57.652 |                 | BEST LAP TIME : 1:57.652 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:25.330        | 39.849                   | 2:05.179            | 85.38        | 7.527 | 11:27:32.173        |
| 2 -                       | 1:19.059        | 39.952                   | 1:59.011 (2)        | 89.80        | 1.359 | 11:29:31.184        |
| 3 -                       | <b>1:18.423</b> | <b>39.229</b>            | <b>1:57.652 (1)</b> | <b>90.84</b> |       | <b>11:31:28.836</b> |
| 4 -                       | 1:19.370        | 40.455                   | 1:59.825 (3)        | 89.19        | 2.173 | 11:33:28.661        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P14</b>                | <b>28 F125</b>  | <b>Ella STEVENS</b>      | Birel/IAME -        |              |        |                     |
| IDEAL LAP TIME : 1:58.767 |                 | BEST LAP TIME : 1:58.767 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.420        | 44.485                   | 2:20.905            | 75.85        | 22.138 | 11:27:57.981        |
| 2 -                       | 1:22.410        | 39.920                   | 2:02.330            | 87.37        | 3.563  | 11:30:00.311        |
| 3 -                       | 1:20.709        | 39.715                   | 2:00.424 (2)        | 88.75        | 1.657  | 11:32:00.735        |
| 4 -                       | 1:22.309        | 39.352                   | 2:01.661            | 87.85        | 2.894  | 11:34:02.396        |
| 5 -                       | <b>1:19.637</b> | <b>39.130</b>            | <b>1:58.767 (1)</b> | <b>89.99</b> |        | <b>11:36:01.163</b> |
| 6 -                       | 1:21.068        | 40.246                   | 2:01.314 (3)        | 88.10        | 2.547  | 11:38:02.477        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P15</b>                | <b>GP1 F250</b> | <b>Kirk CATTERMOLE</b>   | Raider/CAT TM -     |              |        |                     |
| IDEAL LAP TIME : 1:59.711 |                 | BEST LAP TIME : 1:59.711 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.705        | 43.328                   | 2:23.033 (2)        | 74.72        | 23.322 | 11:27:52.538        |
| 2 -                       | <b>1:20.525</b> | <b>39.186</b>            | <b>1:59.711 (1)</b> | <b>89.28</b> |        | <b>11:29:52.249</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P16</b>                | <b>143 F250</b> | <b>John READER</b>       | Anderson/DEA -      |              |        |                     |
| IDEAL LAP TIME : 2:00.457 |                 | BEST LAP TIME : 2:00.457 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.179        | 44.207                   | 2:16.386            | 78.36        | 15.929 | 11:28:29.198        |
| 2 -                       | 1:24.472        | 41.944                   | 2:06.416            | 84.54        | 5.959  | 11:30:35.614        |
| 3 -                       | 1:23.343        | 41.253                   | 2:04.596            | 85.78        | 4.139  | 11:32:40.210        |
| 4 -                       | 1:21.353        | 40.418                   | 2:01.771 (3)        | 87.77        | 1.314  | 11:34:41.981        |
| 5 -                       | 1:20.904        | 40.169                   | 2:01.073 (2)        | 88.27        | 0.616  | 11:36:43.054        |
| 6 -                       | <b>1:20.351</b> | <b>40.106</b>            | <b>2:00.457 (1)</b> | <b>88.72</b> |        | <b>11:38:43.511</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P17</b>                | <b>50 F250</b>  | <b>John BUSBY</b>        | Anderson/DEA -      |              |        |                     |
| IDEAL LAP TIME : 2:00.763 |                 | BEST LAP TIME : 2:00.763 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.883        | 42.435                   | 2:17.318 (2)        | 77.83        | 16.555 | 11:27:50.701        |
| 2 -                       | <b>1:21.156</b> | <b>39.607</b>            | <b>2:00.763 (1)</b> | <b>88.50</b> |        | <b>11:29:51.464</b> |

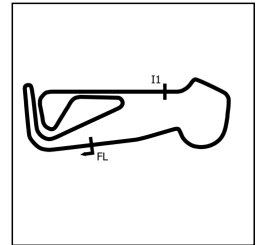
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P18</b>                | <b>83 D1</b>    | <b>Paul Von GERARD</b>   | Jade/IAME -         |              |        |                     |
| IDEAL LAP TIME : 2:00.912 |                 | BEST LAP TIME : 2:00.912 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.566        | 42.400                   | 2:14.966 (2)        | 79.19        | 14.054 | 11:28:28.687        |
| 2 -                       | <b>1:19.051</b> | <b>41.861</b>            | <b>2:00.912 (1)</b> | <b>88.39</b> |        | <b>11:30:29.599</b> |

|                           |                 |                          |                           |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>51 F250</b>  | <b>Luke BURTON</b>       | Anderson/Viper SK250 Si - |              |        |                     |
| IDEAL LAP TIME : 2:00.971 |                 | BEST LAP TIME : 2:00.971 | DIFFERENCE : 0.000        |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                  | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.078        | 44.200                   | 2:19.278                  | 76.73        | 18.307 | 11:28:06.230        |
| 2 -                       | 1:23.964        | 42.893                   | 2:06.857                  | 84.25        | 5.886  | 11:30:13.087        |
| 3 -                       | 1:22.916        | 41.937                   | 2:04.853                  | 85.60        | 3.882  | 11:32:17.940        |
| 4 -                       | 1:21.648        | 41.404                   | 2:03.052 (3)              | 86.85        | 2.081  | 11:34:20.992        |
| 5 -                       | 1:21.145        | 40.878                   | 2:02.023 (2)              | 87.59        | 1.052  | 11:36:23.015        |
| 6 -                       | <b>1:20.431</b> | <b>40.540</b>            | <b>2:00.971 (1)</b>       | <b>88.35</b> |        | <b>11:38:23.986</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

| P20 49 F250 Michael PARR  |                 | Anderson/Viper SK250 -   |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.391 |                 | BEST LAP TIME : 2:00.982 |                     | DIFFERENCE : 0.591 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.744        | 44.698                   | 2:25.442            | 73.48              | 24.460 | 11:28:26.512        |
| 2 -                       | 1:27.438        | 42.958                   | 2:10.396            | 81.96              | 9.414  | 11:30:36.908        |
| 3 -                       | 1:27.516        | 40.985                   | 2:08.501            | 83.17              | 7.519  | 11:32:45.409        |
| 4 -                       | 1:22.890        | 39.487                   | 2:02.377 (2)        | 87.33              | 1.395  | 11:34:47.786        |
| 5 -                       | 1:23.279        | <b>39.397</b>            | 2:02.676 (3)        | 87.12              | 1.694  | 11:36:50.462        |
| 6 -                       | <b>1:20.994</b> | 39.988                   | <b>2:00.982 (1)</b> | <b>88.34</b>       |        | <b>11:38:51.444</b> |

| P21 S3 F125 Ollie HOLMES  |                 | Anderson/AK/TM R1 -      |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.057 |                 | BEST LAP TIME : 2:01.226 |                     | DIFFERENCE : 0.169 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:30.220        | 41.878                   | 2:12.098            | 80.91              | 10.872 | 11:27:40.771        |
| 2 -                       | 1:22.863        | 40.661                   | 2:03.524            | 86.52              | 2.298  | 11:29:44.295        |
| 3 -                       | 1:21.986        | 40.139                   | 2:02.125 (3)        | 87.51              | 0.899  | 11:31:46.420        |
| 4 -                       | 1:22.155        | 40.094                   | 2:02.249            | 87.42              | 1.023  | 11:33:48.669        |
| 5 -                       | <b>1:21.266</b> | 39.960                   | <b>2:01.226 (1)</b> | <b>88.16</b>       |        | <b>11:35:49.895</b> |
| 6 -                       | 1:21.649        | <b>39.791</b>            | 2:01.440 (2)        | 88.01              | 0.214  | 11:37:51.335        |

| P22 26 F450 Ronan McCLINTOCK |                 | Anderson/KTM -           |                     |                    |        |                     |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.418    |                 | BEST LAP TIME : 2:01.418 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                          | 1:38.359        | 44.371                   | 2:22.730            | 74.88              | 21.312 | 11:28:24.600        |
| 2 -                          | 1:22.942        | 41.022                   | 2:03.964            | 86.21              | 2.546  | 11:30:28.564        |
| 3 -                          | 1:21.337        | 41.155                   | 2:02.492 (2)        | 87.25              | 1.074  | 11:32:31.056        |
| 4 -                          | 1:22.689        | 40.923                   | 2:03.612            | 86.46              | 2.194  | 11:34:34.668        |
| 5 -                          | 1:22.786        | 40.384                   | 2:03.170 (3)        | 86.77              | 1.752  | 11:36:37.838        |
| 6 -                          | <b>1:21.227</b> | <b>40.191</b>            | <b>2:01.418 (1)</b> | <b>88.02</b>       |        | <b>11:38:39.256</b> |

| P23 22 F125 Joe RIPPIN |          | Anderson/TM R1 -         |                     |              |        |                     |
|------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :       |          | BEST LAP TIME : 2:01.836 |                     | DIFFERENCE : |        |                     |
| LAP                    | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                    |          |                          | 2:13.092            | 80.30        | 11.256 | 11:28:10.587        |
| 2 -                    |          |                          | 2:08.432 (3)        | 83.21        | 6.596  | 11:30:19.019        |
| 3 -                    |          |                          | 2:09.740            | 82.38        | 7.904  | 11:32:28.759        |
| 4 -                    |          |                          | 2:04.499 (2)        | 85.84        | 2.663  | 11:34:33.258        |
| 5 -                    |          |                          | 2:10.675            | 81.79        | 8.839  | 11:36:43.933        |
| 6 -                    |          |                          | <b>2:01.836 (1)</b> | <b>87.72</b> |        | <b>11:38:45.769</b> |

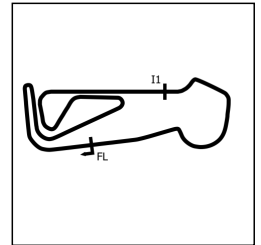
| P24 66 D1 John FAULKNER   |                 | Anderson/FPE -           |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.497 |                 | BEST LAP TIME : 2:02.497 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.131        | 42.028                   | 2:17.159 (2)        | 77.92              | 14.662 | 11:28:18.611        |
| 2 -                       | <b>1:22.231</b> | <b>40.266</b>            | <b>2:02.497 (1)</b> | <b>87.25</b>       |        | <b>11:30:21.108</b> |

| P25 161 F250 Richard CONNICK |                 | Jade/Honda -             |                     |                    |        |                     |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.754    |                 | BEST LAP TIME : 2:02.772 |                     | DIFFERENCE : 0.018 |        |                     |
| LAP                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                          | 1:35.061        | 44.132                   | 2:19.193            | 76.78              | 16.421 | 11:27:45.767        |
| 2 -                          | 1:24.826        | 41.364                   | 2:06.190            | 84.69              | 3.418  | 11:29:51.957        |
| 3 -                          | 1:22.708        | 41.029                   | 2:03.737 (2)        | 86.37              | 0.965  | 11:31:55.694        |
| 4 -                          | 1:24.941        | 40.627                   | 2:05.568            | 85.11              | 2.796  | 11:34:01.262        |
| 5 -                          | 1:22.250        | <b>40.522</b>            | <b>2:02.772 (1)</b> | <b>87.05</b>       |        | <b>11:36:04.034</b> |
| 6 -                          | <b>1:22.232</b> | 42.025                   | 2:04.257 (3)        | 86.01              | 1.485  | 11:38:08.291        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

|                  |            |                          |                      |                    |        |                     |
|------------------|------------|--------------------------|----------------------|--------------------|--------|---------------------|
| <b>P26</b>       | <b>132</b> | <b>F250</b>              | <b>Jordan BAILEY</b> | Anderson/Gas Gas - |        |                     |
| IDEAL LAP TIME : |            | BEST LAP TIME : 2:03.172 |                      | DIFFERENCE :       |        |                     |
| LAP              | SECTOR 1   | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY         |
| 1 -              |            |                          | 2:18.021             | 77.43              | 14.849 | 11:27:46.423        |
| 2 -              |            |                          | 2:08.822 (3)         | 82.96              | 5.650  | 11:29:55.245        |
| 3 -              |            |                          | 2:05.042 (2)         | 85.47              | 1.870  | 11:32:00.287        |
| 4 -              |            |                          | <b>2:03.172 (1)</b>  | <b>86.77</b>       |        | <b>11:34:03.459</b> |

|                           |                 |                          |                        |                    |          |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------------|----------|---------------------|
| <b>P27</b>                | <b>147</b>      | <b>F250</b>              | <b>Chris BALDERSON</b> | Raider/Honda -     |          |                     |
| IDEAL LAP TIME : 2:04.101 |                 | BEST LAP TIME : 2:04.101 |                        | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 1:36.049        | 44.544                   | 2:20.593 (2)           | 76.02              | 16.492   | 11:28:24.850        |
| 2 -                       | 1:23.959        | IN PIT                   | 5:10.645 P             | 34.40              | 3:06.544 | 11:33:35.495        |
| 3 -                       | OUTLAP          | 40.737                   | 2:08.575               | 83.12              | 4.474    | 11:35:44.070        |
| 4 -                       | <b>1:23.470</b> | <b>40.631</b>            | <b>2:04.101 (1)</b>    | <b>86.12</b>       |          | <b>11:37:48.171</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P28</b>                | <b>196</b>      | <b>F125</b>              | <b>Jake BAKER</b>   | Birel/TM R1 -      |        |                     |
| IDEAL LAP TIME : 2:03.741 |                 | BEST LAP TIME : 2:04.130 |                     | DIFFERENCE : 0.389 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:35.868        | 42.823                   | 2:18.691            | 77.06              | 14.561 | 11:27:55.235        |
| 2 -                       | 1:25.204        | 41.625                   | 2:06.829            | 84.27              | 2.699  | 11:30:02.064        |
| 3 -                       | 1:24.501        | 41.422                   | 2:05.923            | 84.87              | 1.793  | 11:32:07.987        |
| 4 -                       | 1:23.389        | <b>40.760</b>            | 2:04.149 (2)        | 86.09              | 0.019  | 11:34:12.136        |
| 5 -                       | <b>1:22.981</b> | 41.149                   | <b>2:04.130 (1)</b> | <b>86.10</b>       |        | <b>11:36:16.266</b> |
| 6 -                       | 1:23.651        | 41.217                   | 2:04.868 (3)        | 85.59              | 0.738  | 11:38:21.134        |

|                           |                 |                          |                       |                    |       |                     |
|---------------------------|-----------------|--------------------------|-----------------------|--------------------|-------|---------------------|
| <b>P29</b>                | <b>29</b>       | <b>D1</b>                | <b>Chris WESEMAEL</b> | Anderson/VM -      |       |                     |
| IDEAL LAP TIME : 2:04.379 |                 | BEST LAP TIME : 2:04.544 |                       | DIFFERENCE : 0.165 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME              | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:30.249        | <b>41.588</b>            | 2:11.837 (2)          | 81.07              | 7.293 | 11:28:08.873        |
| 2 -                       | <b>1:22.791</b> | 41.753                   | <b>2:04.544 (1)</b>   | <b>85.81</b>       |       | <b>11:30:13.417</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P30</b>                | <b>97</b>       | <b>F125</b>              | <b>Toby VINCENT</b> | Anderson/TM -      |        |                     |
| IDEAL LAP TIME : 2:04.556 |                 | BEST LAP TIME : 2:04.718 |                     | DIFFERENCE : 0.162 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:42.025        | 49.976                   | 2:32.001            | 70.31              | 27.283 | 11:28:03.762        |
| 2 -                       | 1:27.528        | 44.717                   | 2:12.245            | 80.82              | 7.527  | 11:30:16.007        |
| 3 -                       | 1:27.747        | 41.609                   | 2:09.356            | 82.62              | 4.638  | 11:32:25.363        |
| 4 -                       | 1:24.565        | 41.448                   | 2:06.013 (2)        | 84.81              | 1.295  | 11:34:31.376        |
| 5 -                       | 1:27.550        | <b>41.055</b>            | 2:08.605 (3)        | 83.10              | 3.887  | 11:36:39.981        |
| 6 -                       | <b>1:23.501</b> | 41.217                   | <b>2:04.718 (1)</b> | <b>85.69</b>       |        | <b>11:38:44.699</b> |

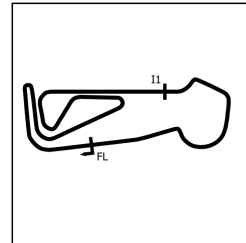
|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P31</b>                | <b>59</b>       | <b>F450</b>              | <b>Nick FLINT</b>   | Anderson/KTM -     |        |                     |
| IDEAL LAP TIME : 2:04.859 |                 | BEST LAP TIME : 2:04.859 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.535        | 42.600                   | 2:17.135 (2)        | 77.93              | 12.276 | 11:28:14.995        |
| 2 -                       | <b>1:23.894</b> | <b>40.965</b>            | <b>2:04.859 (1)</b> | <b>85.60</b>       |        | <b>11:30:19.854</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P32</b>                | <b>23</b>       | <b>F125</b>              | <b>Clint BRIDGE</b> | Anderson/TM -      |        |                     |
| IDEAL LAP TIME : 2:04.844 |                 | BEST LAP TIME : 2:05.348 |                     | DIFFERENCE : 0.504 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:38.622        | IN PIT                   | 3:04.281 P          | 57.99              | 58.933 | 11:28:23.140        |
| 2 -                       | OUTLAP          | 41.912                   | 2:16.889            | 78.07              | 11.541 | 11:30:40.029        |
| 3 -                       | 1:27.384        | 42.682                   | 2:10.066 (3)        | 82.17              | 4.718  | 11:32:50.095        |
| 4 -                       | 1:24.303        | <b>41.090</b>            | 2:05.393 (2)        | 85.23              | 0.045  | 11:34:55.488        |
| 5 -                       | <b>1:23.754</b> | 41.594                   | <b>2:05.348 (1)</b> | <b>85.26</b>       |        | <b>11:37:00.836</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

|                           |                 |                          |                        |              |        |                     |
|---------------------------|-----------------|--------------------------|------------------------|--------------|--------|---------------------|
| <b>P33</b>                | <b>90 F250</b>  | <b>Rob AUSTIN</b>        | Anderson Viper SK250 - |              |        |                     |
| IDEAL LAP TIME : 2:05.668 |                 | BEST LAP TIME : 2:05.668 | DIFFERENCE : 0.000     |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.994        | 46.417                   | 2:28.411               | 72.01        | 22.743 | 11:27:58.716        |
| 2 -                       | 1:26.773        | 44.427                   | 2:11.200               | 81.46        | 5.532  | 11:30:09.916        |
| 3 -                       | 1:28.154        | 42.647                   | 2:10.801               | 81.71        | 5.133  | 11:32:20.717        |
| 4 -                       | 1:25.725        | 42.158                   | 2:07.883 (2)           | 83.57        | 2.215  | 11:34:28.600        |
| 5 -                       | 1:26.135        | 42.760                   | 2:08.895 (3)           | 82.92        | 3.227  | 11:36:37.495        |
| 6 -                       | <b>1:23.723</b> | <b>41.945</b>            | <b>2:05.668 (1)</b>    | <b>85.05</b> |        | <b>11:38:43.163</b> |

|                           |              |                          |                       |              |        |                     |
|---------------------------|--------------|--------------------------|-----------------------|--------------|--------|---------------------|
| <b>P34</b>                | <b>14 D1</b> | <b>Nathan BARTON</b>     | Andwerson/Barker VM - |              |        |                     |
| IDEAL LAP TIME : 2:05.804 |              | BEST LAP TIME : 2:07.368 | DIFFERENCE : 1.564    |              |        |                     |
| LAP                       | SECTOR 1     | SECTOR 2                 | LAP TIME              | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.069     | 46.429                   | 2:27.498 (2)          | 72.46        | 20.130 | 11:28:35.322        |
| 2 -                       | 1:24.885     | <b>42.483</b>            | <b>2:07.368 (1)</b>   | <b>83.91</b> |        | <b>11:30:42.690</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P35</b>                | <b>11 F125</b>  | <b>Oliver RIDOUT</b>     | Anderson/TM R1 -    |              |        |                     |
| IDEAL LAP TIME : 2:07.081 |                 | BEST LAP TIME : 2:07.383 | DIFFERENCE : 0.302  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.929        | 44.330                   | 2:24.259            | 74.08        | 16.876 | 11:28:20.975        |
| 2 -                       | 1:27.371        | 42.370                   | 2:09.741 (3)        | 82.38        | 2.358  | 11:30:30.716        |
| 3 -                       | 1:27.345        | 44.092                   | 2:11.437            | 81.31        | 4.054  | 11:32:42.153        |
| 4 -                       | 1:26.855        | <b>41.776</b>            | 2:08.631 (2)        | 83.09        | 1.248  | 11:34:50.784        |
| 5 -                       | <b>1:25.305</b> | 42.078                   | <b>2:07.383 (1)</b> | <b>83.90</b> |        | <b>11:36:58.167</b> |

|                           |                |                          |                     |              |       |                     |
|---------------------------|----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P36</b>                | <b>92 F250</b> | <b>Ben ARDERN</b>        | Anderson/DEA -      |              |       |                     |
| IDEAL LAP TIME : 2:05.725 |                | BEST LAP TIME : 2:07.689 | DIFFERENCE : 1.964  |              |       |                     |
| LAP                       | SECTOR 1       | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:33.197       | 43.680                   | 2:16.877 (2)        | 78.08        | 9.188 | 11:27:40.387        |
| 2 -                       | 1:26.422       | <b>41.267</b>            | <b>2:07.689 (1)</b> | <b>83.70</b> |       | <b>11:29:48.076</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P37</b>                | <b>99 F125</b>  | <b>Aston BAKER</b>       | Birel /TM R1 -      |              |        |                     |
| IDEAL LAP TIME : 2:10.114 |                 | BEST LAP TIME : 2:10.114 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.274        | 45.768                   | 2:25.042 (3)        | 73.68        | 14.928 | 11:27:59.424        |
| 2 -                       | 1:27.572        | 43.595                   | 2:11.167 (2)        | 81.48        | 1.053  | 11:30:10.591        |
| 3 -                       | <b>1:27.010</b> | <b>43.104</b>            | <b>2:10.114 (1)</b> | <b>82.14</b> |        | <b>11:32:20.705</b> |

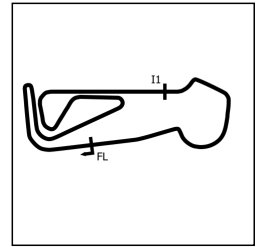
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P38</b>                | <b>71 F450</b>  | <b>Chad JENKINS</b>      | Anderson/KTM -      |              |        |                     |
| IDEAL LAP TIME : 2:11.727 |                 | BEST LAP TIME : 2:11.994 | DIFFERENCE : 0.267  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.983        | 50.988                   | 2:31.971            | 70.32        | 19.977 | 11:28:02.637        |
| 2 -                       | 1:30.110        | 45.956                   | 2:16.066            | 78.55        | 4.072  | 11:30:18.703        |
| 3 -                       | <b>1:28.144</b> | 44.374                   | 2:12.518 (2)        | 80.65        | 0.524  | 11:32:31.221        |
| 4 -                       | 1:28.260        | 45.580                   | 2:13.840            | 79.85        | 1.846  | 11:34:45.061        |
| 5 -                       | 1:28.411        | <b>43.583</b>            | <b>2:11.994 (1)</b> | <b>80.97</b> |        | <b>11:36:57.055</b> |
| 6 -                       | 1:28.886        | 44.425                   | 2:13.311 (3)        | 80.17        | 1.317  | 11:39:10.366        |

|                  |                |                          |                     |              |       |                     |
|------------------|----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P39</b>       | <b>98 F125</b> | <b>Marty BAKER</b>       | Anderson/TM -       |              |       |                     |
| IDEAL LAP TIME : |                | BEST LAP TIME : 2:14.429 | DIFFERENCE :        |              |       |                     |
| LAP              | SECTOR 1       | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |                |                          | 2:24.398            | 74.01        | 9.969 | 11:28:00.718        |
| 2 -              |                |                          | <b>2:14.429 (1)</b> | <b>79.50</b> |       | <b>11:30:15.147</b> |
| 3 -              |                |                          | 2:14.887 (2)        | 79.23        | 0.458 | 11:32:30.034        |
| 4 -              |                |                          | 2:16.914            | 78.06        | 2.485 | 11:34:46.948        |
| 5 -              |                |                          | 2:15.763 (3)        | 78.72        | 1.334 | 11:37:02.711        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| <b>P40</b>                | <b>40 F125</b>  | <b>Richard SCOTT</b>     | Anderson/Vortex -   |              |       |                     |
| IDEAL LAP TIME : 2:18.543 |                 | BEST LAP TIME : 2:18.543 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 1:41.407        | 46.779                   | 2:28.186 (3)        | 72.12        | 9.643 | 11:28:26.083        |
| 2 -                       | <b>1:32.949</b> | <b>45.594</b>            | <b>2:18.543 (1)</b> | <b>77.14</b> |       | <b>11:30:44.626</b> |
| 3 -                       | 1:34.107        | 46.318                   | 2:20.425 (2)        | 76.11        | 1.882 | 11:33:05.051        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P41</b>                | <b>28 F250</b>  | <b>Ian LUTO</b>          | Anderson/Honda -    |              |        |                     |
| IDEAL LAP TIME : 2:17.382 |                 | BEST LAP TIME : 2:19.147 | DIFFERENCE : 1.765  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:46.802        | 46.906                   | 2:33.708            | 69.53        | 14.561 | 11:28:50.414        |
| 2 -                       | 1:35.846        | 45.639                   | 2:21.485            | 75.54        | 2.338  | 11:31:11.899        |
| 3 -                       | 1:35.186        | 45.617                   | 2:20.803 (3)        | 75.90        | 1.656  | 11:33:32.702        |
| 4 -                       | 1:33.546        | <b>45.601</b>            | <b>2:19.147 (1)</b> | <b>76.81</b> |        | <b>11:35:51.849</b> |
| 5 -                       | <b>1:31.781</b> | 47.649                   | 2:19.430 (2)        | 76.65        | 0.283  | 11:38:11.279        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P42</b>                | <b>17 F125</b>  | <b>Gary POTKINS</b>      | Anderson/TM -       |              |        |                     |
| IDEAL LAP TIME : 2:19.854 |                 | BEST LAP TIME : 2:19.854 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:48.708        | 49.302                   | 2:38.010            | 67.64        | 18.156 | 11:28:35.423        |
| 2 -                       | 1:33.287        | 48.815                   | 2:22.102 (2)        | 75.21        | 2.248  | 11:30:57.525        |
| 3 -                       | 1:35.200        | 47.276                   | 2:22.476 (3)        | 75.01        | 2.622  | 11:33:20.001        |
| 4 -                       | <b>1:32.935</b> | <b>46.919</b>            | <b>2:19.854 (1)</b> | <b>76.42</b> |        | <b>11:35:39.855</b> |

|                  |              |                          |                     |              |      |                     |
|------------------|--------------|--------------------------|---------------------|--------------|------|---------------------|
| <b>P43</b>       | <b>62 D1</b> | <b>Andy POWELL</b>       | PVP/FPE -           |              |      |                     |
| IDEAL LAP TIME : |              | BEST LAP TIME : 2:23.386 | DIFFERENCE :        |              |      |                     |
| LAP              | SECTOR 1     | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -              |              |                          | <b>2:23.386 (1)</b> | <b>74.54</b> |      | <b>11:28:25.559</b> |

|                           |                |                          |                     |              |      |                     |
|---------------------------|----------------|--------------------------|---------------------|--------------|------|---------------------|
| <b>P44</b>                | <b>76 F250</b> | <b>Alex DUDLEY</b>       | PVP/TM -            |              |      |                     |
| IDEAL LAP TIME : 2:17.461 |                | BEST LAP TIME : 2:31.972 | DIFFERENCE : 14.511 |              |      |                     |
| LAP                       | SECTOR 1       | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                       | 1:43.098       | <b>48.874</b>            | <b>2:31.972 (1)</b> | <b>70.32</b> |      | <b>11:28:01.972</b> |

|                           |              |                    |                   |       |      |              |
|---------------------------|--------------|--------------------|-------------------|-------|------|--------------|
| <b>P45</b>                | <b>24 D1</b> | <b>Liam MORLEY</b> | Anderson/VM -     |       |      |              |
| IDEAL LAP TIME : 1:55.776 |              | BEST LAP TIME :    | DIFFERENCE :      |       |      |              |
| LAP                       | SECTOR 1     | SECTOR 2           | LAP TIME          | MPH   | DIFF | TIME OF DAY  |
| 1 -                       | 1:25.925     | IN PIT             | 4:20.747 <b>P</b> | 40.99 |      | 11:30:16.255 |
| 2 -                       | OUTLAP       | <b>38.720</b>      | 2:08.158          | 83.39 |      | 11:32:24.413 |

|                           |             |                   |                   |       |      |              |
|---------------------------|-------------|-------------------|-------------------|-------|------|--------------|
| <b>P46</b>                | <b>5 D1</b> | <b>Carl HULME</b> | Anderson/VM -     |       |      |              |
| IDEAL LAP TIME : 2:01.745 |             | BEST LAP TIME :   | DIFFERENCE :      |       |      |              |
| LAP                       | SECTOR 1    | SECTOR 2          | LAP TIME          | MPH   | DIFF | TIME OF DAY  |
| 1 -                       | 1:35.900    | IN PIT            | 5:44.517 <b>P</b> | 31.02 |      | 11:31:51.262 |
| 2 -                       | OUTLAP      | <b>39.560</b>     | 2:12.747          | 80.51 |      | 11:34:04.009 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

FREE PRACTICE - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |        |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|--------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF   |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:47.634 |        |
| 1        | 87  | 1:12.403 | 87       | 35.231 | 1                       | 87  | TRITTON    | 1:47.634    | 1:47.634 | 0.000  |
| 2        | 31  | 1:12.790 | 31       | 35.332 | 2                       | 31  | MOSS       | 1:48.122    | 1:49.046 | 0.924  |
| 3        | 3   | 1:12.821 | 3        | 35.544 | 3                       | 3   | RUSHFORTH  | 1:48.365    | 1:48.926 | 0.561  |
| 4        | 1   | 1:12.949 | 1        | 35.582 | 4                       | 1   | HARPHAM    | 1:48.531    | 1:49.392 | 0.861  |
| 5        | 85  | 1:13.283 | 6        | 35.730 | 5                       | 85  | ALLEN      | 1:49.188    | 1:50.073 | 0.885  |
| 6        | 6   | 1:13.974 | 85       | 35.905 | 6                       | 6   | GULLIFORD  | 1:49.704    | 1:49.704 | 0.000  |
| 7        | 69  | 1:15.783 | 69       | 37.098 | 7                       | 69  | KYRITSIS   | 1:52.881    | 1:52.881 | 0.000  |
| 8        | 42  | 1:16.133 | 15       | 37.103 | 8                       | 15  | WAITE      | 1:53.423    | 1:54.326 | 0.903  |
| 9        | 15  | 1:16.320 | 0        | 37.529 | 9                       | 42  | RILEY      | 1:53.782    | 1:55.013 | 1.231  |
| 10       | 24  | 1:17.056 | 42       | 37.649 | 10                      | 0   | PLATT      | 1:54.748    | 1:54.970 | 0.222  |
| 11       | 0   | 1:17.219 | 101      | 38.151 | 11                      | 101 | PLAIN      | 1:55.688    | 1:56.065 | 0.377  |
| 12       | 101 | 1:17.537 | 35       | 38.188 | 12                      | 24  | MORLEY     |             |          |        |
| 13       | 35  | 1:18.237 | 24       | 38.720 | 13                      | 35  | HEMPSHALL  | 1:56.425    | 1:56.425 | 0.000  |
| 14       | 20  | 1:18.423 | 28       | 39.130 | 14                      | 20  | WEST       | 1:57.652    | 1:57.652 | 0.000  |
| 15       | 83  | 1:19.051 | GP1      | 39.186 | 15                      | 28  | STEVENS    | 1:58.767    | 1:58.767 | 0.000  |
| 16       | 28  | 1:19.637 | 20       | 39.229 | 16                      | GP1 | CATTERMOLE | 1:59.711    | 1:59.711 | 0.000  |
| 17       | 143 | 1:20.351 | 49       | 39.397 | 17                      | 49  | PARR       | 2:00.391    | 2:00.982 | 0.591  |
| 18       | 51  | 1:20.431 | 5        | 39.560 | 18                      | 143 | READER     | 2:00.457    | 2:00.457 | 0.000  |
| 19       | GP1 | 1:20.525 | 50       | 39.607 | 19                      | 50  | BUSBY      | 2:00.763    | 2:00.763 | 0.000  |
| 20       | 49  | 1:20.994 | S3       | 39.791 | 20                      | 83  | GERARD     | 2:00.912    | 2:00.912 | 0.000  |
| 21       | 50  | 1:21.156 | 143      | 40.106 | 21                      | 51  | BURTON     | 2:00.971    | 2:00.971 | 0.000  |
| 22       | 26  | 1:21.227 | 26       | 40.191 | 22                      | S3  | HOLMES     | 2:01.057    | 2:01.226 | 0.169  |
| 23       | S3  | 1:21.266 | 66       | 40.266 | 23                      | 26  | McCLINTOCK | 2:01.418    | 2:01.418 | 0.000  |
| 24       | 5   | 1:22.185 | 161      | 40.522 | 24                      | 5   | HULME      |             |          |        |
| 25       | 66  | 1:22.231 | 51       | 40.540 | 25                      | 66  | FAULKNER   | 2:02.497    | 2:02.497 | 0.000  |
| 26       | 161 | 1:22.232 | 147      | 40.631 | 26                      | 161 | CONNICK    | 2:02.754    | 2:02.772 | 0.018  |
| 27       | 29  | 1:22.791 | 196      | 40.760 | 27                      | 196 | BAKER      | 2:03.741    | 2:04.130 | 0.389  |
| 28       | 196 | 1:22.981 | 59       | 40.965 | 28                      | 147 | BALDERSON  | 2:04.101    | 2:04.101 | 0.000  |
| 29       | 14  | 1:23.321 | 97       | 41.055 | 29                      | 29  | WESEMAEL   | 2:04.379    | 2:04.544 | 0.165  |
| 30       | 147 | 1:23.470 | 23       | 41.090 | 30                      | 97  | VINCENT    | 2:04.556    | 2:04.718 | 0.162  |
| 31       | 97  | 1:23.501 | 92       | 41.267 | 31                      | 23  | BRIDGE     | 2:04.844    | 2:05.348 | 0.504  |
| 32       | 90  | 1:23.723 | 29       | 41.588 | 32                      | 59  | FLINT      | 2:04.859    | 2:04.859 | 0.000  |
| 33       | 23  | 1:23.754 | 11       | 41.776 | 33                      | 90  | AUSTIN     | 2:05.668    | 2:05.668 | 0.000  |
| 34       | 59  | 1:23.894 | 83       | 41.861 | 34                      | 92  | ARDERN     | 2:05.725    | 2:07.689 | 1.964  |
| 35       | 92  | 1:24.458 | 90       | 41.945 | 35                      | 14  | BARTON     | 2:05.804    | 2:07.368 | 1.564  |
| 36       | 11  | 1:25.305 | 14       | 42.483 | 36                      | 11  | RIDOUT     | 2:07.081    | 2:07.383 | 0.302  |
| 37       | 99  | 1:27.010 | 99       | 43.104 | 37                      | 99  | BAKER      | 2:10.114    | 2:10.114 | 0.000  |
| 38       | 71  | 1:28.144 | 71       | 43.583 | 38                      | 71  | JENKINS    | 2:11.727    | 2:11.994 | 0.267  |
| 39       | 76  | 1:28.587 | 40       | 45.594 | 39                      | 28  | LUTO       | 2:17.382    | 2:19.147 | 1.765  |
| 40       | 28  | 1:31.781 | 28       | 45.601 | 40                      | 76  | DUDLEY     | 2:17.461    | 2:31.972 | 14.511 |
| 41       | 17  | 1:32.935 | 17       | 46.919 | 41                      | 40  | SCOTT      | 2:18.543    | 2:18.543 | 0.000  |
| 42       | 40  | 1:32.949 | 76       | 48.874 | 42                      | 17  | POTKINS    | 2:19.854    | 2:19.854 | 0.000  |
| 43       | 68  | 1:35.283 |          |        | 43                      | 98  | BAKER      |             | 2:14.429 |        |
| 44       |     |          |          |        | 44                      | 132 | BAILEY     |             | 2:03.172 |        |
| 45       |     |          |          |        | 45                      | 62  | POWELL     |             | 2:23.386 |        |
| 46       |     |          |          |        | 46                      | 22  | RIPPIN     |             | 2:01.836 |        |
| 47       |     |          |          |        |                         |     |            |             |          |        |
| 48       |     |          |          |        |                         |     |            |             |          |        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

FREE PRACTICE - STATISTICS

Competitors Started 48

Planned Start 2025-05-03 @ 11:15:00.000

Actual Start 2025-05-03 @ 11:25:03.692

Finish Time 2025-05-03 @ 11:37:26.855

Track Length 2.9689mi.

Total Laps 197

Total Distance Covered 584.8755mi.

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|---------------|----------|--------------|-----|-------------------|
| 3  | D1 | Tom RUSHFORTH | 1:57.014 | 11:27:19.313 | 1   | Spyda/VM          |
| 3  | D1 | Tom RUSHFORTH | 1:49.337 | 11:29:08.650 | 2   | Spyda/VM          |
| 3  | D1 | Tom RUSHFORTH | 1:48.926 | 11:30:57.576 | 3   | Spyda/VM          |
| 87 | D1 | Jack TRITTON  | 1:47.634 | 11:31:31.735 | 3   | MS Kart/Harvey VM |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:25:03.692 |
| FINISH | 11:37:26.855 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 7          | 14:51.125  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - STATISTICS

CLASS : D1

18 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|---------------|----------|--------------|-----|-------------------|
| 3  | Tom RUSHFORTH | 1:57.014 | 11:27:19.313 | 1   | Spyda/VM          |
| 3  | Tom RUSHFORTH | 1:49.337 | 11:29:08.650 | 2   | Spyda/VM          |
| 3  | Tom RUSHFORTH | 1:48.926 | 11:30:57.576 | 3   | Spyda/VM          |
| 87 | Jack TRITTON  | 1:47.634 | 11:31:31.735 | 3   | MS Kart/Harvey VM |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - STATISTICS

CLASS : F250

16 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|------------|----------|--------------|-----|-------------|
| 0  | Paul PLATT | 2:03.743 | 11:27:26.992 | 1   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:56.244 | 11:29:23.236 | 2   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:55.622 | 11:31:18.858 | 3   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:55.242 | 11:35:09.859 | 5   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:54.970 | 11:37:04.829 | 6   | PVP/Gas Gas |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - STATISTICS

CLASS : F125

11 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|----------|--------------|-----|-------------------|
| S3 | Ollie HOLMES | 2:12.098 | 11:27:40.771 | 1   | Anderson AK/TM R1 |
| S3 | Ollie HOLMES | 2:03.524 | 11:29:44.295 | 2   | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 2:02.330 | 11:30:00.311 | 2   | Birel/IAME        |
| S3 | Ollie HOLMES | 2:02.125 | 11:31:46.420 | 3   | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 2:00.424 | 11:32:00.735 | 3   | Birel/IAME        |
| 28 | Ella STEVENS | 1:58.767 | 11:36:01.163 | 5   | Birel/IAME        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### FREE PRACTICE - STATISTICS

CLASS : F450

3 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|------------------|----------|--------------|-----|--------------|
| 71 | Chad JENKINS     | 2:31.971 | 11:28:02.637 | 1   | Anderson/KTM |
| 59 | Nick FLINT       | 2:17.135 | 11:28:14.995 | 1   | Anderson/KTM |
| 71 | Chad JENKINS     | 2:16.066 | 11:30:18.703 | 2   | Anderson/KTM |
| 59 | Nick FLINT       | 2:04.859 | 11:30:19.854 | 2   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:03.964 | 11:30:28.564 | 2   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:02.492 | 11:32:31.056 | 3   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:01.418 | 11:38:39.256 | 6   | Anderson/KTM |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - CLASSIFICATION



| POS | NO  | CL   | PIC | NAME             | ENTRY                   | TIME     | ON | LAPS | GAP    | DIFF  | MPH    |
|-----|-----|------|-----|------------------|-------------------------|----------|----|------|--------|-------|--------|
| 1   | 24  | D1   | 1   | Liam MORLEY      | Anderson/VM             | 1:46.763 | 4  | 4    |        |       | 100.11 |
| 2   | 85  | D1   | 2   | Ross ALLEN       | Jade/IAMI               | 1:47.820 | 4  | 4    | 1.057  | 1.057 | 99.12  |
| 3   | 1   | D1   | 3   | Lee HARPHAM      | MS Kart/Harvey VM       | 1:48.589 | 5  | 7    | 1.826  | 0.769 | 98.42  |
| 4   | 3   | D1   | 4   | Tom RUSHFORTH    | Spyda/VM                | 1:49.137 | 4  | 6    | 2.374  | 0.548 | 97.93  |
| 5   | 87  | D1   | 5   | Jack TRITTON     | MS Kart/Harvey VM       | 1:49.279 | 4  | 4    | 2.516  | 0.142 | 97.80  |
| 6   | 6   | D1   | 6   | Andy GULLIFORD   | Anderson/VM             | 1:50.228 | 6  | 6    | 3.465  | 0.949 | 96.96  |
| 7   | 69  | D1   | 7   | Kosta KYRITSIS   | Anderson/VM             | 1:50.703 | 4  | 7    | 3.940  | 0.475 | 96.54  |
| 8   | 5   | D1   | 8   | Carl HULME       | Anderson/VM             | 1:50.752 | 4  | 4    | 3.989  | 0.049 | 96.50  |
| 9   | 29* | D1   | 9   | Chris WESEMAEL   | Anderson/VM             | 1:52.359 | 6  | 6    | 5.596  | 1.607 | 95.12  |
| 10  | 68  | D1   | 10  | Mark EDWARDS     | MS Kart/Harvey VM       | 1:52.666 | 6  | 7    | 5.903  | 0.307 | 94.86  |
| 11  | 101 | F250 | 1   | Lee PLAIN        | Anderson/DEA            | 1:53.329 | 3  | 4    | 6.566  | 0.663 | 94.31  |
| 12  | 15  | D1   | 11  | Andy WAITE       | Anderson/VM             | 1:54.016 | 2  | 6    | 7.253  | 0.687 | 93.74  |
| 13  | 35  | F250 | 2   | Sam HEMPSHALL    | Anderson/THR            | 1:54.050 | 5  | 6    | 7.287  | 0.034 | 93.71  |
| 14  | 0   | F250 | 3   | Paul PLATT       | PVP/Gas Gas             | 1:54.774 | 3  | 5    | 8.011  | 0.724 | 93.12  |
| 15  | 83  | D1   | 12  | Paul Von GERARD  | Jade/IAME               | 1:55.034 | 5  | 5    | 8.271  | 0.260 | 92.91  |
| 16  | 20  | D1   | 13  | Johnny WEST      | Anderson/VM             | 1:55.390 | 3  | 3    | 8.627  | 0.356 | 92.62  |
| 17  | 42  | D1   | 14  | Tom RILEY        | Anderson/VM             | 1:55.709 | 5  | 5    | 8.946  | 0.319 | 92.37  |
| 18  | GP1 | F250 | 4   | Kirk CATTERMOLE  | Raider/CAT TM           | 1:55.983 | 4  | 5    | 9.220  | 0.274 | 92.15  |
| 19  | 50  | F250 | 5   | John BUSBY       | Anderson/DEA            | 1:56.988 | 3  | 3    | 10.225 | 1.005 | 91.36  |
| 20  | 92  | F250 | 6   | Ben ARDERN       | Anderson/DEA            | 1:57.453 | 5  | 5    | 10.690 | 0.465 | 90.99  |
| 21  | 28  | F125 | 1   | Ella STEVENS     | Birel/IAME              | 1:57.973 | 5  | 6    | 11.210 | 0.520 | 90.59  |
| 22  | 143 | F250 | 7   | John READER      | Anderson/DEA            | 1:58.116 | 5  | 5    | 11.353 | 0.143 | 90.48  |
| 23  | 147 | F250 | 8   | Chris BALDERSON  | Raider/Honda            | 1:59.469 | 5  | 6    | 12.706 | 1.353 | 89.46  |
| 24  | 66  | D1   | 15  | John FAULKNER    | Anderson/FPE            | 1:59.688 | 5  | 6    | 12.925 | 0.219 | 89.29  |
| 25  | S3  | F125 | 2   | Ollie HOLMES     | Anderson AK/TM R1       | 2:00.826 | 3  | 3    | 14.063 | 1.138 | 88.45  |
| 26  | 51  | F250 | 9   | Luke BURTON      | Anderson/Viper SK250 Si | 2:01.151 | 5  | 5    | 14.388 | 0.325 | 88.22  |
| 27  | 49  | F250 | 10  | Michael PARR     | Anderson/Viper SK250    | 2:01.333 | 5  | 5    | 14.570 | 0.182 | 88.08  |
| 28  | 26  | F450 | 1   | Ronan McCLINTOCK | Anderson/KTM            | 2:01.890 | 6  | 6    | 15.127 | 0.557 | 87.68  |
| 29  | 22* | F125 | 3   | Joe RIPPIN       | Anderson/TM R1          | 2:02.011 | 6  | 6    | 15.248 | 0.121 | 87.59  |
| 30  | 161 | F250 | 11  | Richard CONNICK  | Jade/Honda              | 2:02.387 | 6  | 6    | 15.624 | 0.376 | 87.33  |
| 31  | 59  | F450 | 2   | Nick FLINT       | Anderson/KTM            | 2:02.748 | 3  | 3    | 15.985 | 0.361 | 87.07  |
| 32  | 196 | F125 | 4   | Jake BAKER       | Birel/TM R1             | 2:03.690 | 6  | 6    | 16.927 | 0.942 | 86.41  |
| 33  | 34  | F250 | 12  | Daniel JERRED    | Anderson/Honda          | 2:04.298 | 3  | 5    | 17.535 | 0.608 | 85.98  |
| 34  | 132 | F250 | 13  | Jordan BAILEY    | Anderson/Gas Gas        | 2:04.476 | 4  | 4    | 17.713 | 0.178 | 85.86  |
| 35  | 23  | F125 | 5   | Clint BRIDGE     | Anderson/TM             | 2:04.829 | 5  | 6    | 18.066 | 0.353 | 85.62  |
| 36  | 31  | D1   | 16  | San MOSS         | Anderson/VM             | 2:05.174 | 1  | 1    | 18.411 | 0.345 | 85.38  |
| 37  | 99  | F125 | 6   | Aston BAKER      | Birel /TM R1            | 2:06.134 | 6  | 6    | 19.371 | 0.960 | 84.73  |
| 38  | 71  | F450 | 3   | Chad JENKINS     | Anderson/KTM            | 2:06.747 | 4  | 6    | 19.984 | 0.613 | 84.32  |
| 39  | 11  | F125 | 7   | Oliver RIDOUT    | Anderson/TM R1          | 2:07.685 | 4  | 5    | 20.922 | 0.938 | 83.70  |
| 40  | 76  | F250 | 14  | Alex DUDLEY      | PVP/TM                  | 2:09.309 | 3  | 4    | 22.546 | 1.624 | 82.65  |
| 41  | 40  | F125 | 8   | Richard SCOTT    | Anderson/Vortex         | 2:14.610 | 5  | 5    | 27.847 | 5.301 | 79.40  |
| 42  | 98  | F125 | 9   | Marty BAKER      | Anderson/TM             | 2:16.101 | 5  | 5    | 29.338 | 1.491 | 78.53  |
| 43  | 62  | D1   | 17  | Andy POWELL      | PVP/FPE                 | 2:20.907 | 1  | 1    | 34.144 | 4.806 | 75.85  |
| 44  | 90  | F250 | 15  | Rob AUSTIN       | Anderson Viper SK250    | 2:22.890 | 1  | 1    | 36.127 | 1.983 | 74.79  |
| 45  | 97  | F125 | 10  | Toby VINCENT     | Anderson/TM             |          |    | 0    |        |       |        |
| 46  | 14  | D1   | 18  | Nathan BARTON    | Anderson/Barker VM      |          |    | 0    |        |       |        |

\* No. 22 & 29 - Please fit a working transponder

Weather / Track : Cloudy / Dry

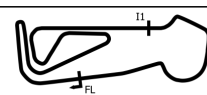
Date: 03/05/2025 Start: 15:44 Finish: 15:56

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

Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

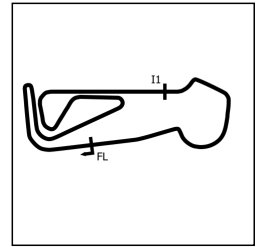
Printed - 15:58 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

| P1 24 D1                  |                 | Liam MORLEY              |                     | Anderson/VM        |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.763 |                 | BEST LAP TIME : 1:46.763 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:26.703        | 38.680                   | 2:05.383            | 85.24              | 18.620 | 15:46:52.764        |
| 2 -                       | 1:13.636        | 36.230                   | 1:49.866 (3)        | 97.28              | 3.103  | 15:48:42.630        |
| 3 -                       | 1:12.910        | 34.993                   | 1:47.903 (2)        | 99.05              | 1.140  | 15:50:30.533        |
| 4 -                       | <b>1:11.802</b> | <b>34.961</b>            | <b>1:46.763 (1)</b> | <b>100.11</b>      |        | <b>15:52:17.296</b> |

| P2 85 D1                  |                 | Ross ALLEN               |                     | Jade/IAMI          |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.820 |                 | BEST LAP TIME : 1:47.820 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:27.649        | 38.492                   | 2:06.141            | 84.73              | 18.321 | 15:46:41.979        |
| 2 -                       | 1:14.462        | 35.855                   | 1:50.317 (3)        | 96.88              | 2.497  | 15:48:32.296        |
| 3 -                       | 1:13.126        | 35.736                   | 1:48.862 (2)        | 98.18              | 1.042  | 15:50:21.158        |
| 4 -                       | <b>1:12.515</b> | <b>35.305</b>            | <b>1:47.820 (1)</b> | <b>99.12</b>       |        | <b>15:52:08.978</b> |

| P3 1 D1                   |                 | Lee HARPHAM              |                     | MS Kart/Harvey VM  |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.782 |                 | BEST LAP TIME : 1:48.589 |                     | DIFFERENCE : 0.807 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:27.604        | 38.491                   | 2:06.095            | 84.76              | 17.506 | 15:46:50.684        |
| 2 -                       | 1:15.527        | 37.847                   | 1:53.374            | 94.27              | 4.785  | 15:48:44.058        |
| 3 -                       | 1:14.675        | 35.506                   | 1:50.181            | 97.00              | 1.592  | 15:50:34.239        |
| 4 -                       | 1:13.777        | <b>35.241</b>            | 1:49.018 (2)        | 98.03              | 0.429  | 15:52:23.257        |
| 5 -                       | <b>1:12.541</b> | 36.048                   | <b>1:48.589 (1)</b> | <b>98.42</b>       |        | <b>15:54:11.846</b> |
| 6 -                       | 1:12.965        | 36.080                   | 1:49.045 (3)        | 98.01              | 0.456  | 15:56:00.891        |
| 7 -                       | 1:13.428        | 36.447                   | 1:49.875            | 97.27              | 1.286  | 15:57:50.766        |

| P4 3 D1                   |                 | Tom RUSHFORTH            |                     | Spyda/VM           |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.560 |                 | BEST LAP TIME : 1:49.137 |                     | DIFFERENCE : 0.577 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:20.390        | 36.433                   | 1:56.823            | 91.48              | 7.686 | 15:46:29.118        |
| 2 -                       | 1:14.318        | 36.641                   | 1:50.959            | 96.32              | 1.822 | 15:48:20.077        |
| 3 -                       | 1:14.362        | <b>35.237</b>            | 1:49.599 (2)        | 97.51              | 0.462 | 15:50:09.676        |
| 4 -                       | <b>1:13.323</b> | 35.814                   | <b>1:49.137 (1)</b> | <b>97.93</b>       |       | <b>15:51:58.813</b> |
| 5 -                       | 1:13.798        | 36.629                   | 1:50.427            | 96.78              | 1.290 | 15:53:49.240        |
| 6 -                       | 1:14.592        | 35.452                   | 1:50.044 (3)        | 97.12              | 0.907 | 15:55:39.284        |

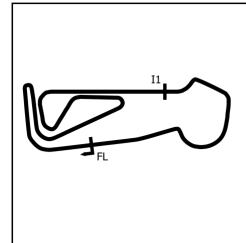
| P5 87 D1                  |                 | Jack TRITTON             |                     | MS Kart/Harvey VM  |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.279 |                 | BEST LAP TIME : 1:49.279 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.806        | 39.191                   | 2:10.997            | 81.59              | 21.718 | 15:47:08.629        |
| 2 -                       | 1:15.356        | 36.168                   | 1:51.524 (3)        | 95.83              | 2.245  | 15:49:00.153        |
| 3 -                       | 1:13.991        | 36.417                   | 1:50.408 (2)        | 96.80              | 1.129  | 15:50:50.561        |
| 4 -                       | <b>1:13.264</b> | <b>36.015</b>            | <b>1:49.279 (1)</b> | <b>97.80</b>       |        | <b>15:52:39.840</b> |

| P6 6 D1                   |                 | Andy GULLIFORD           |                     | Anderson/VM        |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.228 |                 | BEST LAP TIME : 1:50.228 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:30.536        | 39.461                   | 2:09.997            | 82.21              | 19.769 | 15:47:00.604        |
| 2 -                       | 1:17.385        | 37.009                   | 1:54.394            | 93.43              | 4.166  | 15:48:54.998        |
| 3 -                       | 1:17.296        | 35.948                   | 1:53.244            | 94.38              | 3.016  | 15:50:48.242        |
| 4 -                       | 1:15.232        | 36.274                   | 1:51.506 (3)        | 95.85              | 1.278  | 15:52:39.748        |
| 5 -                       | 1:14.533        | 36.741                   | 1:51.274 (2)        | 96.05              | 1.046  | 15:54:31.022        |
| 6 -                       | <b>1:14.284</b> | <b>35.944</b>            | <b>1:50.228 (1)</b> | <b>96.96</b>       |        | <b>15:56:21.250</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

| P7 69 D1 Kosta KYRITSIS   |                 | Anderson/VM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.224 |                 | BEST LAP TIME : 1:50.703 |                     | DIFFERENCE : 0.479 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:26.417        | 39.113                   | 2:05.530            | 85.14              | 14.827 | 15:46:54.844        |
| 2 -                       | 1:15.682        | 37.246                   | 1:52.928            | 94.64              | 2.225  | 15:48:47.772        |
| 3 -                       | 1:14.950        | 36.849                   | 1:51.799            | 95.60              | 1.096  | 15:50:39.571        |
| 4 -                       | 1:14.083        | <b>36.620</b>            | <b>1:50.703 (1)</b> | <b>96.54</b>       |        | <b>15:52:30.274</b> |
| 5 -                       | <b>1:13.604</b> | 37.356                   | 1:50.960 (2)        | 96.32              | 0.257  | 15:54:21.234        |
| 6 -                       | 1:14.200        | 36.958                   | 1:51.158 (3)        | 96.15              | 0.455  | 15:56:12.392        |
| 7 -                       | 1:15.245        | 36.886                   | 1:52.131            | 95.31              | 1.428  | 15:58:04.523        |

| P8 5 D1 Carl HULME        |                 | Anderson/VM              |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.074 |                 | BEST LAP TIME : 1:50.752 |                     | DIFFERENCE : 0.678 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 1:22.246        | 37.292                   | 1:59.538            | 89.41              | 8.786 | 15:46:28.464        |
| 2 -                       | 1:14.698        | 36.968                   | 1:51.666 (2)        | 95.71              | 0.914 | 15:48:20.130        |
| 3 -                       | 1:15.357        | <b>36.420</b>            | 1:51.777 (3)        | 95.61              | 1.025 | 15:50:11.907        |
| 4 -                       | <b>1:13.654</b> | 37.098                   | <b>1:50.752 (1)</b> | <b>96.50</b>       |       | <b>15:52:02.659</b> |

| P9 29 D1 Chris WESEMAEL |          | Anderson/VM              |                     |              |        |                     |
|-------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :        |          | BEST LAP TIME : 1:52.359 |                     | DIFFERENCE : |        |                     |
| LAP                     | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                     |          |                          | 2:10.205            | 82.08        | 17.846 | 15:46:57.740        |
| 2 -                     |          |                          | 1:59.190            | 89.67        | 6.831  | 15:48:56.930        |
| 3 -                     |          |                          | 1:53.551 (3)        | 94.12        | 1.192  | 15:50:50.481        |
| 4 -                     |          |                          | 1:52.611 (2)        | 94.91        | 0.252  | 15:52:43.092        |
| 5 -                     |          |                          | 2:01.062            | 88.28        | 8.703  | 15:54:44.154        |
| 6 -                     |          |                          | <b>1:52.359 (1)</b> | <b>95.12</b> |        | <b>15:56:36.513</b> |

| P10 68 D1 Mark EDWARDS    |                 | MS Kart/Harvey VM        |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.511 |                 | BEST LAP TIME : 1:52.666 |                     | DIFFERENCE : 0.155 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.763        | 40.559                   | 2:12.322            | 80.77              | 19.656 | 15:46:46.988        |
| 2 -                       | 1:16.898        | 37.177                   | 1:54.075            | 93.69              | 1.409  | 15:48:41.063        |
| 3 -                       | 1:15.817        | 37.045                   | 1:52.862 (2)        | 94.70              | 0.196  | 15:50:33.925        |
| 4 -                       | 1:16.639        | 37.032                   | 1:53.671            | 94.02              | 1.005  | 15:52:27.596        |
| 5 -                       | 1:16.388        | 37.782                   | 1:54.170            | 93.61              | 1.504  | 15:54:21.766        |
| 6 -                       | 1:15.954        | <b>36.712</b>            | <b>1:52.666 (1)</b> | <b>94.86</b>       |        | <b>15:56:14.432</b> |
| 7 -                       | <b>1:15.799</b> | 37.099                   | 1:52.898 (3)        | 94.67              | 0.232  | 15:58:07.330        |

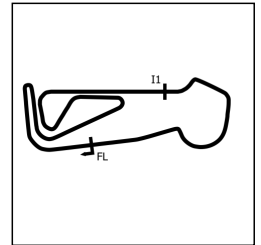
| P11 101 F250 Lee PLAIN    |                 | Anderson/DEA             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.329 |                 | BEST LAP TIME : 1:53.329 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:28.939        | 39.263                   | 2:08.202            | 83.36              | 14.873 | 15:46:48.366        |
| 2 -                       | 1:17.563        | 37.243                   | 1:54.806 (3)        | 93.09              | 1.477  | 15:48:43.172        |
| 3 -                       | <b>1:16.089</b> | <b>37.240</b>            | <b>1:53.329 (1)</b> | <b>94.31</b>       |        | <b>15:50:36.501</b> |
| 4 -                       | 1:16.140        | 37.530                   | 1:53.670 (2)        | 94.02              | 0.341  | 15:52:30.171        |

| P12 15 D1 Andy WAITE      |                 | Anderson/VM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.638 |                 | BEST LAP TIME : 1:54.016 |                     | DIFFERENCE : 0.378 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.102        | 42.179                   | 2:14.281            | 79.59              | 20.265 | 15:47:12.298        |
| 2 -                       | 1:16.301        | 37.715                   | <b>1:54.016 (1)</b> | <b>93.74</b>       |        | <b>15:49:06.314</b> |
| 3 -                       | 1:18.108        | <b>37.369</b>            | 1:55.477            | 92.55              | 1.461  | 15:51:01.791        |
| 4 -                       | 1:16.978        | 39.296                   | 1:56.274            | 91.92              | 2.258  | 15:52:58.065        |
| 5 -                       | 1:16.720        | 37.676                   | 1:54.396 (3)        | 93.43              | 0.380  | 15:54:52.461        |
| 6 -                       | <b>1:16.269</b> | 37.770                   | 1:54.039 (2)        | 93.72              | 0.023  | 15:56:46.500        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

| P13 35 F250 Sam HEMPSHALL |                 | Anderson/THR             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.779 |                 | BEST LAP TIME : 1:54.050 |                     | DIFFERENCE : 0.271 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:29.080        | 40.209                   | 2:09.289            | 82.66              | 15.239 | 15:46:53.108        |
| 2 -                       | 1:18.025        | 37.977                   | 1:56.002            | 92.13              | 1.952  | 15:48:49.110        |
| 3 -                       | 1:16.889        | 37.553                   | 1:54.442            | 93.39              | 0.392  | 15:50:43.552        |
| 4 -                       | 1:16.744        | 37.624                   | 1:54.368 (2)        | 93.45              | 0.318  | 15:52:37.920        |
| 5 -                       | 1:16.612        | <b>37.438</b>            | <b>1:54.050 (1)</b> | <b>93.71</b>       |        | <b>15:54:31.970</b> |
| 6 -                       | <b>1:16.341</b> | 38.050                   | 1:54.391 (3)        | 93.43              | 0.341  | 15:56:26.361        |

| P14 0 F250 Paul PLATT     |                 | PVP/Gas Gas              |                     |                    |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:54.586 |                 | BEST LAP TIME : 1:54.774 |                     | DIFFERENCE : 0.188 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 1:25.143        | 37.699                   | 2:02.842 (3)        | 87.00              | 8.068    | 15:46:33.912        |
| 2 -                       | 1:17.672        | <b>37.175</b>            | 1:54.847 (2)        | 93.06              | 0.073    | 15:48:28.759        |
| 3 -                       | <b>1:17.411</b> | 37.363                   | <b>1:54.774 (1)</b> | <b>93.12</b>       |          | <b>15:50:23.533</b> |
| 4 -                       | 1:17.436        | IN PIT                   | 4:13.523 P          | 42.15              | 2:18.749 | 15:54:37.056        |
| 5 -                       | OUTLAP          | 38.165                   | 2:02.883            | 86.97              | 8.109    | 15:56:39.939        |

| P15 83 D1 Paul Von GERARD |          | Jade/IAME                |                     |                    |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.861 |          | BEST LAP TIME : 1:55.034 |                     | DIFFERENCE : 0.173 |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:30.726 | 40.080                   | 2:10.806            | 81.70              | 15.772 | 15:47:09.739        |
| 2 -                       | 1:18.039 | 37.959                   | 1:55.998 (2)        | 92.14              | 0.964  | 15:49:05.737        |
| 3 -                       | 1:19.796 | 39.110                   | 1:58.906            | 89.88              | 3.872  | 15:51:04.643        |
| 4 -                       | 1:17.858 | 38.607                   | 1:56.465 (3)        | 91.77              | 1.431  | 15:53:01.108        |
| 5 -                       | 1:17.397 | <b>37.637</b>            | <b>1:55.034 (1)</b> | <b>92.91</b>       |        | <b>15:54:56.142</b> |

| P16 20 D1 Johnny WEST     |                 | Anderson/VM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.390 |                 | BEST LAP TIME : 1:55.390 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:33.716        | 41.163                   | 2:14.879 (3)        | 79.24              | 19.489 | 15:46:56.069        |
| 2 -                       | 1:20.706        | 38.176                   | 1:58.882 (2)        | 89.90              | 3.492  | 15:48:54.951        |
| 3 -                       | <b>1:17.783</b> | <b>37.607</b>            | <b>1:55.390 (1)</b> | <b>92.62</b>       |        | <b>15:50:50.341</b> |

| P17 42 D1 Tom RILEY       |                 | Anderson/VM              |                     |                    |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:55.598 |                 | BEST LAP TIME : 1:55.709 |                     | DIFFERENCE : 0.111 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 1:33.080        | 40.683                   | 2:13.763 (3)        | 79.90              | 18.054   | 15:47:17.970        |
| 2 -                       | 1:30.791        | IN PIT                   | 3:01.598 P          | 58.85              | 1:05.889 | 15:50:19.568        |
| 3 -                       | OUTLAP          | 39.065                   | 2:27.623            | 72.40              | 31.914   | 15:52:47.191        |
| 4 -                       | <b>1:17.835</b> | 38.185                   | 1:56.020 (2)        | 92.12              | 0.311    | 15:54:43.211        |
| 5 -                       | 1:17.946        | <b>37.763</b>            | <b>1:55.709 (1)</b> | <b>92.37</b>       |          | <b>15:56:38.920</b> |

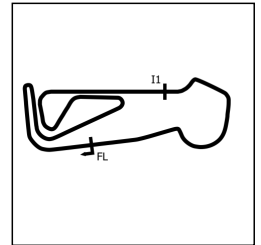
| P18 GP1 F250 Kirk CATTERMOLLE |                 | Raider/CAT TM            |                     |                    |        |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.356     |                 | BEST LAP TIME : 1:55.983 |                     | DIFFERENCE : 0.627 |        |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           | 1:30.817        | 42.131                   | 2:12.948            | 80.39              | 16.965 | 15:47:15.667        |
| 2 -                           | 1:21.870        | 38.670                   | 2:00.540            | 88.66              | 4.557  | 15:49:16.207        |
| 3 -                           | 1:18.529        | 37.978                   | 1:56.507 (3)        | 91.73              | 0.524  | 15:51:12.714        |
| 4 -                           | <b>1:17.738</b> | 38.245                   | <b>1:55.983 (1)</b> | <b>92.15</b>       |        | <b>15:53:08.697</b> |
| 5 -                           | 1:18.620        | <b>37.618</b>            | 1:56.238 (2)        | 91.94              | 0.255  | 15:55:04.935        |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P19</b>                | <b>50 F250</b>  | <b>John BUSBY</b>        | Anderson/DEA        |              |        |                     |
| IDEAL LAP TIME : 1:56.988 |                 | BEST LAP TIME : 1:56.988 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:32.664        | 41.153                   | 2:13.817 (3)        | 79.87        | 16.829 | 15:46:56.985        |
| 2 -                       | 1:22.681        | 38.888                   | 2:01.569 (2)        | 87.91        | 4.581  | 15:48:58.554        |
| 3 -                       | <b>1:18.609</b> | <b>38.379</b>            | <b>1:56.988 (1)</b> | <b>91.36</b> |        | <b>15:50:55.542</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P20</b>                | <b>92 F250</b>  | <b>Ben ARDERN</b>        | Anderson/DEA        |              |        |                     |
| IDEAL LAP TIME : 1:57.453 |                 | BEST LAP TIME : 1:57.453 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:28.468        | 40.674                   | 2:09.142            | 82.76        | 11.689 | 15:46:57.032        |
| 2 -                       | 1:24.674        | 43.210                   | 2:07.884            | 83.57        | 10.431 | 15:49:04.916        |
| 3 -                       | 1:20.113        | 39.929                   | 2:00.042 (3)        | 89.03        | 2.589  | 15:51:04.958        |
| 4 -                       | 1:20.047        | 38.656                   | 1:58.703 (2)        | 90.04        | 1.250  | 15:53:03.661        |
| 5 -                       | <b>1:19.118</b> | <b>38.335</b>            | <b>1:57.453 (1)</b> | <b>90.99</b> |        | <b>15:55:01.114</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P21</b>                | <b>28 F125</b>  | <b>Ella STEVENS</b>      | Birel/IAME          |              |        |                     |
| IDEAL LAP TIME : 1:57.891 |                 | BEST LAP TIME : 1:57.973 | DIFFERENCE : 0.082  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:29.250        | 39.921                   | 2:09.171            | 82.74        | 11.198 | 15:46:42.324        |
| 2 -                       | 1:21.205        | 39.539                   | 2:00.744            | 88.51        | 2.771  | 15:48:43.068        |
| 3 -                       | 1:20.589        | 38.840                   | 1:59.429            | 89.49        | 1.456  | 15:50:42.497        |
| 4 -                       | 1:19.449        | <b>38.539</b>            | 1:57.988 (2)        | 90.58        | 0.015  | 15:52:40.485        |
| 5 -                       | 1:19.372        | 38.601                   | <b>1:57.973 (1)</b> | <b>90.59</b> |        | <b>15:54:38.458</b> |
| 6 -                       | <b>1:19.352</b> | 39.127                   | 1:58.479 (3)        | 90.21        | 0.506  | 15:56:36.937        |

|                           |                 |                          |                     |              |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|----------|---------------------|
| <b>P22</b>                | <b>143 F250</b> | <b>John READER</b>       | Anderson/DEA        |              |          |                     |
| IDEAL LAP TIME : 1:58.116 |                 | BEST LAP TIME : 1:58.116 | DIFFERENCE : 0.000  |              |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 2:05.066        | IN PIT                   | 4:06.578 <b>P</b>   | 43.34        | 2:08.462 | 15:48:55.500        |
| 2 -                       | OUTLAP          | 41.492                   | 2:14.669            | 79.36        | 16.553   | 15:51:10.169        |
| 3 -                       | 1:20.365        | 39.704                   | 2:00.069 (2)        | 89.01        | 1.953    | 15:53:10.238        |
| 4 -                       | 1:21.376        | 40.422                   | 2:01.798 (3)        | 87.75        | 3.682    | 15:55:12.036        |
| 5 -                       | <b>1:19.263</b> | <b>38.853</b>            | <b>1:58.116 (1)</b> | <b>90.48</b> |          | <b>15:57:10.152</b> |

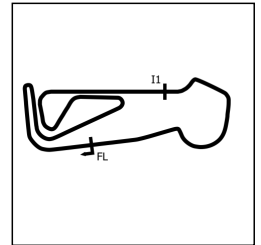
|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P23</b>                | <b>147 F250</b> | <b>Chris BALDERSON</b>   | Raider/Honda        |              |        |                     |
| IDEAL LAP TIME : 1:59.469 |                 | BEST LAP TIME : 1:59.469 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.023        | 43.914                   | 2:23.937            | 74.25        | 24.468 | 15:47:23.693        |
| 2 -                       | 1:23.868        | 40.345                   | 2:04.213            | 86.04        | 4.744  | 15:49:27.906        |
| 3 -                       | 1:21.984        | 39.319                   | 2:01.303            | 88.11        | 1.834  | 15:51:29.209        |
| 4 -                       | 1:21.684        | 39.173                   | 2:00.857 (3)        | 88.43        | 1.388  | 15:53:30.066        |
| 5 -                       | <b>1:20.951</b> | <b>38.518</b>            | <b>1:59.469 (1)</b> | <b>89.46</b> |        | <b>15:55:29.535</b> |
| 6 -                       | 1:21.652        | 38.937                   | 2:00.589 (2)        | 88.63        | 1.120  | 15:57:30.124        |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P24</b>                | <b>66 D1</b>    | <b>John FAULKNER</b>     | Anderson/FPE        |              |        |                     |
| IDEAL LAP TIME : 1:59.688 |                 | BEST LAP TIME : 1:59.688 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.661        | 43.528                   | 2:20.189            | 76.24        | 20.501 | 15:47:31.458        |
| 2 -                       | 1:24.020        | 44.783                   | 2:08.803            | 82.98        | 9.115  | 15:49:40.261        |
| 3 -                       | 1:21.346        | 40.364                   | 2:01.710            | 87.81        | 2.022  | 15:51:41.971        |
| 4 -                       | 1:21.809        | 39.697                   | 2:01.506 (3)        | 87.96        | 1.818  | 15:53:43.477        |
| 5 -                       | <b>1:20.855</b> | <b>38.833</b>            | <b>1:59.688 (1)</b> | <b>89.29</b> |        | <b>15:55:43.165</b> |
| 6 -                       | 1:21.668        | 39.672                   | 2:01.340 (2)        | 88.08        | 1.652  | 15:57:44.505        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P25</b>                | <b>S3 F125</b>  | <b>Ollie HOLMES</b>      | Anderson AK/TM R1   |              |        |                     |
| IDEAL LAP TIME : 2:00.826 |                 | BEST LAP TIME : 2:00.826 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:30.064        | 41.758                   | 2:11.822 (3)        | 81.07        | 10.996 | 15:46:44.639        |
| 2 -                       | 1:22.270        | 39.843                   | 2:02.113 (2)        | 87.52        | 1.287  | 15:48:46.752        |
| 3 -                       | <b>1:21.335</b> | <b>39.491</b>            | <b>2:00.826 (1)</b> | <b>88.45</b> |        | <b>15:50:47.578</b> |

|                           |                 |                          |                         |              |        |                     |
|---------------------------|-----------------|--------------------------|-------------------------|--------------|--------|---------------------|
| <b>P26</b>                | <b>51 F250</b>  | <b>Luke BURTON</b>       | Anderson/Viper SK250 Si |              |        |                     |
| IDEAL LAP TIME : 2:01.124 |                 | BEST LAP TIME : 2:01.151 | DIFFERENCE : 0.027      |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME                | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.815        | 44.403                   | 2:19.218                | 76.77        | 18.067 | 15:47:15.232        |
| 2 -                       | 1:25.857        | 41.589                   | 2:07.446                | 83.86        | 6.295  | 15:49:22.678        |
| 3 -                       | 1:22.324        | 40.955                   | 2:03.279 (3)            | 86.69        | 2.128  | 15:51:25.957        |
| 4 -                       | <b>1:21.034</b> | 40.348                   | 2:01.382 (2)            | 88.05        | 0.231  | 15:53:27.339        |
| 5 -                       | 1:21.061        | <b>40.090</b>            | <b>2:01.151 (1)</b>     | <b>88.22</b> |        | <b>15:55:28.490</b> |

|                           |                 |                          |                      |              |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| <b>P27</b>                | <b>49 F250</b>  | <b>Michael PARR</b>      | Anderson/Viper SK250 |              |        |                     |
| IDEAL LAP TIME : 2:01.333 |                 | BEST LAP TIME : 2:01.333 | DIFFERENCE : 0.000   |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.250        | 44.516                   | 2:25.766             | 73.32        | 24.433 | 15:47:13.554        |
| 2 -                       | 1:24.509        | 39.642                   | 2:04.151             | 86.08        | 2.818  | 15:49:17.705        |
| 3 -                       | 1:22.389        | 39.773                   | 2:02.162 (2)         | 87.49        | 0.829  | 15:51:19.867        |
| 4 -                       | 1:22.641        | 39.733                   | 2:02.374 (3)         | 87.33        | 1.041  | 15:53:22.241        |
| 5 -                       | <b>1:21.701</b> | <b>39.632</b>            | <b>2:01.333 (1)</b>  | <b>88.08</b> |        | <b>15:55:23.574</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P28</b>                | <b>26 F450</b>  | <b>Ronan McCLINTOCK</b>  | Anderson/KTM        |              |        |                     |
| IDEAL LAP TIME : 2:01.890 |                 | BEST LAP TIME : 2:01.890 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:31.337        | 41.608                   | 2:12.945            | 80.39        | 11.055 | 15:46:58.263        |
| 2 -                       | 1:23.325        | 40.843                   | 2:04.168            | 86.07        | 2.278  | 15:49:02.431        |
| 3 -                       | 1:22.043        | 40.499                   | 2:02.542 (2)        | 87.21        | 0.652  | 15:51:04.973        |
| 4 -                       | 1:22.434        | 41.233                   | 2:03.667 (3)        | 86.42        | 1.777  | 15:53:08.640        |
| 5 -                       | 1:22.892        | 40.899                   | 2:03.791            | 86.33        | 1.901  | 15:55:12.431        |
| 6 -                       | <b>1:21.708</b> | <b>40.182</b>            | <b>2:01.890 (1)</b> | <b>87.68</b> |        | <b>15:57:14.321</b> |

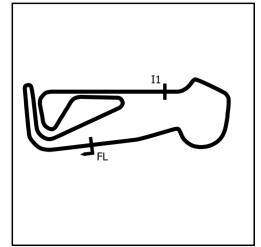
|                  |                |                          |                     |              |        |                     |
|------------------|----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P29</b>       | <b>22 F125</b> | <b>Joe RIPPIN</b>        | Anderson/TM R1      |              |        |                     |
| IDEAL LAP TIME : |                | BEST LAP TIME : 2:02.011 | DIFFERENCE :        |              |        |                     |
| LAP              | SECTOR 1       | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -              |                |                          | 2:17.871            | 77.52        | 15.860 | 15:47:34.832        |
| 2 -              |                |                          | 2:06.727            | 84.33        | 4.716  | 15:49:41.559        |
| 3 -              |                |                          | 2:03.876            | 86.28        | 1.865  | 15:51:45.435        |
| 4 -              |                |                          | 2:03.544 (3)        | 86.51        | 1.533  | 15:53:48.979        |
| 5 -              |                |                          | 2:02.150 (2)        | 87.49        | 0.139  | 15:55:51.129        |
| 6 -              |                |                          | <b>2:02.011 (1)</b> | <b>87.59</b> |        | <b>15:57:53.140</b> |

|                           |                 |                          |                     |              |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| <b>P30</b>                | <b>161 F250</b> | <b>Richard CONNICK</b>   | Jade/Honda          |              |        |                     |
| IDEAL LAP TIME : 2:01.762 |                 | BEST LAP TIME : 2:02.387 | DIFFERENCE : 0.625  |              |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:34.100        | 42.852                   | 2:16.952            | 78.04        | 14.565 | 15:46:54.870        |
| 2 -                       | 1:25.272        | 40.334                   | 2:05.606            | 85.09        | 3.219  | 15:49:00.476        |
| 3 -                       | 1:23.629        | <b>39.915</b>            | 2:03.544 (3)        | 86.51        | 1.157  | 15:51:04.020        |
| 4 -                       | 1:22.864        | 41.289                   | 2:04.153            | 86.08        | 1.766  | 15:53:08.173        |
| 5 -                       | 1:22.058        | 40.867                   | 2:02.925 (2)        | 86.94        | 0.538  | 15:55:11.098        |
| 6 -                       | <b>1:21.847</b> | 40.540                   | <b>2:02.387 (1)</b> | <b>87.33</b> |        | <b>15:57:13.485</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P31</b>                | <b>59 F450</b>  | <b>Nick FLINT</b>        | Anderson/KTM        |                    |        |                     |
| IDEAL LAP TIME : 2:02.748 |                 | BEST LAP TIME : 2:02.748 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:38.649        | 43.996                   | 2:22.645 (3)        | 74.92              | 19.897 | 15:47:14.406        |
| 2 -                       | 1:24.351        | 40.708                   | 2:05.059 (2)        | 85.46              | 2.311  | 15:49:19.465        |
| 3 -                       | <b>1:22.550</b> | <b>40.198</b>            | <b>2:02.748 (1)</b> | <b>87.07</b>       |        | <b>15:51:22.213</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P32</b>                | <b>196 F125</b> | <b>Jake BAKER</b>        | Birel/TM R1         |                    |        |                     |
| IDEAL LAP TIME : 2:03.690 |                 | BEST LAP TIME : 2:03.690 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:36.313        | 43.239                   | 2:19.552            | 76.58              | 15.862 | 15:47:19.795        |
| 2 -                       | 1:26.014        | 43.773                   | 2:09.787            | 82.35              | 6.097  | 15:49:29.582        |
| 3 -                       | 1:23.722        | 42.013                   | 2:05.735            | 85.00              | 2.045  | 15:51:35.317        |
| 4 -                       | 1:24.304        | 41.159                   | 2:05.463 (3)        | 85.18              | 1.773  | 15:53:40.780        |
| 5 -                       | 1:24.123        | 40.545                   | 2:04.668 (2)        | 85.73              | 0.978  | 15:55:45.448        |
| 6 -                       | <b>1:23.188</b> | <b>40.502</b>            | <b>2:03.690 (1)</b> | <b>86.41</b>       |        | <b>15:57:49.138</b> |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P33</b>                | <b>34 F250</b>  | <b>Daniel JERRED</b>     | Anderson/Honda      |                    |        |                     |
| IDEAL LAP TIME : 2:04.298 |                 | BEST LAP TIME : 2:04.298 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.146        | 48.728                   | 2:27.874            | 72.27              | 23.576 | 15:47:13.366        |
| 2 -                       | 1:31.524        | 43.725                   | 2:15.249 (3)        | 79.02              | 10.951 | 15:49:28.615        |
| 3 -                       | <b>1:23.436</b> | <b>40.862</b>            | <b>2:04.298 (1)</b> | <b>85.98</b>       |        | <b>15:51:32.913</b> |
| 4 -                       | 1:24.088        | 41.200                   | 2:05.288 (2)        | 85.30              | 0.990  | 15:53:38.201        |
| 5 -                       | 1:34.387        | 42.798                   | 2:17.185            | 77.90              | 12.887 | 15:55:55.386        |

|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P34</b>                | <b>132 F250</b> | <b>Jordan BAILEY</b>     | Anderson/Gas Gas    |                    |        |                     |
| IDEAL LAP TIME : 2:04.349 |                 | BEST LAP TIME : 2:04.476 |                     | DIFFERENCE : 0.127 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:37.259        | 46.117                   | 2:23.376            | 74.54              | 18.900 | 15:47:30.711        |
| 2 -                       | 1:27.152        | 44.020                   | 2:11.172 (3)        | 81.48              | 6.696  | 15:49:41.883        |
| 3 -                       | 1:23.749        | <b>41.173</b>            | 2:04.922 (2)        | 85.55              | 0.446  | 15:51:46.805        |
| 4 -                       | <b>1:23.176</b> | 41.300                   | <b>2:04.476 (1)</b> | <b>85.86</b>       |        | <b>15:53:51.281</b> |

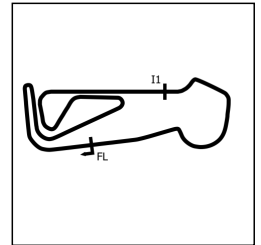
|                           |                 |                          |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P35</b>                | <b>23 F125</b>  | <b>Clint BRIDGE</b>      | Anderson/TM         |                    |        |                     |
| IDEAL LAP TIME : 2:04.667 |                 | BEST LAP TIME : 2:04.829 |                     | DIFFERENCE : 0.162 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.359        | 44.516                   | 2:23.875            | 74.28              | 19.046 | 15:47:19.107        |
| 2 -                       | 1:26.530        | 42.061                   | 2:08.591            | 83.11              | 3.762  | 15:49:27.698        |
| 3 -                       | 1:25.252        | 41.872                   | 2:07.124            | 84.07              | 2.295  | 15:51:34.822        |
| 4 -                       | 1:24.766        | 41.612                   | 2:06.378 (3)        | 84.57              | 1.549  | 15:53:41.200        |
| 5 -                       | 1:24.227        | <b>40.602</b>            | <b>2:04.829 (1)</b> | <b>85.62</b>       |        | <b>15:55:46.029</b> |
| 6 -                       | <b>1:24.065</b> | 40.964                   | 2:05.029 (2)        | 85.48              | 0.200  | 15:57:51.058        |

|                           |              |                          |                     |                     |      |                     |
|---------------------------|--------------|--------------------------|---------------------|---------------------|------|---------------------|
| <b>P36</b>                | <b>31 D1</b> | <b>San MOSS</b>          | Anderson/VM         |                     |      |                     |
| IDEAL LAP TIME : 1:51.726 |              | BEST LAP TIME : 2:05.174 |                     | DIFFERENCE : 13.448 |      |                     |
| LAP                       | SECTOR 1     | SECTOR 2                 | LAP TIME            | MPH                 | DIFF | TIME OF DAY         |
| 1 -                       | 1:27.192     | <b>37.982</b>            | <b>2:05.174 (1)</b> | <b>85.38</b>        |      | <b>15:46:53.000</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - SECTOR ANALYSIS



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

| P37 99 F125 Aston BAKER   |                 |                          | Birel /TM R1        |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.134 |                 | BEST LAP TIME : 2:06.134 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.355        | 44.433                   | 2:23.788            | 74.33              | 17.654 | 15:47:23.006        |
| 2 -                       | 1:28.435        | 43.195                   | 2:11.630            | 81.19              | 5.496  | 15:49:34.636        |
| 3 -                       | 1:25.913        | 42.465                   | 2:08.378            | 83.25              | 2.244  | 15:51:43.014        |
| 4 -                       | 1:25.540        | 42.183                   | 2:07.723 (3)        | 83.68              | 1.589  | 15:53:50.737        |
| 5 -                       | 1:25.221        | 41.803                   | 2:07.024 (2)        | 84.14              | 0.890  | 15:55:57.761        |
| 6 -                       | <b>1:24.587</b> | <b>41.547</b>            | <b>2:06.134 (1)</b> | <b>84.73</b>       |        | <b>15:58:03.895</b> |

| P38 71 F450 Chad JENKINS  |                 |                          | Anderson/KTM        |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.319 |                 | BEST LAP TIME : 2:06.747 |                     | DIFFERENCE : 0.428 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.032        | 45.001                   | 2:24.033            | 74.20              | 17.286 | 15:47:14.338        |
| 2 -                       | 1:28.960        | 42.193                   | 2:11.153            | 81.49              | 4.406  | 15:49:25.491        |
| 3 -                       | 1:26.616        | 43.325                   | 2:09.941            | 82.25              | 3.194  | 15:51:35.432        |
| 4 -                       | <b>1:25.046</b> | 41.701                   | <b>2:06.747 (1)</b> | <b>84.32</b>       |        | <b>15:53:42.179</b> |
| 5 -                       | 1:26.213        | 41.726                   | 2:07.939 (3)        | 83.54              | 1.192  | 15:55:50.118        |
| 6 -                       | 1:25.625        | <b>41.273</b>            | 2:06.898 (2)        | 84.22              | 0.151  | 15:57:57.016        |

| P39 11 F125 Oliver RIDOUT |                 |                          | Anderson/TM R1      |                    |          |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:07.275 |                 | BEST LAP TIME : 2:07.685 |                     | DIFFERENCE : 0.410 |          |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 1:43.878        | IN PIT                   | 4:54.029 P          | 36.35              | 2:46.344 | 15:49:42.191        |
| 2 -                       | OUTLAP          | 42.788                   | 2:15.416            | 78.92              | 7.731    | 15:51:57.607        |
| 3 -                       | 1:26.881        | 42.417                   | 2:09.298 (3)        | 82.66              | 1.613    | 15:54:06.905        |
| 4 -                       | <b>1:25.612</b> | 42.073                   | <b>2:07.685 (1)</b> | <b>83.70</b>       |          | <b>15:56:14.590</b> |
| 5 -                       | 1:26.202        | <b>41.663</b>            | 2:07.865 (2)        | 83.58              | 0.180    | 15:58:22.455        |

| P40 76 F250 Alex DUDLEY   |                 |                          | PVP/TM              |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.309 |                 | BEST LAP TIME : 2:09.309 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:39.382        | 45.718                   | 2:25.100            | 73.66              | 15.791 | 15:47:15.906        |
| 2 -                       | 1:29.689        | 44.350                   | 2:14.039 (3)        | 79.73              | 4.730  | 15:49:29.945        |
| 3 -                       | <b>1:26.781</b> | <b>42.528</b>            | <b>2:09.309 (1)</b> | <b>82.65</b>       |        | <b>15:51:39.254</b> |
| 4 -                       | 1:28.303        | 43.399                   | 2:11.702 (2)        | 81.15              | 2.393  | 15:53:50.956        |

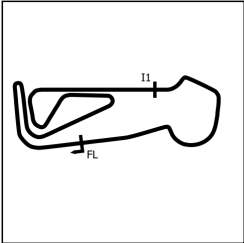
| P41 40 F125 Richard SCOTT |                 |                          | Anderson/Vortex     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.610 |                 | BEST LAP TIME : 2:14.610 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:40.283        | 45.522                   | 2:25.805            | 73.30              | 11.195 | 15:47:35.091        |
| 2 -                       | 1:32.121        | 44.629                   | 2:16.750            | 78.15              | 2.140  | 15:49:51.841        |
| 3 -                       | 1:31.368        | 44.358                   | 2:15.726 (2)        | 78.74              | 1.116  | 15:52:07.567        |
| 4 -                       | 1:31.598        | 44.938                   | 2:16.536 (3)        | 78.28              | 1.926  | 15:54:24.103        |
| 5 -                       | <b>1:30.517</b> | <b>44.093</b>            | <b>2:14.610 (1)</b> | <b>79.40</b>       |        | <b>15:56:38.713</b> |

| P42 98 F125 Marty BAKER   |                 |                          | Anderson/TM         |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.995 |                 | BEST LAP TIME : 2:16.101 |                     | DIFFERENCE : 0.106 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 1:41.894        | 45.126                   | 2:27.020            | 72.69              | 10.919 | 15:47:26.968        |
| 2 -                       | 1:31.701        | 44.902                   | 2:16.603 (3)        | 78.24              | 0.502  | 15:49:43.571        |
| 3 -                       | 1:33.050        | 45.398                   | 2:18.448            | 77.19              | 2.347  | 15:52:02.019        |
| 4 -                       | 1:31.312        | <b>44.856</b>            | 2:16.168 (2)        | 78.49              | 0.067  | 15:54:18.187        |
| 5 -                       | <b>1:31.139</b> | 44.962                   | <b>2:16.101 (1)</b> | <b>78.53</b>       |        | <b>15:56:34.288</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

QUALIFYING - SECTOR ANALYSIS



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

|                           |          |                          |              |                    |      |              |
|---------------------------|----------|--------------------------|--------------|--------------------|------|--------------|
| <b>P43 62 D1</b>          |          | <b>Andy POWELL</b>       |              | <b>PVP/FPE</b>     |      |              |
| IDEAL LAP TIME : 2:20.907 |          | BEST LAP TIME : 2:20.907 |              | DIFFERENCE : 0.000 |      |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                | DIFF | TIME OF DAY  |
| 1 -                       | 1:37.248 | 43.659                   | 2:20.907 (1) | 75.85              |      | 15:47:27.791 |

|                           |          |                          |              |                             |      |              |
|---------------------------|----------|--------------------------|--------------|-----------------------------|------|--------------|
| <b>P44 90 F250</b>        |          | <b>Rob AUSTIN</b>        |              | <b>Anderson Viper SK250</b> |      |              |
| IDEAL LAP TIME : 2:09.792 |          | BEST LAP TIME : 2:22.890 |              | DIFFERENCE : 13.098         |      |              |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME     | MPH                         | DIFF | TIME OF DAY  |
| 1 -                       | 1:37.848 | 45.042                   | 2:22.890 (1) | 74.79                       |      | 15:47:30.578 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

QUALIFYING - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |        |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|--------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF   |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:46.763 |        |
| 1        | 24  | 1:11.802 | 24       | 34.961 | 1                       | 24  | MORLEY     | 1:46.763    | 1:46.763 | 0.000  |
| 2        | 85  | 1:12.515 | 3        | 35.237 | 2                       | 1   | HARPHAM    | 1:47.782    | 1:48.589 | 0.807  |
| 3        | 1   | 1:12.541 | 1        | 35.241 | 3                       | 85  | ALLEN      | 1:47.820    | 1:47.820 | 0.000  |
| 4        | 87  | 1:13.264 | 85       | 35.305 | 4                       | 3   | RUSHFORTH  | 1:48.560    | 1:49.137 | 0.577  |
| 5        | 3   | 1:13.323 | 6        | 35.944 | 5                       | 87  | TRITTON    | 1:49.279    | 1:49.279 | 0.000  |
| 6        | 69  | 1:13.604 | 87       | 36.015 | 6                       | 5   | HULME      | 1:50.074    | 1:50.752 | 0.678  |
| 7        | 5   | 1:13.654 | 5        | 36.420 | 7                       | 69  | KYRITSIS   | 1:50.224    | 1:50.703 | 0.479  |
| 8        | 31  | 1:13.744 | 69       | 36.620 | 8                       | 6   | GULLIFORD  | 1:50.228    | 1:50.228 | 0.000  |
| 9        | 6   | 1:14.284 | 68       | 36.712 | 9                       | 31  | MOSS       | 1:51.726    | 2:05.174 | 13.448 |
| 10       | 68  | 1:15.799 | 0        | 37.175 | 10                      | 68  | EDWARDS    | 1:52.511    | 1:52.666 | 0.155  |
| 11       | 101 | 1:16.089 | 101      | 37.240 | 11                      | 101 | PLAIN      | 1:53.329    | 1:53.329 | 0.000  |
| 12       | 15  | 1:16.269 | 15       | 37.369 | 12                      | 15  | WAITE      | 1:53.638    | 1:54.016 | 0.378  |
| 13       | 35  | 1:16.341 | 35       | 37.438 | 13                      | 35  | HEMPSHALL  | 1:53.779    | 1:54.050 | 0.271  |
| 14       | 83  | 1:17.224 | 20       | 37.607 | 14                      | 0   | PLATT      | 1:54.586    | 1:54.774 | 0.188  |
| 15       | 0   | 1:17.411 | GP1      | 37.618 | 15                      | 83  | GERARD     | 1:54.861    | 1:55.034 | 0.173  |
| 16       | GP1 | 1:17.738 | 83       | 37.637 | 16                      | GP1 | CATTERMOLE | 1:55.356    | 1:55.983 | 0.627  |
| 17       | 20  | 1:17.783 | 42       | 37.763 | 17                      | 20  | WEST       | 1:55.390    | 1:55.390 | 0.000  |
| 18       | 42  | 1:17.835 | 31       | 37.982 | 18                      | 42  | RILEY      | 1:55.598    | 1:55.709 | 0.111  |
| 19       | 50  | 1:18.609 | 92       | 38.335 | 19                      | 50  | BUSBY      | 1:56.988    | 1:56.988 | 0.000  |
| 20       | 92  | 1:19.118 | 50       | 38.379 | 20                      | 92  | ARDERN     | 1:57.453    | 1:57.453 | 0.000  |
| 21       | 143 | 1:19.263 | 147      | 38.518 | 21                      | 28  | STEVENS    | 1:57.891    | 1:57.973 | 0.082  |
| 22       | 28  | 1:19.352 | 28       | 38.539 | 22                      | 143 | READER     | 1:58.116    | 1:58.116 | 0.000  |
| 23       | 66  | 1:20.855 | 66       | 38.833 | 23                      | 147 | BALDERSON  | 1:59.469    | 1:59.469 | 0.000  |
| 24       | 147 | 1:20.951 | 143      | 38.853 | 24                      | 66  | FAULKNER   | 1:59.688    | 1:59.688 | 0.000  |
| 25       | 51  | 1:21.034 | S3       | 39.491 | 25                      | S3  | HOLMES     | 2:00.826    | 2:00.826 | 0.000  |
| 26       | S3  | 1:21.335 | 49       | 39.632 | 26                      | 51  | BURTON     | 2:01.124    | 2:01.151 | 0.027  |
| 27       | 49  | 1:21.701 | 161      | 39.915 | 27                      | 49  | PARR       | 2:01.333    | 2:01.333 | 0.000  |
| 28       | 26  | 1:21.708 | 51       | 40.090 | 28                      | 161 | CONNICK    | 2:01.762    | 2:02.387 | 0.625  |
| 29       | 161 | 1:21.847 | 26       | 40.182 | 29                      | 26  | McCLINTOCK | 2:01.890    | 2:01.890 | 0.000  |
| 30       | 59  | 1:22.550 | 59       | 40.198 | 30                      | 59  | FLINT      | 2:02.748    | 2:02.748 | 0.000  |
| 31       | 132 | 1:23.176 | 196      | 40.502 | 31                      | 196 | BAKER      | 2:03.690    | 2:03.690 | 0.000  |
| 32       | 196 | 1:23.188 | 23       | 40.602 | 32                      | 34  | JERRED     | 2:04.298    | 2:04.298 | 0.000  |
| 33       | 34  | 1:23.436 | 34       | 40.862 | 33                      | 132 | BAILEY     | 2:04.349    | 2:04.476 | 0.127  |
| 34       | 23  | 1:24.065 | 132      | 41.173 | 34                      | 23  | BRIDGE     | 2:04.667    | 2:04.829 | 0.162  |
| 35       | 99  | 1:24.587 | 71       | 41.273 | 35                      | 99  | BAKER      | 2:06.134    | 2:06.134 | 0.000  |
| 36       | 90  | 1:24.750 | 99       | 41.547 | 36                      | 71  | JENKINS    | 2:06.319    | 2:06.747 | 0.428  |
| 37       | 71  | 1:25.046 | 11       | 41.663 | 37                      | 11  | RIDOUT     | 2:07.275    | 2:07.685 | 0.410  |
| 38       | 11  | 1:25.612 | 76       | 42.528 | 38                      | 76  | DUDLEY     | 2:09.309    | 2:09.309 | 0.000  |
| 39       | 76  | 1:26.781 | 62       | 43.659 | 39                      | 90  | AUSTIN     | 2:09.792    | 2:22.890 | 13.098 |
| 40       | 40  | 1:30.517 | 40       | 44.093 | 40                      | 40  | SCOTT      | 2:14.610    | 2:14.610 | 0.000  |
| 41       | 98  | 1:31.139 | 98       | 44.856 | 41                      | 98  | BAKER      | 2:15.995    | 2:16.101 | 0.106  |
| 42       | 14  | 1:36.634 | 90       | 45.042 | 42                      | 62  | POWELL     | 2:20.907    | 2:20.907 | 0.000  |
| 43       | 62  | 1:37.248 |          |        | 43                      | 29  | WESEMAEL   |             | 1:52.359 |        |
| 44       | 97  | 1:49.208 |          |        | 44                      | 22  | RIPPIN     |             | 2:02.011 |        |
| 45       |     |          |          |        |                         |     |            |             |          |        |
| 46       |     |          |          |        |                         |     |            |             |          |        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

QUALIFYING - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 46                        |
| Planned Start          | 2025-05-03 @ 15:15:00.000 |
| Actual Start           | 2025-05-03 @ 15:44:18.436 |
| Finish Time            | 2025-05-03 @ 15:56:18.439 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 214                       |
| Total Distance Covered | 635.3470mi.               |

Session Fastest Lap History

| NO | CL | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|----|---------------|----------|--------------|-----|-------------|
| 5  | D1 | Carl HULME    | 1:59.538 | 15:46:28.464 | 1   | Anderson/VM |
| 3  | D1 | Tom RUSHFORTH | 1:56.823 | 15:46:29.118 | 1   | Spyda/VM    |
| 3  | D1 | Tom RUSHFORTH | 1:50.959 | 15:48:20.077 | 2   | Spyda/VM    |
| 85 | D1 | Ross ALLEN    | 1:50.317 | 15:48:32.296 | 2   | Jade/IAMI   |
| 24 | D1 | Liam MORLEY   | 1:49.866 | 15:48:42.630 | 2   | Anderson/VM |
| 3  | D1 | Tom RUSHFORTH | 1:49.599 | 15:50:09.676 | 3   | Spyda/VM    |
| 85 | D1 | Ross ALLEN    | 1:48.862 | 15:50:21.158 | 3   | Jade/IAMI   |
| 24 | D1 | Liam MORLEY   | 1:47.903 | 15:50:30.533 | 3   | Anderson/VM |
| 85 | D1 | Ross ALLEN    | 1:47.820 | 15:52:08.978 | 4   | Jade/IAMI   |
| 24 | D1 | Liam MORLEY   | 1:46.763 | 15:52:17.296 | 4   | Anderson/VM |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 15:44:18.436 |
| FINISH | 15:56:18.439 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 7          | 14:20.024  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - STATISTICS

CLASS : D1

18 Starters

#### Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|---------------|----------|--------------|-----|-------------|
| 5  | Carl HULME    | 1:59.538 | 15:46:28.464 | 1   | Anderson/VM |
| 3  | Tom RUSHFORTH | 1:56.823 | 15:46:29.118 | 1   | Spyda/VM    |
| 3  | Tom RUSHFORTH | 1:50.959 | 15:48:20.077 | 2   | Spyda/VM    |
| 85 | Ross ALLEN    | 1:50.317 | 15:48:32.296 | 2   | Jade/IAMI   |
| 24 | Liam MORLEY   | 1:49.866 | 15:48:42.630 | 2   | Anderson/VM |
| 3  | Tom RUSHFORTH | 1:49.599 | 15:50:09.676 | 3   | Spyda/VM    |
| 85 | Ross ALLEN    | 1:48.862 | 15:50:21.158 | 3   | Jade/IAMI   |
| 24 | Liam MORLEY   | 1:47.903 | 15:50:30.533 | 3   | Anderson/VM |
| 85 | Ross ALLEN    | 1:47.820 | 15:52:08.978 | 4   | Jade/IAMI   |
| 24 | Liam MORLEY   | 1:46.763 | 15:52:17.296 | 4   | Anderson/VM |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - STATISTICS

CLASS : F250

15 Starters

#### Fastest Lap History

| NO  | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|-----|------------|----------|--------------|-----|--------------|
| 0   | Paul PLATT | 2:02.842 | 15:46:33.912 | 1   | PVP/Gas Gas  |
| 0   | Paul PLATT | 1:54.847 | 15:48:28.759 | 2   | PVP/Gas Gas  |
| 101 | Lee PLAIN  | 1:54.806 | 15:48:43.172 | 2   | Anderson/DEA |
| 0   | Paul PLATT | 1:54.774 | 15:50:23.533 | 3   | PVP/Gas Gas  |
| 101 | Lee PLAIN  | 1:53.329 | 15:50:36.501 | 3   | Anderson/DEA |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - STATISTICS

CLASS : F125

10 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|--------------|----------|--------------|-----|------------|
| 28 | Ella STEVENS | 2:09.171 | 15:46:42.324 | 1   | Birel/IAME |
| 28 | Ella STEVENS | 2:00.744 | 15:48:43.068 | 2   | Birel/IAME |
| 28 | Ella STEVENS | 1:59.429 | 15:50:42.497 | 3   | Birel/IAME |
| 28 | Ella STEVENS | 1:57.988 | 15:52:40.485 | 4   | Birel/IAME |
| 28 | Ella STEVENS | 1:57.973 | 15:54:38.458 | 5   | Birel/IAME |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### QUALIFYING - STATISTICS

CLASS : F450

3 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|------------------|----------|--------------|-----|--------------|
| 26 | Ronan McCLINTOCK | 2:12.945 | 15:46:58.263 | 1   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:04.168 | 15:49:02.431 | 2   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:02.542 | 15:51:04.973 | 3   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:01.890 | 15:57:14.321 | 6   | Anderson/KTM |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300



## British Superkarts

### RACE 20 - GRID (12 minutes)

|        |    |            |                             |
|--------|----|------------|-----------------------------|
| ROW 24 | 47 | <b>17</b>  | Gary POTKINS                |
| ROW 23 | 45 | <b>97</b>  | Toby VINCENT                |
| ROW 22 | 43 | <b>62</b>  | 2:20.907<br>Andy POWELL     |
| ROW 21 | 41 | <b>40</b>  | 2:14.610<br>Richard SCOTT   |
| ROW 20 | 39 | <b>11</b>  | 2:07.685<br>Oliver RIDOUT   |
| ROW 19 | 37 | <b>99</b>  | 2:06.134<br>Aston BAKER     |
| ROW 18 | 35 | <b>23</b>  | 2:04.829<br>Clint BRIDGE    |
| ROW 17 | 33 | <b>34</b>  | 2:04.298<br>Daniel JERRED   |
| ROW 16 | 31 | <b>59</b>  | 2:02.748<br>Nick FLINT      |
| ROW 15 | 29 | <b>22</b>  | 2:02.011<br>Joe RIPPIN      |
| ROW 14 | 27 | <b>49</b>  | 2:01.333<br>Michael PARR    |
| ROW 13 | 25 | <b>S3</b>  | 2:00.826<br>Ollie HOLMES    |
| ROW 12 | 23 | <b>147</b> | 1:59.469<br>Chris BALDERSON |
| ROW 11 | 21 | <b>28</b>  | 1:57.973<br>Ella STEVENS    |
| ROW 10 | 19 | <b>50</b>  | 1:56.988<br>John BUSBY      |
| ROW 9  | 17 | <b>42</b>  | 1:55.709<br>Tom RILEY       |
| ROW 8  | 15 | <b>83</b>  | 1:55.034<br>Paul Von GERARD |
| ROW 7  | 13 | <b>35</b>  | 1:54.050<br>Sam HEMPSHALL   |
| ROW 6  | 11 | <b>101</b> | 1:53.329<br>Lee PLAIN       |
| ROW 5  | 9  | <b>29</b>  | 1:52.359<br>Chris WESEMAEL  |
| ROW 4  | 7  | <b>69</b>  | 1:50.703<br>Kosta KYRITSIS  |
| ROW 3  | 5  | <b>87</b>  | 1:49.279<br>Jack TRITTON    |
| ROW 2  | 3  | <b>1</b>   | 1:48.589<br>Lee HARPHAM     |
| ROW 1  | 1  | <b>24</b>  | 1:46.763<br>Liam MORLEY     |

**Pole**

|    |            |                              |
|----|------------|------------------------------|
| 48 | <b>281</b> | Ian LUTO                     |
| 46 | <b>14</b>  | Nathan BARTON                |
| 44 | <b>90</b>  | 2:22.890<br>Rob AUSTIN       |
| 42 | <b>98</b>  | 2:16.101<br>Marty BAKER      |
| 40 | <b>76</b>  | 2:09.309<br>Alex DUDLEY      |
| 38 | <b>71</b>  | 2:06.747<br>Chad JENKINS     |
| 36 | <b>31</b>  | 2:05.174<br>San MOSS         |
| 34 | <b>132</b> | 2:04.476<br>Jordan BAILEY    |
| 32 | <b>196</b> | 2:03.690<br>Jake BAKER       |
| 30 | <b>161</b> | 2:02.387<br>Richard CONNICK  |
| 28 | <b>26</b>  | 2:01.890<br>Ronan McCLINTOCK |
| 26 | <b>51</b>  | 2:01.151<br>Luke BURTON      |
| 24 | <b>66</b>  | 1:59.688<br>John FAULKNER    |
| 22 | <b>143</b> | 1:58.116<br>John READER      |
| 20 | <b>92</b>  | 1:57.453<br>Ben ARDERN       |
| 18 | <b>GP1</b> | 1:55.983<br>Kirk CATTERMOLE  |
| 16 | <b>20</b>  | 1:55.390<br>Johnny WEST      |
| 14 | <b>0</b>   | 1:54.774<br>Paul PLATT       |
| 12 | <b>15</b>  | 1:54.016<br>Andy WAITE       |
| 10 | <b>68</b>  | 1:52.666<br>Mark EDWARDS     |
| 8  | <b>5</b>   | 1:50.752<br>Carl HULME       |
| 6  | <b>6</b>   | 1:50.228<br>Andy GULLIFORD   |
| 4  | <b>3</b>   | 1:49.137<br>Tom RUSHFORTH    |
| 2  | <b>85</b>  | 1:47.820<br>Ross ALLEN       |

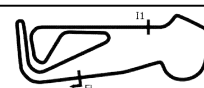


These results are provisional until the conclusion of any judicial and technical matters.

Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:33 Saturday, 03 May 2025



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - CLASSIFICATION

Race Distance: 7 Laps / 20.78 miles



| POS | NO  | CL   | PIC | NAME             | ENTRY                   | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|------|-----|------------------|-------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 24  | D1   | 1   | Liam MORLEY      | Anderson/VM             | 7    | 12:44.349 |          |        | 97.88 | 1:47.463 | 5  | 1   | 0  |
| 2   | 1   | D1   | 2   | Lee HARPHAM      | MS Kart/Harvey VM       | 7    | 12:45.707 | 1.358    | 1.358  | 97.70 | 1:47.858 | 4  | 3   | 1  |
| 3   | 87  | D1   | 3   | Jack TRITTON     | MS Kart/Harvey VM       | 7    | 12:50.939 | 6.590    | 5.232  | 97.04 | 1:47.201 | 7  | 5   | 2  |
| 4   | 85  | D1   | 4   | Ross ALLEN       | Jade/IAMI               | 7    | 12:52.668 | 8.319    | 1.729  | 96.82 | 1:48.910 | 7  | 2   | -2 |
| 5   | 3   | D1   | 5   | Tom RUSHFORTH    | Spyda/VM                | 7    | 12:53.046 | 8.697    | 0.378  | 96.78 | 1:49.133 | 7  | 4   | -1 |
| 6   | 6   | D1   | 6   | Andy GULLIFORD   | Anderson/VM             | 7    | 12:55.607 | 11.258   | 2.561  | 96.46 | 1:48.704 | 3  | 6   | 0  |
| 7   | 31  | D1   | 7   | San MOSS         | Anderson/VM             | 7    | 13:02.987 | 18.638   | 7.380  | 95.55 | 1:48.837 | 7  | 36  | 29 |
| 8   | 69  | D1   | 8   | Kosta KYRITSIS   | Anderson/VM             | 7    | 13:05.912 | 21.563   | 2.925  | 95.19 | 1:49.603 | 7  | 7   | -1 |
| 9   | 5   | D1   | 9   | Carl HULME       | Anderson/VM             | 7    | 13:06.875 | 22.526   | 0.963  | 95.08 | 1:50.173 | 4  | 8   | -1 |
| 10  | 15  | D1   | 10  | Andy WAITE       | Anderson/VM             | 7    | 13:22.093 | 37.744   | 15.218 | 93.27 | 1:52.198 | 5  | 12  | 2  |
| 11  | 68  | D1   | 11  | Mark EDWARDS     | MS Kart/Harvey VM       | 7    | 13:26.387 | 42.038   | 4.294  | 92.77 | 1:51.511 | 3  | 10  | -1 |
| 12  | 42  | D1   | 12  | Tom RILEY        | Anderson/VM             | 7    | 13:27.880 | 43.531   | 1.493  | 92.60 | 1:52.525 | 6  | 17  | 5  |
| 13  | 0   | F250 | 1   | Paul PLATT       | PVP/Gas Gas             | 7    | 13:28.158 | 43.809   | 0.278  | 92.57 | 1:53.293 | 5  | 14  | 1  |
| 14  | 83  | D1   | 13  | Paul Von GERARD  | Jade/IAME               | 7    | 13:29.275 | 44.926   | 1.117  | 92.44 | 1:53.562 | 6  | 15  | 1  |
| 15  | 92  | F250 | 2   | Ben ARDERN       | Anderson/DEA            | 7    | 13:43.031 | 58.682   | 13.756 | 90.90 | 1:55.453 | 5  | 20  | 5  |
| 16  | GP1 | F250 | 3   | Kirk CATTERMOLE  | Raider/CAT TM           | 7    | 13:49.187 | 1:04.838 | 6.156  | 90.22 | 1:56.253 | 5  | 18  | 2  |
| 17  | 20  | D1   | 14  | Johnny WEST      | Anderson/VM             | 7    | 14:07.205 | 1:22.856 | 18.018 | 88.30 | 1:59.014 | 4  | 16  | -1 |
| 18  | 66  | D1   | 15  | John FAULKNER    | Anderson/FPE            | 7    | 14:07.636 | 1:23.287 | 0.431  | 88.26 | 1:59.083 | 4  | 24  | 6  |
| 19  | 51  | F250 | 4   | Luke BURTON      | Anderson/Viper SK250 Si | 7    | 14:12.987 | 1:28.638 | 5.351  | 87.71 | 1:59.677 | 5  | 26  | 7  |
| 20  | S3  | F125 | 1   | Ollie HOLMES     | Anderson AK/TM R1       | 7    | 14:14.038 | 1:29.689 | 1.051  | 87.60 | 1:59.783 | 6  | 25  | 5  |
| 21  | 28  | F125 | 2   | Ella STEVENS     | Birel/IAME              | 7    | 14:15.475 | 1:31.126 | 1.437  | 87.45 | 1:57.352 | 6  | 21  | 0  |
| 22  | 49  | F250 | 5   | Michael PARR     | Anderson/Viper SK250    | 7    | 14:21.803 | 1:37.454 | 6.328  | 86.81 | 1:58.981 | 6  | 27  | 5  |
| 23  | 26  | F450 | 1   | Ronan McCLINTOCK | Anderson/KTM            | 7    | 14:34.895 | 1:50.546 | 13.092 | 85.51 | 2:02.484 | 5  | 28  | 5  |
| 24  | 90  | F250 | 6   | Rob AUSTIN       | Anderson Viper SK250    | 7    | 14:35.135 | 1:50.786 | 0.240  | 85.49 | 2:01.123 | 6  | 44  | 20 |
| 25  | 34  | F250 | 7   | Daniel JERRED    | Anderson/Honda          | 7    | 14:38.860 | 1:54.511 | 3.725  | 85.12 | 2:02.990 | 6  | 33  | 8  |
| 26  | 22* | F125 | 3   | Joe RIPPIN       | Anderson/TM R1          | 7    | 14:46.360 | 2:02.011 | 7.500  | 84.40 | 2:01.393 | 6  | 29  | 3  |
| 27  | 99  | F125 | 4   | Aston BAKER      | Birel /TM R1            | 6    | 12:50.860 | 1 Lap    | 1 Lap  | 83.19 | 2:04.704 | 5  | 37  | 10 |
| 28  | 71  | F450 | 2   | Chad JENKINS     | Anderson/KTM            | 6    | 12:50.974 | 1 Lap    | 0.114  | 83.17 | 2:05.565 | 5  | 38  | 10 |
| 29  | 11  | F125 | 5   | Oliver RIDOUT    | Anderson/TM R1          | 6    | 12:57.169 | 1 Lap    | 6.195  | 82.51 | 2:06.358 | 4  | 39  | 10 |
| 30  | 97  | F125 | 6   | Toby VINCENT     | Anderson/TM             | 6    | 13:00.029 | 1 Lap    | 2.860  | 82.21 | 2:04.701 | 6  | 45  | 15 |
| 31  | 76  | F250 | 8   | Alex DUDLEY      | PVP/TM                  | 6    | 13:20.069 | 1 Lap    | 20.040 | 80.15 | 2:10.634 | 6  | 40  | 9  |
| 32  | 40  | F125 | 7   | Richard SCOTT    | Anderson/Vortex         | 6    | 13:42.168 | 1 Lap    | 22.099 | 77.99 | 2:13.131 | 4  | 41  | 9  |
| 33  | 98  | F125 | 8   | Marty BAKER      | Anderson/TM             | 6    | 13:47.914 | 1 Lap    | 5.746  | 77.45 | 2:15.220 | 5  | 42  | 9  |
| 34  | 17  | F125 | 9   | Gary POTKINS     | Anderson/TM             | 6    | 14:05.262 | 1 Lap    | 17.348 | 75.86 | 2:16.384 | 6  | 47  | 13 |
| 35  | 59  | F450 | 3   | Nick FLINT       | Anderson/KTM            | 5    | 14:55.219 | 2 Laps   | 1 Lap  | 59.69 | 2:05.252 | 2  | 31  | -4 |

#### NOT CLASSIFIED

|     |     |      |  |                 |                  |   |           |        |        |       |          |   |    |  |
|-----|-----|------|--|-----------------|------------------|---|-----------|--------|--------|-------|----------|---|----|--|
| DNF | 29  | D1   |  | Chris WESEMAEL  | Anderson/VM      | 6 | 11:32.970 | 1 Lap  | 0.000  | 92.54 | 1:52.275 | 6 | 9  |  |
| DNF | 101 | F250 |  | Lee PLAIN       | Anderson/DEA     | 5 | 9:48.555  | 2 Laps | 1 Lap  | 90.79 | 1:54.796 | 4 | 11 |  |
| DNF | 35  | F250 |  | Sam HEMPSHALL   | Anderson/THR     | 5 | 9:48.593  | 2 Laps | 0.038  | 90.79 | 1:55.466 | 4 | 13 |  |
| DNF | 62  | D1   |  | Andy POWELL     | PVP/FPE          | 4 | 8:47.972  | 3 Laps | 1 Lap  | 80.97 | 2:08.539 | 4 | 43 |  |
| DNF | 147 | F250 |  | Chris BALDERSON | Raider/Honda     | 3 | 6:10.209  | 4 Laps | 1 Lap  | 86.61 | 1:59.116 | 3 | 23 |  |
| DNF | 143 | F250 |  | John READER     | Anderson/DEA     | 1 | 2:09.914  | 6 Laps | 2 Laps | 82.27 | 2:09.914 | 1 | 22 |  |
| DNF | 161 | F250 |  | Richard CONNICK | Jade/Honda       | 1 | 2:14.317  | 6 Laps | 4.403  | 79.57 | 2:14.317 | 1 | 30 |  |
| DNF | 132 | F250 |  | Jordan BAILEY   | Anderson/Gas Gas | 1 | 2:14.728  | 6 Laps | 0.411  | 79.33 | 2:14.728 | 1 | 34 |  |
| DNF | 196 | F125 |  | Jake BAKER      | Birel/TM R1      | 1 | 2:16.778  | 6 Laps | 2.050  | 78.14 | 2:16.778 | 1 | 32 |  |
| DNF | 50  | F250 |  | John BUSBY      | Anderson/DEA     | 0 |           |        |        |       |          |   | 19 |  |
| DNF | 23  | F125 |  | Clint BRIDGE    | Anderson/TM      | 0 |           |        |        |       |          |   | 35 |  |

#### FASTEST LAP

|    |      |                  |                   |   |          |           |            |
|----|------|------------------|-------------------|---|----------|-----------|------------|
| 87 | D1   | Jack TRITTON     | MS Kart/Harvey VM | 7 | 1:47.201 | 99.70 mph | 160.45 kph |
| 0  | F250 | Paul PLATT       | PVP/Gas Gas       | 5 | 1:53.293 | 94.34 mph | 151.82 kph |
| 28 | F125 | Ella STEVENS     | Birel/IAME        | 6 | 1:57.352 | 91.07 mph | 146.57 kph |
| 26 | F450 | Ronan McCLINTOCK | Anderson/KTM      | 5 | 2:02.484 | 87.26 mph | 140.43 kph |

\* Kart 22 - Please fit a working transponder, failure to do so will result in you being untimed in your next race.

Weather / Track : Cloudy / Dry

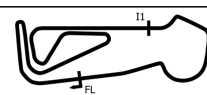
Date: 03/05/2025 Start: 18:19 Finish: 18:32

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

Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:35 Saturday, 03 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 20 - LAP CHART

| LAP 1 @ 18:21:51.166 |        |          | LAP 2 @ 18:23:39.975 |          |          | LAP 3 @ 18:25:27.962 |          |          | LAP 4 @ 18:27:15.820 |          |          | LAP 5 @ 18:29:05.007 |          |            |
|----------------------|--------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|------------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME   |
| 1                    |        | 1:54.420 | 1                    |          | 1:48.809 | 1                    |          | 1:47.987 | 1                    |          | 1:47.858 | 1                    |          | 1:49.187   |
| 85                   | 0.996  | 1:55.416 | 85                   | 1.617    | 1:49.430 | 24                   | 2.309    | 1:48.115 | 24                   | 1.962    | 1:47.511 | 24                   | 0.238    | 1:47.463   |
| 3                    | 1.201  | 1:55.621 | 3                    | 2.180    | 1:49.788 | 85                   | 3.786    | 1:50.156 | 85                   | 5.560    | 1:49.632 | 85                   | 5.723    | 1:49.350   |
| 24                   | 1.771  | 1:56.191 | 24                   | 2.181    | 1:49.219 | 3                    | 3.884    | 1:49.691 | 3                    | 6.060    | 1:50.034 | 3                    | 6.062    | 1:49.189   |
| 6                    | 2.783  | 1:57.203 | 87                   | 2.338    | 1:48.241 | 87                   | 4.352    | 1:50.001 | 87                   | 6.510    | 1:50.016 | 98                   | 1 Lap    | 2:16.357   |
| 87                   | 2.906  | 1:57.326 | 6                    | 3.915    | 1:49.941 | 6                    | 4.632    | 1:48.704 | 6                    | 6.522    | 1:49.748 | 87                   | 6.334    | 1:49.011   |
| 69                   | 4.778  | 1:59.198 | 5                    | 9.037    | 1:51.922 | 5                    | 12.012   | 1:50.962 | 5                    | 14.327   | 1:50.173 | 6                    | 7.609    | 1:50.274   |
| 5                    | 5.924  | 2:00.344 | 69                   | 9.502    | 1:53.533 | 69                   | 13.532   | 1:52.017 | 31                   | 15.941   | 1:48.993 | 5                    | 15.601   | 1:50.461   |
| 0                    | 6.369  | 2:00.789 | 68                   | 10.241   | 1:52.554 | 68                   | 13.765   | 1:51.511 | 69                   | 16.662   | 1:50.988 | 31                   | 15.813   | 1:49.059   |
| 68                   | 6.496  | 2:00.916 | 0                    | 12.033   | 1:54.473 | 31                   | 14.806   | 1:49.026 | 68                   | 23.262   | 1:57.355 | 69                   | 17.581   | 1:50.106   |
| 15                   | 9.861  | 2:04.281 | 15                   | 13.753   | 1:52.701 | 15                   | 18.322   | 1:52.556 | 15                   | 23.801   | 1:53.337 | 17                   | 1 Lap    | 2:20.184   |
| 83                   | 10.098 | 2:04.518 | 31                   | 13.767   | 1:51.453 | 0                    | 18.402   | 1:54.356 | 0                    | 24.361   | 1:53.817 | 15                   | 26.812   | 1:52.198   |
| GP1                  | 10.148 | 2:04.568 | 83                   | 15.601   | 1:54.312 | 83                   | 21.250   | 1:53.636 | 42                   | 27.316   | 1:53.183 | 68                   | 27.591   | 1:53.516   |
| 29                   | 10.812 | 2:05.232 | 42                   | 16.929   | 1:54.732 | 42                   | 21.991   | 1:53.049 | 83                   | 27.847   | 1:54.455 | 0                    | 28.467   | 1:53.293   |
| 42                   | 11.006 | 2:05.426 | 29                   | 18.352   | 1:56.349 | 29                   | 22.831   | 1:52.466 | 29                   | 27.876   | 1:52.903 | 29                   | 32.434   | 1:53.745   |
| 31                   | 11.123 | 2:05.543 | 35                   | 18.663   | 1:56.339 | 35                   | 26.302   | 1:55.626 | 35                   | 33.910   | 1:55.466 | 83                   | 32.554   | 1:53.894   |
| 35                   | 11.133 | 2:05.553 | GP1                  | 18.745   | 1:57.406 | 101                  | 27.223   | 1:55.489 | 101                  | 34.161   | 1:54.796 | 42                   | 32.755   | 1:54.626   |
| 101                  | 11.209 | 2:05.629 | 101                  | 19.721   | 1:57.321 | GP1                  | 28.014   | 1:57.256 | 92                   | 36.148   | 1:55.664 | 101                  | 40.294   | 1:55.320   |
| 92                   | 12.753 | 2:07.173 | 92                   | 20.703   | 1:56.759 | 92                   | 28.342   | 1:55.626 | GP1                  | 37.300   | 1:57.144 | 35                   | 40.332   | 1:55.609   |
| 20                   | 13.853 | 2:08.273 | 20                   | 26.162   | 2:01.118 | 20                   | 37.403   | 1:59.228 | 20                   | 48.559   | 1:59.014 | 92                   | 42.414   | 1:55.453   |
| 147                  | 14.740 | 2:09.160 | 66                   | 26.757   | 2:00.475 | 66                   | 37.968   | 1:59.198 | 66                   | 49.193   | 1:59.083 | GP1                  | 44.366   | 1:56.253   |
| 66                   | 15.091 | 2:09.511 | 147                  | 27.864   | 2:01.933 | 147                  | 38.993   | 1:59.116 | 51                   | 54.654   | 1:59.765 | 20                   | 59.315   | 1:59.943   |
| 143                  | 15.494 | 2:09.914 | 51                   | 28.049   | 2:00.762 | 28                   | 39.695   | 1:58.926 | S3                   | 55.300   | 2:01.378 | 66                   | 59.781   | 1:59.775   |
| S3                   | 15.884 | 2:10.304 | S3                   | 28.728   | 2:01.653 | S3                   | 41.780   | 2:01.039 | 28                   | 1:01.461 | 2:09.624 | 51                   | 1:05.144 | 1:59.677   |
| 51                   | 16.096 | 2:10.516 | 28                   | 28.756   | 2:00.786 | 51                   | 42.747   | 2:02.685 | 49                   | 1:04.436 | 2:00.815 | S3                   | 1:05.963 | 1:59.850   |
| 28                   | 16.779 | 2:11.199 | 49                   | 36.373   | 2:04.707 | 49                   | 51.479   | 2:03.093 | 26                   | 1:07.785 | 2:02.996 | 28                   | 1:12.419 | 2:00.145   |
| 34                   | 18.770 | 2:13.190 | 26                   | 36.420   | 2:05.875 | 26                   | 52.647   | 2:04.214 | 34                   | 1:10.473 | 2:03.550 | 49                   | 1:14.943 | 1:59.694   |
| 26                   | 19.354 | 2:13.774 | 90                   | 36.864   | 2:03.721 | 34                   | 54.781   | 2:05.837 | 90                   | 1:10.827 | 2:03.064 | 26                   | 1:21.082 | 2:02.484   |
| 161                  | 19.897 | 2:14.317 | 34                   | 36.931   | 2:06.970 | 90                   | 55.621   | 2:06.744 | 22                   | 1:18.539 | 2:02.406 | 90                   | 1:23.187 | 2:01.547   |
| 132                  | 20.308 | 2:14.728 | 71                   | 40.458   | 2:06.384 | 71                   | 59.432   | 2:06.961 | 71                   | 1:19.235 | 2:07.661 | 59                   | 2 Laps   | 6:02.906 P |
| 49                   | 20.475 | 2:14.895 | 99                   | 44.333   | 2:07.621 | 99                   | 1:03.505 | 2:07.159 | 99                   | 1:21.107 | 2:05.460 | 34                   | 1:24.534 | 2:03.248   |
| 90                   | 21.952 | 2:16.372 | 11                   | 46.383   | 2:09.622 | 22                   | 1:03.991 | 2:05.228 | 11                   | 1:23.927 | 2:06.358 | 22                   | 1:31.279 | 2:01.927   |
| 22                   | 22.075 | 2:16.495 | 59                   | 46.445   | 2:05.252 | 11                   | 1:05.427 | 2:07.031 | 62                   | 1:28.898 | 2:08.539 | 71                   | 1:35.613 | 2:05.565   |
| 196                  | 22.358 | 2:16.778 | 22                   | 46.750   | 2:13.484 | 62                   | 1:08.217 | 2:08.742 | 97                   | 1:29.309 | 2:07.986 | 99                   | 1:36.624 | 2:04.704   |
| 71                   | 22.883 | 2:17.303 | 62                   | 47.462   | 2:09.806 | 97                   | 1:09.181 | 2:07.928 | 76                   | 1:38.818 | 2:11.002 | 11                   | 1:41.960 | 2:07.220   |
| 99                   | 25.521 | 2:19.941 | 97                   | 49.240   | 2:09.273 | 76                   | 1:15.674 | 2:10.770 | 40                   | 1:47.167 | 2:13.131 | 97                   | 1:47.067 | 2:06.945   |
| 11                   | 25.570 | 2:19.990 | 76                   | 52.891   | 2:11.557 | 40                   | 1:21.894 | 2:13.247 |                      |          |          |                      |          |            |
| 62                   | 26.465 | 2:20.885 | 40                   | 56.634   | 2:15.300 | 98                   | 1:26.908 | 2:15.787 |                      |          |          |                      |          |            |
| 97                   | 28.776 | 2:23.196 | 98                   | 59.108   | 2:16.124 | 17                   | 1:40.397 | 2:20.271 |                      |          |          |                      |          |            |
| 59                   | 30.002 | 2:24.422 | 17                   | 1:08.113 | 2:20.091 |                      |          |          |                      |          |          |                      |          |            |
| 40                   | 30.143 | 2:24.563 |                      |          |          |                      |          |          |                      |          |          |                      |          |            |
| 76                   | 30.143 | 2:24.563 |                      |          |          |                      |          |          |                      |          |          |                      |          |            |
| 98                   | 31.793 | 2:26.213 |                      |          |          |                      |          |          |                      |          |          |                      |          |            |
| 17                   | 36.831 | 2:31.251 |                      |          |          |                      |          |          |                      |          |          |                      |          |            |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - LAP CHART

| LAP 6 @ 18:30:53.305 |          |          | LAP 7 @ 18:32:41.095 |          |          |
|----------------------|----------|----------|----------------------|----------|----------|
| NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME |
| 24                   |          | 1:48.060 | 24                   |          | 1:47.790 |
| 1                    | 0.712    | 1:49.010 | 1                    | 1.358    | 1:48.436 |
| 87                   | 7.179    | 1:49.143 | 99                   | 1 Lap    | 2:05.975 |
| 85                   | 7.199    | 1:49.774 | 87                   | 6.590    | 1:47.201 |
| 3                    | 7.354    | 1:49.590 | 71                   | 1 Lap    | 2:07.100 |
| 6                    | 10.151   | 1:50.840 | 85                   | 8.319    | 1:48.910 |
| 76                   | 1 Lap    | 2:11.543 | 3                    | 8.697    | 1:49.133 |
| 31                   | 17.591   | 1:50.076 | 6                    | 11.258   | 1:48.897 |
| 5                    | 19.279   | 1:51.976 | 11                   | 1 Lap    | 2:06.948 |
| 69                   | 19.750   | 1:50.467 | 97                   | 1 Lap    | 2:04.701 |
| 40                   | 1 Lap    | 2:14.401 | 31                   | 18.638   | 1:48.837 |
| 15                   | 31.682   | 1:53.168 | 69                   | 21.563   | 1:49.603 |
| 98                   | 1 Lap    | 2:15.220 | 5                    | 22.526   | 1:51.037 |
| 68                   | 33.372   | 1:54.079 | 76                   | 1 Lap    | 2:10.634 |
| 0                    | 34.506   | 1:54.337 | 15                   | 37.744   | 1:53.852 |
| 29                   | 36.411   | 1:52.275 | 68                   | 42.038   | 1:56.456 |
| 42                   | 36.982   | 1:52.525 | 42                   | 43.531   | 1:54.339 |
| 83                   | 37.818   | 1:53.562 | 0                    | 43.809   | 1:57.093 |
| 92                   | 50.032   | 1:55.916 | 83                   | 44.926   | 1:54.898 |
| 17                   | 1 Lap    | 2:17.081 | 40                   | 1 Lap    | 2:21.526 |
| GP1                  | 54.790   | 1:58.722 | 92                   | 58.682   | 1:56.440 |
| 20                   | 1:11.116 | 2:00.099 | 98                   | 1 Lap    | 2:18.213 |
| 66                   | 1:11.598 | 2:00.115 | GP1                  | 1:04.838 | 1:57.838 |
| 51                   | 1:16.751 | 1:59.905 | 17                   | 1 Lap    | 2:16.384 |
| S3                   | 1:17.448 | 1:59.783 | 20                   | 1:22.856 | 1:59.530 |
| 28                   | 1:21.473 | 1:57.352 | 66                   | 1:23.287 | 1:59.479 |
| 49                   | 1:25.626 | 1:58.981 | 51                   | 1:28.638 | 1:59.677 |
| 26                   | 1:35.397 | 2:02.613 | S3                   | 1:29.689 | 2:00.031 |
| 90                   | 1:36.012 | 2:01.123 | 28                   | 1:31.126 | 1:57.443 |
| 34                   | 1:39.226 | 2:02.990 | 49                   | 1:37.454 | 1:59.618 |
| 22                   | 1:44.374 | 2:01.393 | 26                   | 1:50.546 | 2:02.939 |
| 59                   | 2 Laps   | 2:11.325 | 90                   | 1:50.786 | 2:02.564 |
|                      |          |          | 34                   | 1:54.511 | 2:03.075 |
|                      |          |          | 22                   | 2:02.011 | 2:05.427 |
|                      |          |          | 59                   | 2 Laps   | 2:11.314 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 20 - POSITION CHART

| No  | Name       | Lap |     |     |     |     |     |     |     |
|-----|------------|-----|-----|-----|-----|-----|-----|-----|-----|
|     |            | Pos | 1   | 2   | 3   | 4   | 5   | 6   | 7   |
| 24  | MORLEY     | 1   | 1   | 1   | 1   | 1   | 1   | 24  | 24  |
| 85  | ALLEN      | 2   | 85  | 85  | 24  | 24  | 24  | 1   | 1   |
| 1   | HARPHAM    | 3   | 3   | 3   | 85  | 85  | 85  | 87  | 87  |
| 3   | RUSHFORTH  | 4   | 24  | 24  | 3   | 3   | 3   | 85  | 85  |
| 87  | TRITTON    | 5   | 6   | 87  | 87  | 87  | 87  | 3   | 3   |
| 6   | GULLIFORD  | 6   | 87  | 6   | 6   | 6   | 6   | 6   | 6   |
| 69  | KYRITSIS   | 7   | 69  | 5   | 5   | 5   | 5   | 31  | 31  |
| 5   | HULME      | 8   | 5   | 69  | 69  | 31  | 31  | 5   | 69  |
| 29  | WESEMAEL   | 9   | 0   | 68  | 68  | 69  | 69  | 69  | 5   |
| 68  | EDWARDS    | 10  | 68  | 0   | 31  | 68  | 15  | 15  | 15  |
| 101 | PLAIN      | 11  | 15  | 15  | 15  | 15  | 68  | 68  | 68  |
| 15  | WAITE      | 12  | 83  | 31  | 0   | 0   | 0   | 0   | 42  |
| 35  | HEMPSHALL  | 13  | GP1 | 83  | 83  | 42  | 29  | 29  | 0   |
| 0   | PLATT      | 14  | 29  | 42  | 42  | 83  | 83  | 42  | 83  |
| 83  | GERARD     | 15  | 42  | 29  | 29  | 29  | 42  | 83  | 92  |
| 20  | WEST       | 16  | 31  | 35  | 35  | 35  | 101 | 92  | GP1 |
| 42  | RILEY      | 17  | 35  | GP1 | 101 | 101 | 35  | GP1 | 20  |
| GP1 | CATTERMOLE | 18  | 101 | 101 | GP1 | 92  | 92  | 20  | 66  |
| 50  | BUSBY      | 19  | 92  | 92  | 92  | GP1 | GP1 | 66  | 51  |
| 92  | ARDERN     | 20  | 20  | 20  | 20  | 20  | 20  | 51  | S3  |
| 28  | STEVENS    | 21  | 147 | 66  | 66  | 66  | 66  | S3  | 28  |
| 143 | READER     | 22  | 66  | 147 | 147 | 51  | 51  | 28  | 49  |
| 147 | BALDERSON  | 23  | 143 | 51  | 28  | S3  | S3  | 49  | 26  |
| 66  | FAULKNER   | 24  | S3  | S3  | S3  | 28  | 28  | 26  | 90  |
| S3  | HOLMES     | 25  | 51  | 28  | 51  | 49  | 49  | 90  | 34  |
| 51  | BURTON     | 26  | 28  | 49  | 49  | 26  | 26  | 34  | 22  |
| 49  | PARR       | 27  | 34  | 26  | 26  | 34  | 90  | 22  |     |
| 26  | McCLINTOCK | 28  | 26  | 90  | 34  | 90  | 34  | 99  |     |
| 22  | RIPPIN     | 29  | 161 | 34  | 90  | 22  | 22  | 71  |     |
| 161 | CONNICK    | 30  | 132 | 71  | 71  | 71  | 71  | 11  |     |
| 59  | FLINT      | 31  | 49  | 99  | 99  | 99  | 99  | 97  |     |
| 196 | BAKER      | 32  | 90  | 11  | 22  | 11  | 11  | 76  |     |
| 34  | JERRED     | 33  | 22  | 59  | 11  | 62  | 97  | 40  |     |
| 132 | BAILEY     | 34  | 196 | 22  | 62  | 97  | 76  | 98  |     |
| 23  | BRIDGE     | 35  | 71  | 62  | 97  | 76  | 40  | 17  |     |
| 31  | MOSS       | 36  | 99  | 97  | 76  | 40  | 98  |     |     |
| 99  | BAKER      | 37  | 11  | 76  | 40  | 98  | 17  |     |     |
| 71  | JENKINS    | 38  | 62  | 40  | 98  | 17  | 59  |     |     |
| 11  | RIDOUT     | 39  | 97  | 98  | 17  | 59  |     |     |     |
| 76  | DUDLEY     | 40  | 59  | 17  | 59  |     |     |     |     |
| 40  | SCOTT      | 41  | 40  |     |     |     |     |     |     |
| 98  | BAKER      | 42  | 76  |     |     |     |     |     |     |
| 62  | POWELL     | 43  | 98  |     |     |     |     |     |     |
| 90  | AUSTIN     | 44  | 17  |     |     |     |     |     |     |
| 97  | VINCENT    | 45  |     |     |     |     |     |     |     |



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

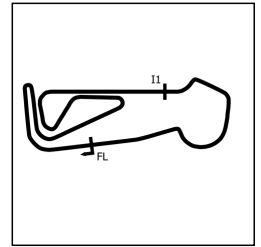
RACE 20 - POSITION CHART

|    |         | Lap |   |   |   |   |   |   |   |
|----|---------|-----|---|---|---|---|---|---|---|
| No | Name    | Pos | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 17 | POTKINS | 46  |   |   |   |   |   |   |   |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P1 24 D1 Liam MORLEY Anderson/VM |                 |                          |                     |                    |       |                     |
|----------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.957        |                 | BEST LAP TIME : 1:47.463 |                     | DIFFERENCE : 0.506 |       |                     |
| LAP                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                              |                 | 35.738                   | 1:56.191            | 91.98              | 8.728 | 18:21:52.937        |
| 2 -                              | 1:13.202        | 36.017                   | 1:49.219            | 97.85              | 1.756 | 18:23:42.156        |
| 3 -                              | 1:12.894        | 35.221                   | 1:48.115            | 98.85              | 0.652 | 18:25:30.271        |
| 4 -                              | 1:12.631        | <b>34.880</b>            | 1:47.511 (2)        | 99.41              | 0.048 | 18:27:17.782        |
| 5 -                              | <b>1:12.077</b> | 35.386                   | <b>1:47.463 (1)</b> | <b>99.45</b>       |       | <b>18:29:05.245</b> |
| 6 -                              | 1:13.142        | 34.918                   | 1:48.060            | 98.90              | 0.597 | 18:30:53.305        |
| 7 -                              | 1:12.649        | 35.141                   | 1:47.790 (3)        | 99.15              | 0.327 | 18:32:41.095        |

| P2 1 D1 Lee HARPHAM MS Kart/Harvey VM |                 |                          |                     |                    |       |                     |
|---------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.530             |                 | BEST LAP TIME : 1:47.858 |                     | DIFFERENCE : 0.328 |       |                     |
| LAP                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                   |                 | 35.783                   | 1:54.420            | 93.41              | 6.562 | 18:21:51.166        |
| 2 -                                   | 1:13.479        | 35.330                   | 1:48.809            | 98.22              | 0.951 | 18:23:39.975        |
| 3 -                                   | 1:12.937        | 35.050                   | 1:47.987 (2)        | 98.97              | 0.129 | 18:25:27.962        |
| 4 -                                   | 1:12.728        | 35.130                   | <b>1:47.858 (1)</b> | <b>99.09</b>       |       | <b>18:27:15.820</b> |
| 5 -                                   | 1:13.061        | 36.126                   | 1:49.187            | 97.88              | 1.329 | 18:29:05.007        |
| 6 -                                   | 1:14.046        | <b>34.964</b>            | 1:49.010            | 98.04              | 1.152 | 18:30:54.017        |
| 7 -                                   | <b>1:12.566</b> | 35.870                   | 1:48.436 (3)        | 98.56              | 0.578 | 18:32:42.453        |

| P3 87 D1 Jack TRITTON MS Kart/Harvey VM |                 |                          |                     |                    |        |                     |
|-----------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.201               |                 | BEST LAP TIME : 1:47.201 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                     | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                     |                 | 35.777                   | 1:57.326            | 91.09              | 10.125 | 18:21:54.072        |
| 2 -                                     | 1:12.838        | 35.403                   | 1:48.241 (2)        | 98.74              | 1.040  | 18:23:42.313        |
| 3 -                                     | 1:13.536        | 36.465                   | 1:50.001            | 97.16              | 2.800  | 18:25:32.314        |
| 4 -                                     | 1:12.922        | 37.094                   | 1:50.016            | 97.15              | 2.815  | 18:27:22.330        |
| 5 -                                     | 1:12.802        | 36.209                   | 1:49.011 (3)        | 98.04              | 1.810  | 18:29:11.341        |
| 6 -                                     | 1:13.228        | 35.915                   | 1:49.143            | 97.92              | 1.942  | 18:31:00.484        |
| 7 -                                     | <b>1:12.015</b> | <b>35.186</b>            | <b>1:47.201 (1)</b> | <b>99.70</b>       |        | <b>18:32:47.685</b> |

| P4 85 D1 Ross ALLEN Jade/IAMI |                 |                          |                     |                    |       |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.910     |                 | BEST LAP TIME : 1:48.910 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                           |                 | 36.020                   | 1:55.416            | 92.60              | 6.506 | 18:21:52.162        |
| 2 -                           | 1:13.579        | 35.851                   | 1:49.430 (3)        | 97.67              | 0.520 | 18:23:41.592        |
| 3 -                           | 1:13.413        | 36.743                   | 1:50.156            | 97.02              | 1.246 | 18:25:31.748        |
| 4 -                           | 1:13.255        | 36.377                   | 1:49.632            | 97.49              | 0.722 | 18:27:21.380        |
| 5 -                           | 1:13.492        | 35.858                   | 1:49.350 (2)        | 97.74              | 0.440 | 18:29:10.730        |
| 6 -                           | 1:13.116        | 36.658                   | 1:49.774            | 97.36              | 0.864 | 18:31:00.504        |
| 7 -                           | <b>1:13.101</b> | <b>35.809</b>            | <b>1:48.910 (1)</b> | <b>98.13</b>       |       | <b>18:32:49.414</b> |

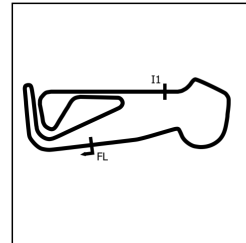
  

| P5 3 D1 Tom RUSHFORTH Spyda/VM |                 |                          |                     |                    |       |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.807      |                 | BEST LAP TIME : 1:49.133 |                     | DIFFERENCE : 0.326 |       |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                            |                 | <b>35.563</b>            | 1:55.621            | 92.44              | 6.488 | 18:21:52.367        |
| 2 -                            | 1:13.743        | 36.045                   | 1:49.788            | 97.35              | 0.655 | 18:23:42.155        |
| 3 -                            | 1:13.612        | 36.079                   | 1:49.691            | 97.43              | 0.558 | 18:25:31.846        |
| 4 -                            | 1:13.539        | 36.495                   | 1:50.034            | 97.13              | 0.901 | 18:27:21.880        |
| 5 -                            | <b>1:13.244</b> | 35.945                   | 1:49.189 (2)        | 97.88              | 0.056 | 18:29:11.069        |
| 6 -                            | 1:13.562        | 36.028                   | 1:49.590 (3)        | 97.52              | 0.457 | 18:31:00.659        |
| 7 -                            | 1:13.516        | 35.617                   | <b>1:49.133 (1)</b> | <b>97.93</b>       |       | <b>18:32:49.792</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P6 6 D1 Andy GULLIFORD Anderson/VM |                 |                          |                     |                    |       |                     |
|------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.292          |                 | BEST LAP TIME : 1:48.704 |                     | DIFFERENCE : 0.412 |       |                     |
| LAP                                | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                |                 | 36.127                   | 1:57.203            | 91.19              | 8.499 | 18:21:53.949        |
| 2 -                                | 1:14.508        | <b>35.433</b>            | 1:49.941            | 97.21              | 1.237 | 18:23:43.890        |
| 3 -                                | 1:13.155        | 35.549                   | <b>1:48.704 (1)</b> | <b>98.32</b>       |       | <b>18:25:32.594</b> |
| 4 -                                | 1:13.274        | 36.474                   | 1:49.748 (3)        | 97.38              | 1.044 | 18:27:22.342        |
| 5 -                                | 1:14.477        | 35.797                   | 1:50.274            | 96.92              | 1.570 | 18:29:12.616        |
| 6 -                                | 1:14.661        | 36.179                   | 1:50.840            | 96.42              | 2.136 | 18:31:03.456        |
| 7 -                                | <b>1:12.859</b> | 36.038                   | 1:48.897 (2)        | 98.14              | 0.193 | 18:32:52.353        |

| P7 31 D1 San MOSS Anderson/VM |                 |                          |                     |                    |        |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.314     |                 | BEST LAP TIME : 1:48.837 |                     | DIFFERENCE : 0.523 |        |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |                 | 38.023                   | 2:05.543            | 85.13              | 16.706 | 18:22:02.289        |
| 2 -                           | 1:15.352        | 36.101                   | 1:51.453            | 95.89              | 2.616  | 18:23:53.742        |
| 3 -                           | 1:13.445        | <b>35.581</b>            | 1:49.026 (3)        | 98.03              | 0.189  | 18:25:42.768        |
| 4 -                           | 1:13.281        | 35.712                   | 1:48.993 (2)        | 98.06              | 0.156  | 18:27:31.761        |
| 5 -                           | <b>1:12.733</b> | 36.326                   | 1:49.059            | 98.00              | 0.222  | 18:29:20.820        |
| 6 -                           | 1:13.354        | 36.722                   | 1:50.076            | 97.09              | 1.239  | 18:31:10.896        |
| 7 -                           | 1:13.139        | 35.698                   | <b>1:48.837 (1)</b> | <b>98.20</b>       |        | <b>18:32:59.733</b> |

| P8 69 D1 Kosta KYRITSIS Anderson/VM |                 |                          |                     |                    |       |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.489           |                 | BEST LAP TIME : 1:49.603 |                     | DIFFERENCE : 0.114 |       |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                 |                 | 36.541                   | 1:59.198            | 89.66              | 9.595 | 18:21:55.944        |
| 2 -                                 | 1:16.845        | 36.688                   | 1:53.533            | 94.14              | 3.930 | 18:23:49.477        |
| 3 -                                 | 1:15.130        | 36.887                   | 1:52.017            | 95.41              | 2.414 | 18:25:41.494        |
| 4 -                                 | 1:14.751        | 36.237                   | 1:50.988            | 96.29              | 1.385 | 18:27:32.482        |
| 5 -                                 | 1:14.038        | <b>36.068</b>            | 1:50.106 (2)        | 97.07              | 0.503 | 18:29:22.588        |
| 6 -                                 | 1:14.399        | <b>36.068</b>            | 1:50.467 (3)        | 96.75              | 0.864 | 18:31:13.055        |
| 7 -                                 | <b>1:13.421</b> | 36.182                   | <b>1:49.603 (1)</b> | <b>97.51</b>       |       | <b>18:33:02.658</b> |

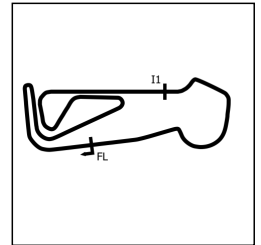
| P9 5 D1 Carl HULME Anderson/VM |                 |                          |                     |                    |        |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.173      |                 | BEST LAP TIME : 1:50.173 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 37.225                   | 2:00.344            | 88.81              | 10.171 | 18:21:57.090        |
| 2 -                            | 1:15.109        | 36.813                   | 1:51.922            | 95.49              | 1.749  | 18:23:49.012        |
| 3 -                            | 1:14.475        | 36.487                   | 1:50.962 (3)        | 96.32              | 0.789  | 18:25:39.974        |
| 4 -                            | <b>1:14.122</b> | <b>36.051</b>            | <b>1:50.173 (1)</b> | <b>97.01</b>       |        | <b>18:27:30.147</b> |
| 5 -                            | 1:14.173        | 36.288                   | 1:50.461 (2)        | 96.75              | 0.288  | 18:29:20.608        |
| 6 -                            | 1:15.107        | 36.869                   | 1:51.976            | 95.44              | 1.803  | 18:31:12.584        |
| 7 -                            | 1:14.544        | 36.493                   | 1:51.037            | 96.25              | 0.864  | 18:33:03.621        |

| P10 15 D1 Andy WAITE Anderson/VM |                 |                          |                     |                    |        |                     |
|----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.198        |                 | BEST LAP TIME : 1:52.198 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                              |                 | 38.556                   | 2:04.281            | 85.99              | 12.083 | 18:22:01.027        |
| 2 -                              | 1:15.484        | 37.217                   | 1:52.701 (3)        | 94.83              | 0.503  | 18:23:53.728        |
| 3 -                              | 1:15.538        | 37.018                   | 1:52.556 (2)        | 94.95              | 0.358  | 18:25:46.284        |
| 4 -                              | 1:15.831        | 37.506                   | 1:53.337            | 94.30              | 1.139  | 18:27:39.621        |
| 5 -                              | <b>1:15.371</b> | <b>36.827</b>            | <b>1:52.198 (1)</b> | <b>95.26</b>       |        | <b>18:29:31.819</b> |
| 6 -                              | 1:16.069        | 37.099                   | 1:53.168            | 94.44              | 0.970  | 18:31:24.987        |
| 7 -                              | 1:16.081        | 37.771                   | 1:53.852            | 93.87              | 1.654  | 18:33:18.839        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P11 68 D1 Mark EDWARDS MS Kart/Harvey VM |                 |                          |                     |                    |       |                     |
|------------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:51.511                |                 | BEST LAP TIME : 1:51.511 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                      | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                      |                 | 36.925                   | 2:00.916            | 88.39              | 9.405 | 18:21:57.662        |
| 2 -                                      | 1:15.322        | 37.232                   | 1:52.554 (2)        | 94.95              | 1.043 | 18:23:50.216        |
| 3 -                                      | <b>1:14.762</b> | <b>36.749</b>            | <b>1:51.511 (1)</b> | <b>95.84</b>       |       | <b>18:25:41.727</b> |
| 4 -                                      | 1:20.208        | 37.147                   | 1:57.355            | 91.07              | 5.844 | 18:27:39.082        |
| 5 -                                      | 1:15.523        | 37.993                   | 1:53.516 (3)        | 94.15              | 2.005 | 18:29:32.598        |
| 6 -                                      | 1:16.683        | 37.396                   | 1:54.079            | 93.69              | 2.568 | 18:31:26.677        |
| 7 -                                      | 1:16.818        | 39.638                   | 1:56.456            | 91.77              | 4.945 | 18:33:23.133        |

| P12 42 D1 Tom RILEY Anderson/VM |                 |                          |                     |                    |        |                     |
|---------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.108       |                 | BEST LAP TIME : 1:52.525 |                     | DIFFERENCE : 1.417 |        |                     |
| LAP                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                             |                 | 39.363                   | 2:05.426            | 85.21              | 12.901 | 18:22:02.172        |
| 2 -                             | 1:17.477        | 37.255                   | 1:54.732            | 93.15              | 2.207  | 18:23:56.904        |
| 3 -                             | 1:16.155        | <b>36.894</b>            | 1:53.049 (2)        | 94.54              | 0.524  | 18:25:49.953        |
| 4 -                             | 1:16.005        | 37.178                   | 1:53.183 (3)        | 94.43              | 0.658  | 18:27:43.136        |
| 5 -                             | 1:17.352        | 37.274                   | 1:54.626            | 93.24              | 2.101  | 18:29:37.762        |
| 6 -                             | 1:15.201        | 37.324                   | <b>1:52.525 (1)</b> | <b>94.98</b>       |        | <b>18:31:30.287</b> |
| 7 -                             | <b>1:14.214</b> | 40.125                   | 1:54.339            | 93.47              | 1.814  | 18:33:24.626        |

| P13 0 F250 Paul PLATT PVP/Gas Gas |                 |                          |                     |                    |       |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.100         |                 | BEST LAP TIME : 1:53.293 |                     | DIFFERENCE : 0.193 |       |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                               |                 | 37.705                   | 2:00.789            | 88.48              | 7.496 | 18:21:57.535        |
| 2 -                               | 1:17.415        | <b>37.058</b>            | 1:54.473            | 93.36              | 1.180 | 18:23:52.008        |
| 3 -                               | 1:16.998        | 37.358                   | 1:54.356            | 93.46              | 1.063 | 18:25:46.364        |
| 4 -                               | 1:16.563        | 37.254                   | 1:53.817 (2)        | 93.90              | 0.524 | 18:27:40.181        |
| 5 -                               | <b>1:16.042</b> | 37.251                   | <b>1:53.293 (1)</b> | <b>94.34</b>       |       | <b>18:29:33.474</b> |
| 6 -                               | 1:16.827        | 37.510                   | 1:54.337 (3)        | 93.47              | 1.044 | 18:31:27.811        |
| 7 -                               | 1:16.768        | 40.325                   | 1:57.093            | 91.27              | 3.800 | 18:33:24.904        |

| P14 83 D1 Paul Von GERARD Jade/IAME |                 |                          |                     |                    |        |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.105           |                 | BEST LAP TIME : 1:53.562 |                     | DIFFERENCE : 0.457 |        |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                 |                 | 39.146                   | 2:04.518            | 85.83              | 10.956 | 18:22:01.264        |
| 2 -                                 | 1:16.899        | 37.413                   | 1:54.312            | 93.49              | 0.750  | 18:23:55.576        |
| 3 -                                 | 1:16.675        | 36.961                   | 1:53.636 (2)        | 94.05              | 0.074  | 18:25:49.212        |
| 4 -                                 | 1:16.949        | 37.506                   | 1:54.455            | 93.38              | 0.893  | 18:27:43.667        |
| 5 -                                 | 1:16.532        | 37.362                   | 1:53.894 (3)        | 93.84              | 0.332  | 18:29:37.561        |
| 6 -                                 | 1:16.813        | <b>36.749</b>            | <b>1:53.562 (1)</b> | <b>94.11</b>       |        | <b>18:31:31.123</b> |
| 7 -                                 | <b>1:16.356</b> | 38.542                   | 1:54.898            | 93.02              | 1.336  | 18:33:26.021        |

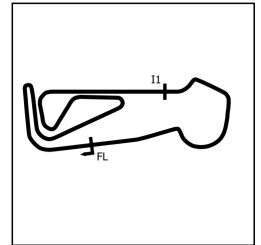
  

| P15 92 F250 Ben ARDERN Anderson/DEA |                 |                          |                     |                    |        |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.268           |                 | BEST LAP TIME : 1:55.453 |                     | DIFFERENCE : 0.185 |        |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                 |                 | 39.507                   | 2:07.173            | 84.04              | 11.720 | 18:22:03.919        |
| 2 -                                 | 1:18.697        | 38.062                   | 1:56.759            | 91.53              | 1.306  | 18:24:00.678        |
| 3 -                                 | 1:17.666        | 37.960                   | 1:55.626 (2)        | 92.43              | 0.173  | 18:25:56.304        |
| 4 -                                 | 1:17.740        | 37.924                   | 1:55.664 (3)        | 92.40              | 0.211  | 18:27:51.968        |
| 5 -                                 | 1:17.629        | <b>37.824</b>            | <b>1:55.453 (1)</b> | <b>92.57</b>       |        | <b>18:29:47.421</b> |
| 6 -                                 | <b>1:17.444</b> | 38.472                   | 1:55.916            | 92.20              | 0.463  | 18:31:43.337        |
| 7 -                                 | 1:17.590        | 38.850                   | 1:56.440            | 91.79              | 0.987  | 18:33:39.777        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P16 GP1 F250 Kirk CATTERMOLLE |                 | Raider/CAT TM            |                     |                    |       |                     |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.921     |                 | BEST LAP TIME : 1:56.253 |                     | DIFFERENCE : 0.332 |       |                     |
| LAP                           | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                           |                 | 38.947                   | 2:04.568            | 85.80              | 8.315 | 18:22:01.314        |
| 2 -                           | 1:18.424        | 38.982                   | 1:57.406            | 91.03              | 1.153 | 18:23:58.720        |
| 3 -                           | 1:18.860        | 38.396                   | 1:57.256 (3)        | 91.15              | 1.003 | 18:25:55.976        |
| 4 -                           | <b>1:18.067</b> | 39.077                   | 1:57.144 (2)        | 91.23              | 0.891 | 18:27:53.120        |
| 5 -                           | 1:18.399        | <b>37.854</b>            | <b>1:56.253 (1)</b> | <b>91.93</b>       |       | <b>18:29:49.373</b> |
| 6 -                           | 1:19.188        | 39.534                   | 1:58.722            | 90.02              | 2.469 | 18:31:48.095        |
| 7 -                           | 1:19.021        | 38.817                   | 1:57.838            | 90.70              | 1.585 | 18:33:45.933        |

| P17 20 D1 Johnny WEST     |                 | Anderson/VM              |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:58.670 |                 | BEST LAP TIME : 1:59.014 |                     | DIFFERENCE : 0.344 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 41.018                   | 2:08.273            | 83.32              | 9.259 | 18:22:05.019        |
| 2 -                       | 1:20.825        | 40.293                   | 2:01.118            | 88.24              | 2.104 | 18:24:06.137        |
| 3 -                       | <b>1:19.173</b> | 40.055                   | 1:59.228 (2)        | 89.64              | 0.214 | 18:26:05.365        |
| 4 -                       | 1:19.517        | <b>39.497</b>            | <b>1:59.014 (1)</b> | <b>89.80</b>       |       | <b>18:28:04.379</b> |
| 5 -                       | 1:19.999        | 39.944                   | 1:59.943            | 89.10              | 0.929 | 18:30:04.322        |
| 6 -                       | 1:19.866        | 40.233                   | 2:00.099            | 88.99              | 1.085 | 18:32:04.421        |
| 7 -                       | 1:19.191        | 40.339                   | 1:59.530 (3)        | 89.41              | 0.516 | 18:34:03.951        |

| P18 66 D1 John FAULKNER   |                 | Anderson/FPE             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.660 |                 | BEST LAP TIME : 1:59.083 |                     | DIFFERENCE : 0.423 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 39.980                   | 2:09.511            | 82.52              | 10.428 | 18:22:06.257        |
| 2 -                       | 1:20.573        | 39.902                   | 2:00.475            | 88.71              | 1.392  | 18:24:06.732        |
| 3 -                       | 1:19.696        | 39.502                   | 1:59.198 (2)        | 89.66              | 0.115  | 18:26:05.930        |
| 4 -                       | 1:19.769        | 39.314                   | <b>1:59.083 (1)</b> | <b>89.75</b>       |        | <b>18:28:05.013</b> |
| 5 -                       | 1:20.746        | <b>39.029</b>            | 1:59.775            | 89.23              | 0.692  | 18:30:04.788        |
| 6 -                       | 1:19.708        | 40.407                   | 2:00.115            | 88.98              | 1.032  | 18:32:04.903        |
| 7 -                       | <b>1:19.631</b> | 39.848                   | 1:59.479 (3)        | 89.45              | 0.396  | 18:34:04.382        |

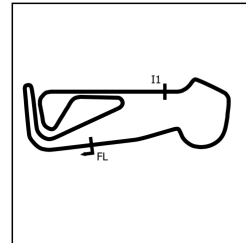
| P19 51 F250 Luke BURTON   |                 | Anderson/Viper SK250 Si  |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.753 |                 | BEST LAP TIME : 1:59.677 |                     | DIFFERENCE : 0.924 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 39.874                   | 2:10.516            | 81.89              | 10.839 | 18:22:07.262        |
| 2 -                       | 1:21.548        | 39.214                   | 2:00.762            | 88.50              | 1.085  | 18:24:08.024        |
| 3 -                       | 1:22.658        | 40.027                   | 2:02.685            | 87.11              | 3.008  | 18:26:10.709        |
| 4 -                       | <b>1:19.743</b> | 40.022                   | 1:59.765 (3)        | 89.24              | 0.088  | 18:28:10.474        |
| 5 -                       | 1:20.667        | <b>39.010</b>            | <b>1:59.677 (1)</b> | <b>89.30</b>       |        | <b>18:30:10.151</b> |
| 6 -                       | 1:20.597        | 39.308                   | 1:59.905            | 89.13              | 0.228  | 18:32:10.056        |
| 7 -                       | 1:20.101        | 39.576                   | <b>1:59.677 (1)</b> | <b>89.30</b>       |        | <b>18:34:09.733</b> |

| P20 S3 F125 Ollie HOLMES  |                 | Anderson AK/TM R1        |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.643 |                 | BEST LAP TIME : 1:59.783 |                     | DIFFERENCE : 0.140 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.361                   | 2:10.304            | 82.02              | 10.521 | 18:22:07.050        |
| 2 -                       | 1:21.894        | 39.759                   | 2:01.653            | 87.85              | 1.870  | 18:24:08.703        |
| 3 -                       | 1:21.327        | 39.712                   | 2:01.039            | 88.30              | 1.256  | 18:26:09.742        |
| 4 -                       | 1:20.914        | 40.464                   | 2:01.378            | 88.05              | 1.595  | 18:28:11.120        |
| 5 -                       | 1:20.409        | <b>39.441</b>            | 1:59.850 (2)        | 89.17              | 0.067  | 18:30:10.970        |
| 6 -                       | 1:20.329        | 39.454                   | <b>1:59.783 (1)</b> | <b>89.22</b>       |        | <b>18:32:10.753</b> |
| 7 -                       | <b>1:20.202</b> | 39.829                   | 2:00.031 (3)        | 89.04              | 0.248  | 18:34:10.784        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P21 28 F125 Ella STEVENS  |                 |                          | Birel/IAME          |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.332 |                 | BEST LAP TIME : 1:57.352 |                     | DIFFERENCE : 0.020 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.247                   | 2:11.199            | 81.46              | 13.847 | 18:22:07.945        |
| 2 -                       | 1:21.384        | 39.402                   | 2:00.786            | 88.48              | 3.434  | 18:24:08.731        |
| 3 -                       | 1:20.227        | 38.699                   | 1:58.926 (3)        | 89.87              | 1.574  | 18:26:07.657        |
| 4 -                       | 1:19.847        | 49.777                   | 2:09.624            | 82.45              | 12.272 | 18:28:17.281        |
| 5 -                       | 1:21.264        | 38.881                   | 2:00.145            | 88.95              | 2.793  | 18:30:17.426        |
| 6 -                       | <b>1:18.687</b> | 38.665                   | <b>1:57.352 (1)</b> | <b>91.07</b>       |        | <b>18:32:14.778</b> |
| 7 -                       | 1:18.798        | <b>38.645</b>            | 1:57.443 (2)        | 91.00              | 0.091  | 18:34:12.221        |

| P22 49 F250 Michael PARR  |                 |                          | Anderson/Viper SK250 |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.981 |                 | BEST LAP TIME : 1:58.981 |                      | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.148                   | 2:14.895             | 79.23              | 15.914 | 18:22:11.641        |
| 2 -                       | 1:23.087        | 41.620                   | 2:04.707             | 85.70              | 5.726  | 18:24:16.348        |
| 3 -                       | 1:22.986        | 40.107                   | 2:03.093             | 86.82              | 4.112  | 18:26:19.441        |
| 4 -                       | 1:21.015        | 39.800                   | 2:00.815             | 88.46              | 1.834  | 18:28:20.256        |
| 5 -                       | 1:20.688        | 39.006                   | 1:59.694 (3)         | 89.29              | 0.713  | 18:30:19.950        |
| 6 -                       | <b>1:20.020</b> | <b>38.961</b>            | <b>1:58.981 (1)</b>  | <b>89.83</b>       |        | <b>18:32:18.931</b> |
| 7 -                       | 1:20.266        | 39.352                   | 1:59.618 (2)         | 89.35              | 0.637  | 18:34:18.549        |

| P23 26 F450 Ronan McCLINTOCK |                 |                          | Anderson/KTM        |                    |        |                     |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.389    |                 | BEST LAP TIME : 2:02.484 |                     | DIFFERENCE : 0.095 |        |                     |
| LAP                          | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                          |                 | 40.600                   | 2:13.774            | 79.89              | 11.290 | 18:22:10.520        |
| 2 -                          | 1:23.452        | 42.423                   | 2:05.875            | 84.91              | 3.391  | 18:24:16.395        |
| 3 -                          | 1:22.871        | 41.343                   | 2:04.214            | 86.04              | 1.730  | 18:26:20.609        |
| 4 -                          | 1:22.392        | 40.604                   | 2:02.996            | 86.89              | 0.512  | 18:28:23.605        |
| 5 -                          | 1:22.167        | <b>40.317</b>            | <b>2:02.484 (1)</b> | <b>87.26</b>       |        | <b>18:30:26.089</b> |
| 6 -                          | <b>1:22.072</b> | 40.541                   | 2:02.613 (2)        | 87.16              | 0.129  | 18:32:28.702        |
| 7 -                          | 1:22.461        | 40.478                   | 2:02.939 (3)        | 86.93              | 0.455  | 18:34:31.641        |

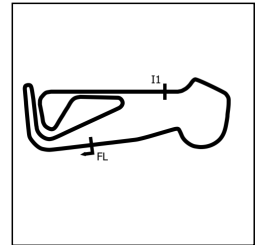
| P24 90 F250 Rob AUSTIN    |                 |                          | Anderson Viper SK250 |                    |        |                     |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.104 |                 | BEST LAP TIME : 2:01.123 |                      | DIFFERENCE : 0.019 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.725                   | 2:16.372             | 78.37              | 15.249 | 18:22:13.118        |
| 2 -                       | 1:22.990        | 40.731                   | 2:03.721             | 86.38              | 2.598  | 18:24:16.839        |
| 3 -                       | 1:24.613        | 42.131                   | 2:06.744             | 84.32              | 5.621  | 18:26:23.583        |
| 4 -                       | 1:22.977        | 40.087                   | 2:03.064             | 86.84              | 1.941  | 18:28:26.647        |
| 5 -                       | 1:21.673        | <b>39.874</b>            | 2:01.547 (2)         | 87.93              | 0.424  | 18:30:28.194        |
| 6 -                       | <b>1:21.230</b> | 39.893                   | <b>2:01.123 (1)</b>  | <b>88.24</b>       |        | <b>18:32:29.317</b> |
| 7 -                       | 1:21.957        | 40.607                   | 2:02.564 (3)         | 87.20              | 1.441  | 18:34:31.881        |

| P25 34 F250 Daniel JERRED |                 |                          | Anderson/Honda      |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.106 |                 | BEST LAP TIME : 2:02.990 |                     | DIFFERENCE : 0.884 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.407                   | 2:13.190            | 80.24              | 10.200 | 18:22:09.936        |
| 2 -                       | 1:24.726        | 42.244                   | 2:06.970            | 84.17              | 3.980  | 18:24:16.906        |
| 3 -                       | 1:23.836        | 42.001                   | 2:05.837            | 84.93              | 2.847  | 18:26:22.743        |
| 4 -                       | 1:21.940        | 41.610                   | 2:03.550            | 86.50              | 0.560  | 18:28:26.293        |
| 5 -                       | 1:22.090        | 41.158                   | 2:03.248 (3)        | 86.72              | 0.258  | 18:30:29.541        |
| 6 -                       | <b>1:21.491</b> | 41.499                   | <b>2:02.990 (1)</b> | <b>86.90</b>       |        | <b>18:32:32.531</b> |
| 7 -                       | 1:22.460        | <b>40.615</b>            | 2:03.075 (2)        | 86.84              | 0.085  | 18:34:35.606        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P26 22 F125 Joe RIPPIN |          | Anderson/TM R1           |                     |              |        |                     |
|------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :       |          | BEST LAP TIME : 2:01.393 |                     | DIFFERENCE : |        |                     |
| LAP                    | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                    |          |                          | 2:16.495            | 78.30        | 15.102 | 18:22:13.241        |
| 2 -                    |          |                          | 2:13.484            | 80.07        | 12.091 | 18:24:26.725        |
| 3 -                    |          |                          | 2:05.228            | 85.34        | 3.835  | 18:26:31.953        |
| 4 -                    |          |                          | 2:02.406 (3)        | 87.31        | 1.013  | 18:28:34.359        |
| 5 -                    |          |                          | 2:01.927 (2)        | 87.65        | 0.534  | 18:30:36.286        |
| 6 -                    |          |                          | <b>2:01.393 (1)</b> | <b>88.04</b> |        | <b>18:32:37.679</b> |
| 7 -                    |          |                          | 2:05.427            | 85.21        | 4.034  | 18:34:43.106        |

| P27 99 F125 Aston BAKER   |                 | Birel /TM R1             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.520 |                 | BEST LAP TIME : 2:04.704 |                     | DIFFERENCE : 0.184 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.837                   | 2:19.941            | 76.37              | 15.237 | 18:22:16.687        |
| 2 -                       | 1:25.905        | 41.716                   | 2:07.621            | 83.74              | 2.917  | 18:24:24.308        |
| 3 -                       | 1:25.832        | 41.327                   | 2:07.159            | 84.05              | 2.455  | 18:26:31.467        |
| 4 -                       | 1:24.248        | <b>41.212</b>            | 2:05.460 (2)        | 85.19              | 0.756  | 18:28:36.927        |
| 5 -                       | <b>1:23.308</b> | 41.396                   | <b>2:04.704 (1)</b> | <b>85.70</b>       |        | <b>18:30:41.631</b> |
| 6 -                       | 1:24.398        | 41.577                   | 2:05.975 (3)        | 84.84              | 1.271  | 18:32:47.606        |

| P28 71 F450 Chad JENKINS  |                 | Anderson/KTM             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.565 |                 | BEST LAP TIME : 2:05.565 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 41.955                   | 2:17.303            | 77.84              | 11.738 | 18:22:14.049        |
| 2 -                       | 1:24.589        | 41.795                   | 2:06.384 (2)        | 84.56              | 0.819  | 18:24:20.433        |
| 3 -                       | 1:25.463        | 41.498                   | 2:06.961 (3)        | 84.18              | 1.396  | 18:26:27.394        |
| 4 -                       | 1:25.593        | 42.068                   | 2:07.661            | 83.72              | 2.096  | 18:28:35.055        |
| 5 -                       | <b>1:24.533</b> | <b>41.032</b>            | <b>2:05.565 (1)</b> | <b>85.11</b>       |        | <b>18:30:40.620</b> |
| 6 -                       | 1:24.909        | 42.191                   | 2:07.100            | 84.09              | 1.535  | 18:32:47.720        |

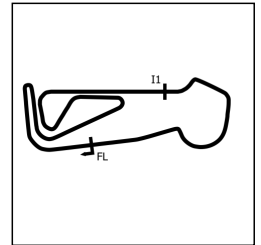
| P29 11 F125 Oliver RIDOUT |                 | Anderson/TM R1           |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.087 |                 | BEST LAP TIME : 2:06.358 |                     | DIFFERENCE : 0.271 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.120                   | 2:19.990            | 76.34              | 13.632 | 18:22:16.736        |
| 2 -                       | 1:27.170        | 42.452                   | 2:09.622            | 82.45              | 3.264  | 18:24:26.358        |
| 3 -                       | 1:25.503        | 41.528                   | 2:07.031 (3)        | 84.13              | 0.673  | 18:26:33.389        |
| 4 -                       | 1:24.876        | <b>41.482</b>            | <b>2:06.358 (1)</b> | <b>84.58</b>       |        | <b>18:28:39.747</b> |
| 5 -                       | 1:25.405        | 41.815                   | 2:07.220            | 84.01              | 0.862  | 18:30:46.967        |
| 6 -                       | <b>1:24.605</b> | 42.343                   | 2:06.948 (2)        | 84.19              | 0.590  | 18:32:53.915        |

| P30 97 F125 Toby VINCENT  |                 | Anderson/TM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.701 |                 | BEST LAP TIME : 2:04.701 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.895                   | 2:23.196            | 74.63              | 18.495 | 18:22:19.942        |
| 2 -                       | 1:27.244        | 42.029                   | 2:09.273            | 82.67              | 4.572  | 18:24:29.215        |
| 3 -                       | 1:25.560        | 42.368                   | 2:07.928 (3)        | 83.54              | 3.227  | 18:26:37.143        |
| 4 -                       | 1:26.228        | 41.758                   | 2:07.986            | 83.50              | 3.285  | 18:28:45.129        |
| 5 -                       | 1:25.554        | 41.391                   | 2:06.945 (2)        | 84.19              | 2.244  | 18:30:52.074        |
| 6 -                       | <b>1:24.152</b> | <b>40.549</b>            | <b>2:04.701 (1)</b> | <b>85.70</b>       |        | <b>18:32:56.775</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

| P31 76 F250 Alex DUDLEY PVP/TM |                 |                          |                     |                    |        |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.892      |                 | BEST LAP TIME : 2:10.634 |                     | DIFFERENCE : 0.742 |        |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |                 | 44.812                   | 2:24.563            | 73.93              | 13.929 | 18:22:21.309        |
| 2 -                            | 1:27.795        | 43.762                   | 2:11.557            | 81.24              | 0.923  | 18:24:32.866        |
| 3 -                            | <b>1:27.747</b> | 43.023                   | 2:10.770 (2)        | 81.73              | 0.136  | 18:26:43.636        |
| 4 -                            | 1:28.857        | <b>42.145</b>            | 2:11.002 (3)        | 81.58              | 0.368  | 18:28:54.638        |
| 5 -                            | 1:28.461        | 43.082                   | 2:11.543            | 81.25              | 0.909  | 18:31:06.181        |
| 6 -                            | 1:27.813        | 42.821                   | <b>2:10.634 (1)</b> | <b>81.81</b>       |        | <b>18:33:16.815</b> |

| P32 40 F125 Richard SCOTT Anderson/Vortex |                 |                          |                     |                    |        |                     |
|-------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.653                 |                 | BEST LAP TIME : 2:13.131 |                     | DIFFERENCE : 0.478 |        |                     |
| LAP                                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                       |                 | 44.966                   | 2:24.563            | 73.93              | 11.432 | 18:22:21.309        |
| 2 -                                       | 1:31.144        | 44.156                   | 2:15.300            | 78.99              | 2.169  | 18:24:36.609        |
| 3 -                                       | 1:29.744        | <b>43.503</b>            | 2:13.247 (2)        | 80.21              | 0.116  | 18:26:49.856        |
| 4 -                                       | <b>1:29.150</b> | 43.981                   | <b>2:13.131 (1)</b> | <b>80.28</b>       |        | <b>18:29:02.987</b> |
| 5 -                                       | 1:30.141        | 44.260                   | 2:14.401 (3)        | 79.52              | 1.270  | 18:31:17.388        |
| 6 -                                       | 1:34.173        | 47.353                   | 2:21.526            | 75.52              | 8.395  | 18:33:38.914        |

| P33 98 F125 Marty BAKER Anderson/TM |                 |                          |                     |                    |        |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.005           |                 | BEST LAP TIME : 2:15.220 |                     | DIFFERENCE : 0.215 |        |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                 |                 | 45.540                   | 2:26.213            | 73.09              | 10.993 | 18:22:22.959        |
| 2 -                                 | 1:30.721        | 45.403                   | 2:16.124 (3)        | 78.51              | 0.904  | 18:24:39.083        |
| 3 -                                 | 1:31.056        | <b>44.731</b>            | 2:15.787 (2)        | 78.71              | 0.567  | 18:26:54.870        |
| 4 -                                 | 1:31.241        | 45.116                   | 2:16.357            | 78.38              | 1.137  | 18:29:11.227        |
| 5 -                                 | <b>1:30.274</b> | 44.946                   | <b>2:15.220 (1)</b> | <b>79.04</b>       |        | <b>18:31:26.447</b> |
| 6 -                                 | 1:31.868        | 46.345                   | 2:18.213            | 77.33              | 2.993  | 18:33:44.660        |

| P34 17 F125 Gary POTKINS Anderson/TM |                 |                          |                     |                    |        |                     |
|--------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.384            |                 | BEST LAP TIME : 2:16.384 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                  |                 | 46.985                   | 2:31.251            | 70.66              | 14.867 | 18:22:27.997        |
| 2 -                                  | 1:33.446        | 46.645                   | 2:20.091 (3)        | 76.29              | 3.707  | 18:24:48.088        |
| 3 -                                  | 1:33.401        | 46.870                   | 2:20.271            | 76.19              | 3.887  | 18:27:08.359        |
| 4 -                                  | 1:33.246        | 46.938                   | 2:20.184            | 76.24              | 3.800  | 18:29:28.543        |
| 5 -                                  | 1:31.066        | 46.015                   | 2:17.081 (2)        | 77.96              | 0.697  | 18:31:45.624        |
| 6 -                                  | <b>1:30.766</b> | <b>45.618</b>            | <b>2:16.384 (1)</b> | <b>78.36</b>       |        | <b>18:34:02.008</b> |

| P35 59 F450 Nick FLINT Anderson/KTM |                 |                          |                     |                    |          |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:05.252           |                 | BEST LAP TIME : 2:05.252 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                                 |                 | 49.023                   | 2:24.422 (3)        | 74.00              | 19.170   | 18:22:21.168        |
| 2 -                                 | <b>1:24.335</b> | <b>40.917</b>            | <b>2:05.252 (1)</b> | <b>85.33</b>       |          | <b>18:24:26.420</b> |
| 3 -                                 | 3:58.872        | IN PIT                   | 6:02.906 P          | 29.45              | 3:57.654 | 18:30:29.326        |
| 4 -                                 | OUTLAP          | 41.539                   | 2:11.325            | 81.38              | 6.073    | 18:32:40.651        |
| 5 -                                 | 1:29.258        | 42.056                   | 2:11.314 (2)        | 81.39              | 6.062    | 18:34:51.965        |

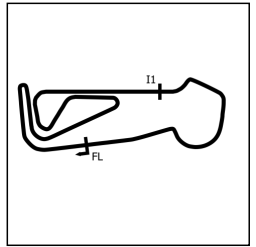
| P36 29 D1 Chris WESEMAEL Anderson/VM |          |                          |                     |                    |        |                     |
|--------------------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.399            |          | BEST LAP TIME : 1:52.275 |                     | DIFFERENCE : 0.876 |        |                     |
| LAP                                  | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                  |          | 38.235                   | 2:05.232            | 85.34              | 12.957 | 18:22:01.978        |
| 2 -                                  | 1:18.643 | 37.706                   | 1:56.349            | 91.86              | 4.074  | 18:23:58.327        |
| 3 -                                  | 1:15.529 | 36.937                   | 1:52.466 (2)        | 95.03              | 0.191  | 18:25:50.793        |
| 4 -                                  | 1:15.793 | 37.110                   | 1:52.903 (3)        | 94.66              | 0.628  | 18:27:43.696        |
| 5 -                                  | 1:16.719 | 37.026                   | 1:53.745            | 93.96              | 1.470  | 18:29:37.441        |
| 6 -                                  | 1:15.581 | <b>36.694</b>            | <b>1:52.275 (1)</b> | <b>95.19</b>       |        | <b>18:31:29.716</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - SECTOR ANALYSIS



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

|                           |            |                          |                     |                    |        |                     |
|---------------------------|------------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P37</b>                | <b>101</b> | <b>F250</b>              | <b>Lee PLAIN</b>    | Anderson/DEA       |        |                     |
| IDEAL LAP TIME : 1:54.428 |            | BEST LAP TIME : 1:54.796 |                     | DIFFERENCE : 0.368 |        |                     |
| LAP                       | SECTOR 1   | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |            | 38.693                   | 2:05.629            | 85.07              | 10.833 | 18:22:02.375        |
| 2 -                       | 1:19.349   | 37.972                   | 1:57.321            | 91.10              | 2.525  | 18:23:59.696        |
| 3 -                       | 1:17.670   | <b>37.819</b>            | 1:55.489 (3)        | 92.54              | 0.693  | 18:25:55.185        |
| 4 -                       | 1:16.815   | 37.981                   | <b>1:54.796 (1)</b> | <b>93.10</b>       |        | <b>18:27:49.981</b> |
| 5 -                       | 1:17.479   | 37.841                   | 1:55.320 (2)        | 92.68              | 0.524  | 18:29:45.301        |

|                           |           |                          |                      |                    |        |                     |
|---------------------------|-----------|--------------------------|----------------------|--------------------|--------|---------------------|
| <b>P38</b>                | <b>35</b> | <b>F250</b>              | <b>Sam HEMPSHALL</b> | Anderson/THR       |        |                     |
| IDEAL LAP TIME : 1:54.572 |           | BEST LAP TIME : 1:55.466 |                      | DIFFERENCE : 0.894 |        |                     |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |           | 38.878                   | 2:05.553             | 85.12              | 10.087 | 18:22:02.299        |
| 2 -                       | 1:18.091  | 38.248                   | 1:56.339             | 91.87              | 0.873  | 18:23:58.638        |
| 3 -                       | 1:17.320  | 38.306                   | 1:55.626 (3)         | 92.43              | 0.160  | 18:25:54.264        |
| 4 -                       | 1:17.664  | <b>37.802</b>            | <b>1:55.466 (1)</b>  | <b>92.56</b>       |        | <b>18:27:49.730</b> |
| 5 -                       | 1:17.418  | 38.191                   | 1:55.609 (2)         | 92.45              | 0.143  | 18:29:45.339        |

|                           |           |                          |                     |                    |        |                     |
|---------------------------|-----------|--------------------------|---------------------|--------------------|--------|---------------------|
| <b>P39</b>                | <b>62</b> | <b>D1</b>                | <b>Andy POWELL</b>  | PVP/FPE            |        |                     |
| IDEAL LAP TIME : 2:07.494 |           | BEST LAP TIME : 2:08.539 |                     | DIFFERENCE : 1.045 |        |                     |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |           | 43.295                   | 2:20.885            | 75.86              | 12.346 | 18:22:17.631        |
| 2 -                       | 1:25.826  | 43.980                   | 2:09.806 (3)        | 82.33              | 1.267  | 18:24:27.437        |
| 3 -                       | 1:26.045  | 42.697                   | 2:08.742 (2)        | 83.01              | 0.203  | 18:26:36.179        |
| 4 -                       | 1:25.862  | <b>42.677</b>            | <b>2:08.539 (1)</b> | <b>83.15</b>       |        | <b>18:28:44.718</b> |

|                           |            |                          |                        |                    |        |                     |
|---------------------------|------------|--------------------------|------------------------|--------------------|--------|---------------------|
| <b>P40</b>                | <b>147</b> | <b>F250</b>              | <b>Chris BALDERSON</b> | Raider/Honda       |        |                     |
| IDEAL LAP TIME : 1:58.631 |            | BEST LAP TIME : 1:59.116 |                        | DIFFERENCE : 0.485 |        |                     |
| LAP                       | SECTOR 1   | SECTOR 2                 | LAP TIME               | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |            | 39.916                   | 2:09.160 (3)           | 82.75              | 10.044 | 18:22:05.906        |
| 2 -                       | 1:22.335   | 39.598                   | 2:01.933 (2)           | 87.65              | 2.817  | 18:24:07.839        |
| 3 -                       | 1:20.526   | <b>38.590</b>            | <b>1:59.116 (1)</b>    | <b>89.72</b>       |        | <b>18:26:06.955</b> |

|                  |            |                          |                     |              |      |                     |
|------------------|------------|--------------------------|---------------------|--------------|------|---------------------|
| <b>P41</b>       | <b>143</b> | <b>F250</b>              | <b>John READER</b>  | Anderson/DEA |      |                     |
| IDEAL LAP TIME : |            | BEST LAP TIME : 2:09.914 |                     | DIFFERENCE : |      |                     |
| LAP              | SECTOR 1   | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -              |            | <b>40.161</b>            | <b>2:09.914 (1)</b> | <b>82.27</b> |      | <b>18:22:06.660</b> |

|                           |            |                          |                        |                     |      |                     |
|---------------------------|------------|--------------------------|------------------------|---------------------|------|---------------------|
| <b>P42</b>                | <b>161</b> | <b>F250</b>              | <b>Richard CONNICK</b> | Jade/Honda          |      |                     |
| IDEAL LAP TIME : 2:03.221 |            | BEST LAP TIME : 2:14.317 |                        | DIFFERENCE : 11.096 |      |                     |
| LAP                       | SECTOR 1   | SECTOR 2                 | LAP TIME               | MPH                 | DIFF | TIME OF DAY         |
| 1 -                       |            | <b>40.638</b>            | <b>2:14.317 (1)</b>    | <b>79.57</b>        |      | <b>18:22:11.063</b> |

|                           |            |                          |                      |                     |      |                     |
|---------------------------|------------|--------------------------|----------------------|---------------------|------|---------------------|
| <b>P43</b>                | <b>132</b> | <b>F250</b>              | <b>Jordan BAILEY</b> | Anderson/Gas Gas    |      |                     |
| IDEAL LAP TIME : 2:04.034 |            | BEST LAP TIME : 2:14.728 |                      | DIFFERENCE : 10.694 |      |                     |
| LAP                       | SECTOR 1   | SECTOR 2                 | LAP TIME             | MPH                 | DIFF | TIME OF DAY         |
| 1 -                       |            | <b>40.919</b>            | <b>2:14.728 (1)</b>  | <b>79.33</b>        |      | <b>18:22:11.474</b> |

|                  |            |                          |                     |              |      |                     |
|------------------|------------|--------------------------|---------------------|--------------|------|---------------------|
| <b>P44</b>       | <b>196</b> | <b>F125</b>              | <b>Jake BAKER</b>   | Birel/TM R1  |      |                     |
| IDEAL LAP TIME : |            | BEST LAP TIME : 2:16.778 |                     | DIFFERENCE : |      |                     |
| LAP              | SECTOR 1   | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -              |            | <b>43.257</b>            | <b>2:16.778 (1)</b> | <b>78.14</b> |      | <b>18:22:13.524</b> |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 20 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |        |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|--------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF   |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:46.895 |        |
| 1        | 87  | 1:12.015 | 24       | 34.880 | 1                       | 24  | MORLEY     | 1:46.957    | 1:47.463 | 0.506  |
| 2        | 24  | 1:12.077 | 1        | 34.964 | 2                       | 87  | TRITTON    | 1:47.201    | 1:47.201 | 0.000  |
| 3        | 1   | 1:12.566 | 87       | 35.186 | 3                       | 1   | HARPHAM    | 1:47.530    | 1:47.858 | 0.328  |
| 4        | 31  | 1:12.733 | 6        | 35.433 | 4                       | 6   | GULLIFORD  | 1:48.292    | 1:48.704 | 0.412  |
| 5        | 6   | 1:12.859 | 3        | 35.563 | 5                       | 31  | MOSS       | 1:48.314    | 1:48.837 | 0.523  |
| 6        | 85  | 1:13.101 | 31       | 35.581 | 6                       | 3   | RUSHFORTH  | 1:48.807    | 1:49.133 | 0.326  |
| 7        | 3   | 1:13.244 | 85       | 35.809 | 7                       | 85  | ALLEN      | 1:48.910    | 1:48.910 | 0.000  |
| 8        | 69  | 1:13.421 | 5        | 36.051 | 8                       | 69  | KYRITSIS   | 1:49.489    | 1:49.603 | 0.114  |
| 9        | 5   | 1:14.122 | 69       | 36.068 | 9                       | 5   | HULME      | 1:50.173    | 1:50.173 | 0.000  |
| 10       | 42  | 1:14.214 | 29       | 36.694 | 10                      | 42  | RILEY      | 1:51.108    | 1:52.525 | 1.417  |
| 11       | 29  | 1:14.705 | 68       | 36.749 | 11                      | 29  | WESEMAEL   | 1:51.399    | 1:52.275 | 0.876  |
| 12       | 68  | 1:14.762 | 83       | 36.749 | 12                      | 68  | EDWARDS    | 1:51.511    | 1:51.511 | 0.000  |
| 13       | 15  | 1:15.371 | 15       | 36.827 | 13                      | 15  | WAITE      | 1:52.198    | 1:52.198 | 0.000  |
| 14       | 0   | 1:16.042 | 42       | 36.894 | 14                      | 0   | PLATT      | 1:53.100    | 1:53.293 | 0.193  |
| 15       | 83  | 1:16.356 | 0        | 37.058 | 15                      | 83  | GERARD     | 1:53.105    | 1:53.562 | 0.457  |
| 16       | 101 | 1:16.609 | 35       | 37.802 | 16                      | 101 | PLAIN      | 1:54.428    | 1:54.796 | 0.368  |
| 17       | 35  | 1:16.770 | 101      | 37.819 | 17                      | 35  | HEMPSHALL  | 1:54.572    | 1:55.466 | 0.894  |
| 18       | 92  | 1:17.444 | 92       | 37.824 | 18                      | 92  | ARDERN     | 1:55.268    | 1:55.453 | 0.185  |
| 19       | GP1 | 1:18.067 | GP1      | 37.854 | 19                      | GP1 | CATTERMOLE | 1:55.921    | 1:56.253 | 0.332  |
| 20       | 28  | 1:18.687 | 147      | 38.590 | 20                      | 28  | STEVENS    | 1:57.332    | 1:57.352 | 0.020  |
| 21       | 20  | 1:19.173 | 28       | 38.645 | 21                      | 147 | BALDERSON  | 1:58.631    | 1:59.116 | 0.485  |
| 22       | 66  | 1:19.631 | 49       | 38.961 | 22                      | 66  | FAULKNER   | 1:58.660    | 1:59.083 | 0.423  |
| 23       | 51  | 1:19.743 | 51       | 39.010 | 23                      | 20  | WEST       | 1:58.670    | 1:59.014 | 0.344  |
| 24       | 49  | 1:20.020 | 66       | 39.029 | 24                      | 51  | BURTON     | 1:58.753    | 1:59.677 | 0.924  |
| 25       | 147 | 1:20.041 | S3       | 39.441 | 25                      | 49  | PARR       | 1:58.981    | 1:58.981 | 0.000  |
| 26       | S3  | 1:20.202 | 20       | 39.497 | 26                      | S3  | HOLMES     | 1:59.643    | 1:59.783 | 0.140  |
| 27       | 90  | 1:21.230 | 90       | 39.874 | 27                      | 90  | AUSTIN     | 2:01.104    | 2:01.123 | 0.019  |
| 28       | 34  | 1:21.491 | 143      | 40.161 | 28                      | 34  | JERRED     | 2:02.106    | 2:02.990 | 0.884  |
| 29       | 26  | 1:22.072 | 26       | 40.317 | 29                      | 26  | McCLINTOCK | 2:02.389    | 2:02.484 | 0.095  |
| 30       | 161 | 1:22.583 | 97       | 40.549 | 30                      | 161 | CONNICK    | 2:03.221    | 2:14.317 | 11.096 |
| 31       | 132 | 1:23.115 | 34       | 40.615 | 31                      | 132 | BAILEY     | 2:04.034    | 2:14.728 | 10.694 |
| 32       | 99  | 1:23.308 | 161      | 40.638 | 32                      | 99  | BAKER      | 2:04.520    | 2:04.704 | 0.184  |
| 33       | 97  | 1:24.152 | 59       | 40.917 | 33                      | 97  | VINCENT    | 2:04.701    | 2:04.701 | 0.000  |
| 34       | 59  | 1:24.335 | 132      | 40.919 | 34                      | 59  | FLINT      | 2:05.252    | 2:05.252 | 0.000  |
| 35       | 71  | 1:24.533 | 71       | 41.032 | 35                      | 71  | JENKINS    | 2:05.565    | 2:05.565 | 0.000  |
| 36       | 11  | 1:24.605 | 99       | 41.212 | 36                      | 11  | RIDOUT     | 2:06.087    | 2:06.358 | 0.271  |
| 37       | 62  | 1:24.817 | 11       | 41.482 | 37                      | 62  | POWELL     | 2:07.494    | 2:08.539 | 1.045  |
| 38       | 76  | 1:27.747 | 76       | 42.145 | 38                      | 76  | DUDLEY     | 2:09.892    | 2:10.634 | 0.742  |
| 39       | 40  | 1:29.150 | 62       | 42.677 | 39                      | 40  | SCOTT      | 2:12.653    | 2:13.131 | 0.478  |
| 40       | 98  | 1:30.274 | 196      | 43.257 | 40                      | 98  | BAKER      | 2:15.005    | 2:15.220 | 0.215  |
| 41       | 17  | 1:30.766 | 40       | 43.503 | 41                      | 17  | POTKINS    | 2:16.384    | 2:16.384 | 0.000  |
| 42       |     |          | 98       | 44.731 | 42                      | 196 | BAKER      |             | 2:16.778 |        |
| 43       |     |          | 17       | 45.618 | 43                      | 143 | READER     |             | 2:09.914 |        |
| 44       |     |          |          |        | 44                      | 22  | RIPPIN     |             | 2:01.393 |        |
| 45       |     |          |          |        |                         |     |            |             |          |        |
| 46       |     |          |          |        |                         |     |            |             |          |        |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 20 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 46                        |
| Planned Start          | 2025-05-03 @ 18:15:00.000 |
| Actual Start           | 2025-05-03 @ 18:19:56.745 |
| Finish Time            | 2025-05-03 @ 18:32:40.827 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 262                       |
| Total Distance Covered | 777.8548mi.               |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|--------------|----------|--------------|-----|-------------------|
| 1  | D1 | Lee HARPHAM  | 1:54.420 | 18:21:51.166 | 1   | MS Kart/Harvey VM |
| 1  | D1 | Lee HARPHAM  | 1:48.809 | 18:23:39.975 | 2   | MS Kart/Harvey VM |
| 87 | D1 | Jack TRITTON | 1:48.241 | 18:23:42.313 | 2   | MS Kart/Harvey VM |
| 1  | D1 | Lee HARPHAM  | 1:47.987 | 18:25:27.962 | 3   | MS Kart/Harvey VM |
| 1  | D1 | Lee HARPHAM  | 1:47.858 | 18:27:15.820 | 4   | MS Kart/Harvey VM |
| 24 | D1 | Liam MORLEY  | 1:47.511 | 18:27:17.782 | 4   | Anderson/VM       |
| 24 | D1 | Liam MORLEY  | 1:47.463 | 18:29:05.245 | 5   | Anderson/VM       |
| 87 | D1 | Jack TRITTON | 1:47.201 | 18:32:47.685 | 7   | MS Kart/Harvey VM |

Session Leader History

| NO | CL | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|----|-------------|----------|----------|-------------|-------------------|
| 1  | D1 | Lee HARPHAM | 1        | 5        | 14.84 miles | MS Kart/Harvey VM |
| 24 | D1 | Liam MORLEY | 6        | 2        | 5.93 miles  | Anderson/VM       |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 18:19:56.745 |
| FINISH | 18:32:40.827 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 7          | 15:14.037  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - STATISTICS

CLASS : D1

17 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|----------|--------------|-----|-------------------|
| 1  | Lee HARPAM   | 1:54.420 | 18:21:51.166 | 1   | MS Kart/Harvey VM |
| 1  | Lee HARPAM   | 1:48.809 | 18:23:39.975 | 2   | MS Kart/Harvey VM |
| 87 | Jack TRITTON | 1:48.241 | 18:23:42.313 | 2   | MS Kart/Harvey VM |
| 1  | Lee HARPAM   | 1:47.987 | 18:25:27.962 | 3   | MS Kart/Harvey VM |
| 1  | Lee HARPAM   | 1:47.858 | 18:27:15.820 | 4   | MS Kart/Harvey VM |
| 24 | Liam MORLEY  | 1:47.511 | 18:27:17.782 | 4   | Anderson/VM       |
| 24 | Liam MORLEY  | 1:47.463 | 18:29:05.245 | 5   | Anderson/VM       |
| 87 | Jack TRITTON | 1:47.201 | 18:32:47.685 | 7   | MS Kart/Harvey VM |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|-------------|----------|----------|-------------|-------------------|
| 1  | Lee HARPAM  | 1        | 5        | 14.84 miles | MS Kart/Harvey VM |
| 24 | Liam MORLEY | 6        | 2        | 5.93 miles  | Anderson/VM       |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - STATISTICS

CLASS : F250

15 Starters

#### Fastest Lap History

| NO | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE     |
|----|------------|----------|--------------|-----|-------------|
| 0  | Paul PLATT | 2:00.789 | 18:21:57.535 | 1   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:54.473 | 18:23:52.008 | 2   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:54.356 | 18:25:46.364 | 3   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:53.817 | 18:27:40.181 | 4   | PVP/Gas Gas |
| 0  | Paul PLATT | 1:53.293 | 18:29:33.474 | 5   | PVP/Gas Gas |

#### Leader History

| NO | NAME       | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|------------|----------|----------|-------------|-------------|
| 0  | Paul PLATT | 1        | 7        | 20.78 miles | PVP/Gas Gas |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - STATISTICS

CLASS : F125

11 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|----------|--------------|-----|-------------------|
| S3 | Ollie HOLMES | 2:10.304 | 18:22:07.050 | 1   | Anderson AK/TM R1 |
| S3 | Ollie HOLMES | 2:01.653 | 18:24:08.703 | 2   | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 2:00.786 | 18:24:08.731 | 2   | Birel/IAME        |
| 28 | Ella STEVENS | 1:58.926 | 18:26:07.657 | 3   | Birel/IAME        |
| 28 | Ella STEVENS | 1:57.352 | 18:32:14.778 | 6   | Birel/IAME        |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------|----------|----------|-------------|-------------------|
| S3 | Ollie HOLMES | 1        | 2        | 5.93 miles  | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 3        | 1        | 2.96 miles  | Birel/IAME        |
| S3 | Ollie HOLMES | 4        | 4        | 11.87 miles | Anderson AK/TM R1 |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 20 - STATISTICS

CLASS : F450

3 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|------------------|----------|--------------|-----|--------------|
| 26 | Ronan McCLINTOCK | 2:13.774 | 18:22:10.520 | 1   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:05.875 | 18:24:16.395 | 2   | Anderson/KTM |
| 59 | Nick FLINT       | 2:05.252 | 18:24:26.420 | 2   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:04.214 | 18:26:20.609 | 3   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:02.996 | 18:28:23.605 | 4   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:02.484 | 18:30:26.089 | 5   | Anderson/KTM |

#### Leader History

| NO | NAME             | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|------------------|----------|----------|-------------|--------------|
| 26 | Ronan McCLINTOCK | 1        | 7        | 20.78 miles | Anderson/KTM |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300



## British Superkarts

### RACE 11 - GRID (12 minutes)

|        |    |            |                              |
|--------|----|------------|------------------------------|
| ROW 24 | 47 | <b>14</b>  | Nathan BARTON                |
| ROW 23 | 45 | <b>50</b>  | John BUSBY                   |
| ROW 22 | 43 | <b>17</b>  | 2:16.384<br>Gary POTKINS     |
| ROW 21 | 41 | <b>132</b> | 2:14.728<br>Jordan BAILEY    |
| ROW 20 | 39 | <b>40</b>  | 2:13.131<br>Richard SCOTT    |
| ROW 19 | 37 | <b>143</b> | 2:09.914<br>John READER      |
| ROW 18 | 35 | <b>11</b>  | 2:06.358<br>Oliver RIDOUT    |
| ROW 17 | 33 | <b>59</b>  | 2:05.252<br>Nick FLINT       |
| ROW 16 | 31 | <b>97</b>  | 2:04.701<br>Toby VINCENT     |
| ROW 15 | 29 | <b>26</b>  | 2:02.484<br>Ronan McCLINTOCK |
| ROW 14 | 27 | <b>90</b>  | 2:01.123<br>Rob AUSTIN       |
| ROW 13 | 25 | <b>51</b>  | 1:59.677<br>Luke BURTON      |
| ROW 12 | 23 | <b>66</b>  | 1:59.083<br>John FAULKNER    |
| ROW 11 | 21 | <b>49</b>  | 1:58.981<br>Michael PARR     |
| ROW 10 | 19 | <b>GP1</b> | 1:56.253<br>Kirk CATTERMOLLE |
| ROW 9  | 17 | <b>92</b>  | 1:55.453<br>Ben ARDERN       |
| ROW 8  | 15 | <b>83</b>  | 1:53.562<br>Paul Von GERARD  |
| ROW 7  | 13 | <b>42</b>  | 1:52.525<br>Tom RILEY        |
| ROW 6  | 11 | <b>15</b>  | 1:52.198<br>Andy WAITE       |
| ROW 5  | 9  | <b>5</b>   | 1:50.173<br>Carl HULME       |
| ROW 4  | 7  | <b>3</b>   | 1:49.133<br>Tom RUSHFORTH    |
| ROW 3  | 5  | <b>31</b>  | 1:48.837<br>San MOSS         |
| ROW 2  | 3  | <b>1</b>   | 1:47.858<br>Lee HARPAM       |
| ROW 1  | 1  | <b>87</b>  | 1:47.201<br>Jack TRITTON     |

**Pole**

|    |            |                             |
|----|------------|-----------------------------|
| 48 | <b>281</b> | Ian LUTO                    |
| 46 | <b>23</b>  | Clint BRIDGE                |
| 44 | <b>196</b> | 2:16.778<br>Jake BAKER      |
| 42 | <b>98</b>  | 2:15.220<br>Marty BAKER     |
| 40 | <b>161</b> | 2:14.317<br>Richard CONNICK |
| 38 | <b>76</b>  | 2:10.634<br>Alex DUDLEY     |
| 36 | <b>62</b>  | 2:08.539<br>Andy POWELL     |
| 34 | <b>71</b>  | 2:05.565<br>Chad JENKINS    |
| 32 | <b>99</b>  | 2:04.704<br>Aston BAKER     |
| 30 | <b>34</b>  | 2:02.990<br>Daniel JERRED   |
| 28 | <b>22</b>  | 2:01.393<br>Joe RIPPIN      |
| 26 | <b>S3</b>  | 1:59.783<br>Ollie HOLMES    |
| 24 | <b>147</b> | 1:59.116<br>Chris BALDERSON |
| 22 | <b>20</b>  | 1:59.014<br>Johnny WEST     |
| 20 | <b>28</b>  | 1:57.352<br>Ella STEVENS    |
| 18 | <b>35</b>  | 1:55.466<br>Sam HEMPSHALL   |
| 16 | <b>101</b> | 1:54.796<br>Lee PLAIN       |
| 14 | <b>0</b>   | 1:53.293<br>Paul PLATT      |
| 12 | <b>29</b>  | 1:52.275<br>Chris WESEMAEL  |
| 10 | <b>68</b>  | 1:51.511<br>Mark EDWARDS    |
| 8  | <b>69</b>  | 1:49.603<br>Kosta KYRITSIS  |
| 6  | <b>85</b>  | 1:48.910<br>Ross ALLEN      |
| 4  | <b>6</b>   | 1:48.704<br>Andy GULLIFORD  |
| 2  | <b>24</b>  | 1:47.463<br>Liam MORLEY     |

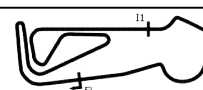


These results are provisional until the conclusion of any judicial and technical matters.

Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 18:37 Saturday, 03 May 2025





# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - CLASSIFICATION

Race Distance: 6 Laps / 17.81 miles



| POS | NO  | CL   | PIC | NAME             | ENTRY                   | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|-----|------|-----|------------------|-------------------------|------|-----------|----------|--------|-------|----------|----|-----|----|
| 1   | 24  | D1   | 1   | Liam MORLEY      | Anderson/VM             | 6    | 10:49.001 |          |        | 98.81 | 1:46.142 | 6  | 2   | 1  |
| 2   | 87  | D1   | 2   | Jack TRITTON     | MS Kart/Harvey VM       | 6    | 10:51.931 | 2.930    | 2.930  | 98.36 | 1:46.893 | 4  | 1   | -1 |
| 3   | 1   | D1   | 3   | Lee HARPAM       | MS Kart/Harvey VM       | 6    | 10:52.613 | 3.612    | 0.682  | 98.26 | 1:47.198 | 4  | 3   | 0  |
| 4   | 3   | D1   | 4   | Tom RUSHFORTH    | Spyda/VM                | 6    | 10:56.267 | 7.266    | 3.654  | 97.71 | 1:47.689 | 4  | 7   | 3  |
| 5   | 69  | D1   | 5   | Kosta KYRITSIS   | Anderson/VM             | 6    | 11:08.058 | 19.057   | 11.791 | 95.99 | 1:48.888 | 4  | 8   | 3  |
| 6   | 68  | D1   | 6   | Mark EDWARDS     | MS Kart/Harvey VM       | 6    | 11:22.412 | 33.411   | 14.354 | 93.97 | 1:50.902 | 6  | 10  | 4  |
| 7   | 42  | D1   | 7   | Tom RILEY        | Anderson/VM             | 6    | 11:24.841 | 35.840   | 2.429  | 93.63 | 1:52.063 | 4  | 13  | 6  |
| 8   | 15  | D1   | 8   | Andy WAITE       | Anderson/VM             | 6    | 11:28.008 | 39.007   | 3.167  | 93.20 | 1:51.992 | 6  | 11  | 3  |
| 9   | 0   | F250 | 1   | Paul PLATT       | PVP/Gas Gas             | 6    | 11:31.062 | 42.061   | 3.054  | 92.79 | 1:53.521 | 6  | 14  | 5  |
| 10  | 35  | F250 | 2   | Sam HEMPSHALL    | Anderson/THR            | 6    | 11:48.092 | 59.091   | 17.030 | 90.56 | 1:54.919 | 6  | 18  | 8  |
| 11  | 29  | D1   | 9   | Chris WESEMAEL   | Anderson/VM             | 6    | 11:55.502 | 1:06.501 | 7.410  | 89.62 | 1:53.504 | 4  | 12  | 1  |
| 12  | 50  | F250 | 3   | John BUSBY       | Anderson/DEA            | 6    | 11:56.444 | 1:07.443 | 0.942  | 89.50 | 1:56.006 | 5  | 45  | 33 |
| 13  | 92  | F250 | 4   | Ben ARDERN       | Anderson/DEA            | 6    | 11:57.465 | 1:08.464 | 1.021  | 89.38 | 1:55.286 | 5  | 17  | 4  |
| 14  | 20  | D1   | 10  | Johnny WEST      | Anderson/VM             | 6    | 12:04.217 | 1:15.216 | 6.752  | 88.54 | 1:58.243 | 2  | 22  | 8  |
| 15  | 66  | D1   | 11  | John FAULKNER    | Anderson/FPE            | 6    | 12:04.541 | 1:15.540 | 0.324  | 88.50 | 1:58.175 | 4  | 23  | 8  |
| 16  | 147 | F250 | 5   | Chris BALDERSON  | Raider/Honda            | 6    | 12:13.698 | 1:24.697 | 9.157  | 87.40 | 1:59.245 | 6  | 24  | 8  |
| 17  | 28  | F125 | 1   | Ella STEVENS     | Birel/IAME              | 6    | 12:15.468 | 1:26.467 | 1.770  | 87.19 | 1:58.606 | 6  | 20  | 3  |
| 18  | S3  | F125 | 2   | Ollie HOLMES     | Anderson AK/TM R1       | 6    | 12:16.634 | 1:27.633 | 1.166  | 87.05 | 1:59.257 | 6  | 26  | 8  |
| 19  | 51  | F250 | 6   | Luke BURTON      | Anderson/Viper SK250 Si | 6    | 12:18.983 | 1:29.982 | 2.349  | 86.77 | 1:59.896 | 3  | 25  | 6  |
| 20  | 90  | F250 | 7   | Rob AUSTIN       | Anderson Viper SK250    | 6    | 12:21.602 | 1:32.601 | 2.619  | 86.47 | 2:00.856 | 3  | 27  | 7  |
| 21  | 143 | F250 | 8   | John READER      | Anderson/DEA            | 6    | 12:24.362 | 1:35.361 | 2.760  | 86.15 | 1:59.964 | 6  | 37  | 16 |
| 22  | 26  | F450 | 1   | Ronan McCLINTOCK | Anderson/KTM            | 6    | 12:29.488 | 1:40.487 | 5.126  | 85.56 | 2:02.230 | 3  | 29  | 7  |
| 23  | 132 | F250 | 9   | Jordan BAILEY    | Anderson/Gas Gas        | 6    | 12:30.018 | 1:41.017 | 0.530  | 85.50 | 2:01.396 | 6  | 41  | 18 |
| 24  | 22  | F125 | 3   | Joe RIPPIN       | Anderson/TM R1          | 6    | 12:30.353 | 1:41.352 | 0.335  | 85.46 | 2:00.807 | 6  | 28  | 4  |
| 25  | 59  | F450 | 2   | Nick FLINT       | Anderson/KTM            | 6    | 12:38.331 | 1:49.330 | 7.978  | 84.56 | 2:02.391 | 3  | 33  | 8  |
| 26  | 97  | F125 | 4   | Toby VINCENT     | Anderson/TM             | 6    | 12:38.796 | 1:49.795 | 0.465  | 84.51 | 2:02.674 | 3  | 31  | 5  |
| 27  | 99  | F125 | 5   | Aston BAKER      | Birel /TM R1            | 6    | 12:46.332 | 1:57.331 | 7.536  | 83.68 | 2:04.253 | 6  | 32  | 5  |
| 28  | 62  | D1   | 12  | Andy POWELL      | PVP/FPE                 | 6    | 12:50.701 | 2:01.700 | 4.369  | 83.20 | 2:04.928 | 6  | 36  | 8  |
| 29  | 196 | F125 | 6   | Jake BAKER       | Birel/TM R1             | 6    | 12:51.999 | 2:02.998 | 1.298  | 83.06 | 2:04.635 | 5  | 44  | 15 |
| 30  | 23  | F125 | 7   | Clint BRIDGE     | Anderson/TM             | 6    | 12:53.386 | 2:04.385 | 1.387  | 82.91 | 2:05.385 | 4  | 46  | 16 |
| 31  | 281 | F250 | 10  | Ian LUTO         | Anderson/Honda          | 5    | 11:14.177 | 1 Lap    | 1 Lap  | 79.26 | 2:10.553 | 4  | 48  | 17 |
| 32  | 40  | F125 | 8   | Richard SCOTT    | Anderson/Vortex         | 5    | 11:16.987 | 1 Lap    | 2.810  | 78.93 | 2:12.614 | 4  | 39  | 7  |

#### NOT CLASSIFIED

|     |     |      |  |                 |                      |   |           |        |          |       |          |   |    |  |
|-----|-----|------|--|-----------------|----------------------|---|-----------|--------|----------|-------|----------|---|----|--|
| DNF | 11  | F125 |  | Oliver RIDOUT   | Anderson/TM R1       | 5 | 10:45.661 | 1 Lap  |          | 82.76 | 2:06.501 | 4 | 35 |  |
| DNF | 5   | D1   |  | Carl HULME      | Anderson/VM          | 4 | 7:34.895  | 2 Laps | 1 Lap    | 93.98 | 1:51.597 | 4 | 9  |  |
| DNF | 101 | F250 |  | Lee PLAIN       | Anderson/DEA         | 3 | 5:57.920  | 3 Laps | 1 Lap    | 89.58 | 1:58.319 | 3 | 16 |  |
| DNF | 31  | D1   |  | San MOSS        | Anderson/VM          | 2 | 3:46.426  | 4 Laps | 1 Lap    | 94.40 | 1:48.372 | 2 | 5  |  |
| DNF | 6   | D1   |  | Andy GULLIFORD  | Anderson/VM          | 2 | 3:47.214  | 4 Laps | 0.788    | 94.07 | 1:50.296 | 2 | 4  |  |
| DNF | 34  | F250 |  | Daniel JERRED   | Anderson/Honda       | 2 | 4:21.834  | 4 Laps | 34.620   | 81.64 | 2:05.405 | 2 | 30 |  |
| DNF | 98  | F125 |  | Marty BAKER     | Anderson/TM          | 1 | 2:23.291  | 5 Laps | 1 Lap    | 74.59 | 2:23.291 | 1 | 42 |  |
| DNF | 17  | F125 |  | Gary POTKINS    | Anderson/TM          | 1 | 2:34.807  | 5 Laps | 11.516   | 69.04 | 2:34.807 | 1 | 43 |  |
| DNF | GP1 | F250 |  | Kirk CATTERMOLE | Raider/CAT TM        | 1 | 6:18.548  | 5 Laps | 3:43.741 | 28.23 |          |   | 19 |  |
| DNF | 85  | D1   |  | Ross ALLEN      | Jade/IAMI            | 1 | 10:19.120 | 5 Laps | 4:00.572 | 17.26 |          |   | 6  |  |
| DNF | 83  | D1   |  | Paul Von GERARD | Jade/IAME            | 0 |           |        |          |       |          |   | 15 |  |
| DNF | 49  | F250 |  | Michael PARR    | Anderson/Viper SK250 | 0 |           |        |          |       |          |   | 21 |  |
| DNF | 71  | F450 |  | Chad JENKINS    | Anderson/KTM         | 0 |           |        |          |       |          |   | 34 |  |
| DNF | 76  | F250 |  | Alex DUDLEY     | PVP/TM               | 0 |           |        |          |       |          |   | 38 |  |
| DNF | 161 | F250 |  | Richard CONNICK | Jade/Honda           | 0 |           |        |          |       |          |   | 40 |  |
| DNF | 14  | D1   |  | Nathan BARTON   | Andwerson/Barker VM  | 0 |           |        |          |       |          |   | 47 |  |

#### FASTEST LAP

|    |      |                  |              |   |          |            |            |
|----|------|------------------|--------------|---|----------|------------|------------|
| 24 | D1   | Liam MORLEY      | Anderson/VM  | 6 | 1:46.142 | 100.69 mph | 162.05 kph |
| 0  | F250 | Paul PLATT       | PVP/Gas Gas  | 6 | 1:53.521 | 94.15 mph  | 151.52 kph |
| 28 | F125 | Ella STEVENS     | Birel/IAME   | 6 | 1:58.606 | 90.11 mph  | 145.02 kph |
| 26 | F450 | Ronan McCLINTOCK | Anderson/KTM | 3 | 2:02.230 | 87.44 mph  | 140.72 kph |

Weather / Track : Cloudy / Dry

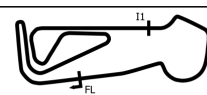
These results are provisional until the conclusion of any judicial and technical matters.

Date: 04/05/2025 Start: 15:09 Finish: 15:20

Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:24 Sunday, 04 May 2025



BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 11 - LAP CHART

| LAP 1 @ 15:11:49.082 |        |          | LAP 2 @ 15:13:37.742 |        |          | LAP 3 @ 15:15:25.102 |          |            | LAP 4 @ 15:17:11.726 |          |          | LAP 5 @ 15:18:58.699 |          |             |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|------------|----------------------|----------|----------|----------------------|----------|-------------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME | NO                   | BEHIND   | LAP TIME   | NO                   | BEHIND   | LAP TIME | NO                   | BEHIND   | LAP TIME    |
| 24                   |        | 1:53.242 | 24                   |        | 1:48.660 | 24                   |          | 1:47.360   | 24                   |          | 1:46.624 | 24                   |          | 1:46.973    |
| 87                   | 0.736  | 1:53.978 | 87                   | 0.483  | 1:48.407 | 87                   | 0.456    | 1:47.333   | 87                   | 0.725    | 1:46.893 | 40                   | 1 Lap    | 2:12.614    |
| 1                    | 1.649  | 1:54.891 | 1                    | 0.831  | 1:47.842 | 1                    | 1.008    | 1:47.537   | 1                    | 1.582    | 1:47.198 | 87                   | 1.439    | 1:47.687    |
| 3                    | 2.529  | 1:55.771 | 3                    | 2.407  | 1:48.538 | 3                    | 3.065    | 1:48.018   | 3                    | 4.130    | 1:47.689 | 1                    | 1.847    | 1:47.238    |
| 6                    | 3.676  | 1:56.918 | 31                   | 4.524  | 1:48.372 | 69                   | 9.335    | 1:49.866   | 69                   | 11.599   | 1:48.888 | 3                    | 4.902    | 1:47.745    |
| 31                   | 4.812  | 1:58.054 | 6                    | 5.312  | 1:50.296 | 5                    | 14.036   | 1:52.926   | 5                    | 19.009   | 1:51.597 | 69                   | 14.603   | 1:49.977    |
| 5                    | 5.359  | 1:58.601 | 69                   | 6.829  | 1:49.948 | 68                   | 17.804   | 1:52.660   | 68                   | 22.902   | 1:51.722 | 68                   | 28.651   | 1:52.722    |
| 69                   | 5.541  | 1:58.783 | 5                    | 8.470  | 1:51.771 | 42                   | 18.440   | 1:52.113   | 42                   | 23.879   | 1:52.063 | 42                   | 29.449   | 1:52.543    |
| 101                  | 7.387  | 2:00.629 | 68                   | 12.504 | 1:52.482 | 0                    | 20.313   | 1:54.169   | 0                    | 27.435   | 1:53.746 | 15                   | 33.157   | 1:52.279    |
| 0                    | 7.918  | 2:01.160 | 0                    | 13.504 | 1:54.246 | 15                   | 22.324   | 1:53.279   | 15                   | 27.851   | 1:52.151 | 0                    | 34.682   | 1:54.220    |
| 68                   | 8.682  | 2:01.924 | 42                   | 13.687 | 1:52.664 | 101                  | 28.658   | 1:58.319   | 35                   | 41.383   | 1:56.522 | 35                   | 50.314   | 1:55.904    |
| 42                   | 9.683  | 2:02.925 | 15                   | 16.405 | 1:54.617 | 35                   | 31.485   | 1:56.084   | 50                   | 48.230   | 1:57.637 | 50                   | 57.263   | 1:56.006    |
| 29                   | 10.403 | 2:03.645 | 101                  | 17.699 | 1:58.972 | 20                   | 35.411   | 1:58.928   | 92                   | 49.148   | 1:56.320 | 92                   | 57.461   | 1:55.286    |
| 15                   | 10.448 | 2:03.690 | 35                   | 22.761 | 1:57.813 | 50                   | 37.217   | 1:57.301   | 20                   | 49.802   | 2:01.015 | 29                   | 58.298   | 1:53.955    |
| 35                   | 13.608 | 2:06.850 | 20                   | 23.843 | 1:58.243 | 92                   | 39.452   | 1:58.150   | 29                   | 51.316   | 1:53.504 | 20                   | 1:02.232 | 1:59.403    |
| 20                   | 14.260 | 2:07.502 | 50                   | 27.276 | 1:56.242 | 66                   | 39.802   | 1:58.934   | 66                   | 51.353   | 1:58.175 | 66                   | 1:02.726 | 1:58.346    |
| 66                   | 16.807 | 2:10.049 | 66                   | 28.228 | 2:00.081 | 29                   | 44.436   | 1:55.638   | 51                   | 58.419   | 1:59.939 | 147                  | 1:11.594 | 1:59.660    |
| 147                  | 17.862 | 2:11.104 | 92                   | 28.662 | 1:58.940 | 147                  | 44.746   | 2:01.162   | 147                  | 58.907   | 2:00.785 | 51                   | 1:13.510 | 2:02.064    |
| 92                   | 18.382 | 2:11.624 | 147                  | 30.944 | 2:01.742 | 51                   | 45.104   | 1:59.896   | S3                   | 1:01.263 | 2:00.863 | 28                   | 1:14.003 | 1:59.322    |
| 90                   | 19.620 | 2:12.862 | 51                   | 32.568 | 2:00.834 | S3                   | 47.024   | 2:00.833   | 90                   | 1:01.475 | 2:00.931 | S3                   | 1:14.518 | 2:00.228    |
| 50                   | 19.694 | 2:12.936 | S3                   | 33.551 | 2:02.097 | 90                   | 47.168   | 2:00.856   | 28                   | 1:01.654 | 2:00.435 | 85                   | 4 Laps   | 10:19.120 P |
| S3                   | 20.114 | 2:13.356 | 90                   | 33.672 | 2:02.712 | 28                   | 47.843   | 2:01.466   | 26                   | 1:07.560 | 2:02.694 | 90                   | 1:16.841 | 2:02.339    |
| 51                   | 20.394 | 2:13.636 | 28                   | 33.737 | 2:01.224 | GP1                  | 2 Laps   | 6:18.548 P | 143                  | 1:08.291 | 2:01.342 | 143                  | 1:21.539 | 2:00.221    |
| 28                   | 21.173 | 2:14.415 | 29                   | 36.158 | 2:14.415 | 26                   | 51.490   | 2:02.230   | 59                   | 1:11.050 | 2:04.460 | 26                   | 1:23.930 | 2:03.343    |
| 26                   | 21.540 | 2:14.782 | 26                   | 36.620 | 2:03.740 | 59                   | 53.214   | 2:02.391   | 132                  | 1:11.295 | 2:04.324 | 132                  | 1:25.763 | 2:01.441    |
| 132                  | 22.104 | 2:15.346 | 132                  | 37.786 | 2:04.342 | 143                  | 53.573   | 2:01.096   | 22                   | 1:11.685 | 2:02.777 | 22                   | 1:26.687 | 2:01.975    |
| 34                   | 23.187 | 2:16.429 | 59                   | 38.183 | 2:03.426 | 132                  | 53.595   | 2:03.169   | 97                   | 1:15.023 | 2:03.813 | 59                   | 1:29.723 | 2:05.646    |
| 59                   | 23.417 | 2:16.659 | 143                  | 39.837 | 2:02.532 | 22                   | 55.532   | 2:02.295   | 99                   | 1:20.655 | 2:04.912 | 97                   | 1:31.349 | 2:03.299    |
| 11                   | 24.403 | 2:17.645 | 34                   | 39.932 | 2:05.405 | 97                   | 57.834   | 2:02.674   | 11                   | 1:22.446 | 2:06.501 | 99                   | 1:39.220 | 2:05.538    |
| 22                   | 24.987 | 2:18.229 | 22                   | 40.597 | 2:04.270 | 99                   | 1:02.367 | 2:06.574   | 62                   | 1:24.298 | 2:05.115 | 11                   | 1:42.802 | 2:07.329    |
| 143                  | 25.965 | 2:19.207 | 11                   | 42.495 | 2:06.752 | 11                   | 1:02.569 | 2:07.434   | 196                  | 1:25.200 | 2:05.555 | 196                  | 1:42.862 | 2:04.635    |
| 99                   | 26.446 | 2:19.688 | 97                   | 42.520 | 2:04.530 | 62                   | 1:05.807 | 2:06.686   | 23                   | 1:26.515 | 2:05.385 | 62                   | 1:42.914 | 2:05.589    |
| 97                   | 26.650 | 2:19.892 | 99                   | 43.153 | 2:05.367 | 196                  | 1:06.269 | 2:06.354   | 281                  | 1:45.984 | 2:10.553 | 23                   | 1:44.975 | 2:05.433    |
| 62                   | 27.717 | 2:20.959 | 62                   | 46.481 | 2:07.424 | 23                   | 1:07.754 | 2:06.757   |                      |          |          |                      |          |             |
| 23                   | 28.912 | 2:22.154 | 196                  | 47.275 | 2:06.761 | 40                   | 1:21.038 | 2:13.191   |                      |          |          |                      |          |             |
| 196                  | 29.174 | 2:22.416 | 23                   | 48.357 | 2:08.105 | 281                  | 1:22.055 | 2:11.914   |                      |          |          |                      |          |             |
| 98                   | 30.049 | 2:23.291 | 40                   | 55.207 | 2:13.152 |                      |          |            |                      |          |          |                      |          |             |
| 40                   | 30.715 | 2:23.957 | 281                  | 57.501 | 2:13.274 |                      |          |            |                      |          |          |                      |          |             |
| 281                  | 32.887 | 2:26.129 |                      |        |          |                      |          |            |                      |          |          |                      |          |             |
| 17                   | 41.565 | 2:34.807 |                      |        |          |                      |          |            |                      |          |          |                      |          |             |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - LAP CHART

| LAP 6 @ 15:20:44.841 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 24  |          | 1:46.142 |
| 87  | 2.930    | 1:47.633 |
| 1   | 3.612    | 1:47.907 |
| 3   | 7.266    | 1:48.506 |
| 69  | 19.057   | 1:50.596 |
| 281 | 1 Lap    | 2:12.307 |
| 40  | 1 Lap    | 2:14.073 |
| 68  | 33.411   | 1:50.902 |
| 42  | 35.840   | 1:52.533 |
| 15  | 39.007   | 1:51.992 |
| 0   | 42.061   | 1:53.521 |
| 35  | 59.091   | 1:54.919 |
| 29  | 1:06.501 | 1:54.345 |
| 50  | 1:07.443 | 1:56.322 |
| 92  | 1:08.464 | 1:57.145 |
| 20  | 1:15.216 | 1:59.126 |
| 66  | 1:15.540 | 1:58.956 |
| 147 | 1:24.697 | 1:59.245 |
| 28  | 1:26.467 | 1:58.606 |
| S3  | 1:27.633 | 1:59.257 |
| 51  | 1:29.982 | 2:02.614 |
| 90  | 1:32.601 | 2:01.902 |
| 143 | 1:35.361 | 1:59.964 |
| 26  | 1:40.487 | 2:02.699 |
| 132 | 1:41.017 | 2:01.396 |
| 22  | 1:41.352 | 2:00.807 |
| 59  | 1:49.330 | 2:05.749 |
| 97  | 1:49.795 | 2:04.588 |
| 99  | 1:57.331 | 2:04.253 |
| 62  | 2:01.700 | 2:04.928 |
| 196 | 2:02.998 | 2:06.278 |
| 23  | 2:04.385 | 2:05.552 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 11 - POSITION CHART

| No  | Name       | Lap |     |     |     |     |     |     |
|-----|------------|-----|-----|-----|-----|-----|-----|-----|
|     |            | Pos | 1   | 2   | 3   | 4   | 5   | 6   |
| 87  | TRITTON    | 1   | 24  | 24  | 24  | 24  | 24  | 24  |
| 24  | MORLEY     | 2   | 87  | 87  | 87  | 87  | 87  | 87  |
| 1   | HARPHAM    | 3   | 1   | 1   | 1   | 1   | 1   | 1   |
| 6   | GULLIFORD  | 4   | 3   | 3   | 3   | 3   | 3   | 3   |
| 31  | MOSS       | 5   | 6   | 31  | 69  | 69  | 69  | 69  |
| 85  | ALLEN      | 6   | 31  | 6   | 5   | 5   | 68  | 68  |
| 3   | RUSHFORTH  | 7   | 5   | 69  | 68  | 68  | 42  | 42  |
| 69  | KYRITSIS   | 8   | 69  | 5   | 42  | 42  | 15  | 15  |
| 5   | HULME      | 9   | 101 | 68  | 0   | 0   | 0   | 0   |
| 68  | EDWARDS    | 10  | 0   | 0   | 15  | 15  | 35  | 35  |
| 15  | WAITE      | 11  | 68  | 42  | 101 | 35  | 50  | 29  |
| 29  | WESEMAEL   | 12  | 42  | 15  | 35  | 50  | 92  | 50  |
| 42  | RILEY      | 13  | 29  | 101 | 20  | 92  | 29  | 92  |
| 0   | PLATT      | 14  | 15  | 35  | 50  | 20  | 20  | 20  |
| 83  | GERARD     | 15  | 35  | 20  | 92  | 29  | 66  | 66  |
| 101 | PLAIN      | 16  | 20  | 50  | 66  | 66  | 147 | 147 |
| 92  | ARDERN     | 17  | 66  | 66  | 29  | 51  | 51  | 28  |
| 35  | HEMPSHALL  | 18  | 147 | 92  | 147 | 147 | 28  | S3  |
| GP1 | CATTERMOLE | 19  | 92  | 147 | 51  | S3  | S3  | 51  |
| 28  | STEVENS    | 20  | 90  | 51  | S3  | 90  | 90  | 90  |
| 49  | PARR       | 21  | 50  | S3  | 90  | 28  | 143 | 143 |
| 20  | WEST       | 22  | S3  | 90  | 28  | 26  | 26  | 26  |
| 66  | FAULKNER   | 23  | 51  | 28  | 26  | 143 | 132 | 132 |
| 147 | BALDERSON  | 24  | 28  | 29  | 59  | 59  | 22  | 22  |
| 51  | BURTON     | 25  | 26  | 26  | 143 | 132 | 59  | 59  |
| S3  | HOLMES     | 26  | 132 | 132 | 132 | 22  | 97  | 97  |
| 90  | AUSTIN     | 27  | 34  | 59  | 22  | 97  | 99  | 99  |
| 22  | RIPPIN     | 28  | 59  | 143 | 97  | 99  | 11  | 62  |
| 26  | McCLINTOCK | 29  | 11  | 34  | 99  | 11  | 196 | 196 |
| 34  | JERRED     | 30  | 22  | 22  | 11  | 62  | 62  | 23  |
| 97  | VINCENT    | 31  | 143 | 11  | 62  | 196 | 23  |     |
| 99  | BAKER      | 32  | 99  | 97  | 196 | 23  | 281 |     |
| 59  | FLINT      | 33  | 97  | 99  | 23  | 281 | 40  |     |
| 71  | JENKINS    | 34  | 62  | 62  | 40  | 40  |     |     |
| 11  | RIDOUT     | 35  | 23  | 196 | 281 |     |     |     |
| 62  | POWELL     | 36  | 196 | 23  |     |     |     |     |
| 143 | READER     | 37  | 98  | 40  |     |     |     |     |
| 76  | DUDLEY     | 38  | 40  | 281 |     |     |     |     |
| 40  | SCOTT      | 39  | 281 |     |     |     |     |     |
| 161 | CONNICK    | 40  | 17  |     |     |     |     |     |
| 132 | BAILEY     | 41  | GP1 |     |     |     |     |     |
| 98  | BAKER      | 42  | 85  |     |     |     |     |     |
| 17  | POTKINS    | 43  |     |     |     |     |     |     |
| 196 | BAKER      | 44  |     |     |     |     |     |     |
| 50  | BUSBY      | 45  |     |     |     |     |     |     |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

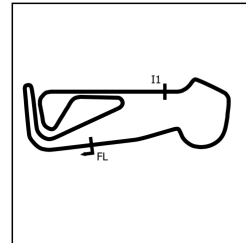
RACE 11 - POSITION CHART

| No  | Name   | Lap | 1 | 2 | 3 | 4 | 5 | 6 |
|-----|--------|-----|---|---|---|---|---|---|
|     |        | Pos |   |   |   |   |   |   |
| 23  | BRIDGE | 46  |   |   |   |   |   |   |
| 14  | BARTON | 47  |   |   |   |   |   |   |
| 281 | LUTO   | 48  |   |   |   |   |   |   |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

| P1 24 D1 Liam MORLEY Anderson/VM |                 |                          |                     |                    |       |                     |
|----------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.142        |                 | BEST LAP TIME : 1:46.142 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                              | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                              |                 | 36.072                   | 1:53.242            | 94.38              | 7.100 | 15:11:49.082        |
| 2 -                              | 1:13.329        | 35.331                   | 1:48.660            | 98.36              | 2.518 | 15:13:37.742        |
| 3 -                              | 1:12.411        | 34.949                   | 1:47.360            | 99.55              | 1.218 | 15:15:25.102        |
| 4 -                              | 1:11.677        | 34.947                   | 1:46.624 (2)        | 100.24             | 0.482 | 15:17:11.726        |
| 5 -                              | 1:12.088        | 34.885                   | 1:46.973 (3)        | 99.91              | 0.831 | 15:18:58.699        |
| 6 -                              | <b>1:11.478</b> | <b>34.664</b>            | <b>1:46.142 (1)</b> | <b>100.69</b>      |       | <b>15:20:44.841</b> |

| P2 87 D1 Jack TRITTON MS Kart/Harvey VM |                 |                          |                     |                    |       |                     |
|-----------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.638               |                 | BEST LAP TIME : 1:46.893 |                     | DIFFERENCE : 0.255 |       |                     |
| LAP                                     | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                     |                 | 35.493                   | 1:53.978            | 93.77              | 7.085 | 15:11:49.818        |
| 2 -                                     | 1:12.990        | 35.417                   | 1:48.407            | 98.59              | 1.514 | 15:13:38.225        |
| 3 -                                     | 1:12.311        | 35.022                   | 1:47.333 (2)        | 99.57              | 0.440 | 15:15:25.558        |
| 4 -                                     | <b>1:11.841</b> | 35.052                   | <b>1:46.893 (1)</b> | <b>99.98</b>       |       | <b>15:17:12.451</b> |
| 5 -                                     | 1:12.693        | 34.994                   | 1:47.687            | 99.25              | 0.794 | 15:19:00.138        |
| 6 -                                     | 1:12.836        | <b>34.797</b>            | 1:47.633 (3)        | 99.30              | 0.740 | 15:20:47.771        |

| P3 1 D1 Lee HARPHAM MS Kart/Harvey VM |                 |                          |                     |                    |       |                     |
|---------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.764             |                 | BEST LAP TIME : 1:47.198 |                     | DIFFERENCE : 0.434 |       |                     |
| LAP                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                   |                 | 35.769                   | 1:54.891            | 93.02              | 7.693 | 15:11:50.731        |
| 2 -                                   | 1:12.667        | 35.175                   | 1:47.842            | 99.10              | 0.644 | 15:13:38.573        |
| 3 -                                   | 1:12.535        | 35.002                   | 1:47.537 (3)        | 99.38              | 0.339 | 15:15:26.110        |
| 4 -                                   | 1:12.442        | <b>34.756</b>            | <b>1:47.198 (1)</b> | <b>99.70</b>       |       | <b>15:17:13.308</b> |
| 5 -                                   | <b>1:12.008</b> | 35.230                   | 1:47.238 (2)        | 99.66              | 0.040 | 15:19:00.546        |
| 6 -                                   | 1:13.043        | 34.864                   | 1:47.907            | 99.04              | 0.709 | 15:20:48.453        |

| P4 3 D1 Tom RUSHFORTH Spyda/VM |                 |                          |                     |                    |       |                     |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.591      |                 | BEST LAP TIME : 1:47.689 |                     | DIFFERENCE : 0.098 |       |                     |
| LAP                            | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                            |                 | 35.506                   | 1:55.771            | 92.32              | 8.082 | 15:11:51.611        |
| 2 -                            | 1:13.276        | 35.262                   | 1:48.538            | 98.47              | 0.849 | 15:13:40.149        |
| 3 -                            | 1:13.027        | 34.991                   | 1:48.018 (3)        | 98.94              | 0.329 | 15:15:28.167        |
| 4 -                            | 1:12.711        | <b>34.978</b>            | <b>1:47.689 (1)</b> | <b>99.24</b>       |       | <b>15:17:15.856</b> |
| 5 -                            | <b>1:12.613</b> | 35.132                   | 1:47.745 (2)        | 99.19              | 0.056 | 15:19:03.601        |
| 6 -                            | 1:13.309        | 35.197                   | 1:48.506            | 98.50              | 0.817 | 15:20:52.107        |

| P5 69 D1 Kosta KYRITSIS Anderson/VM |                 |                          |                     |                    |       |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.888           |                 | BEST LAP TIME : 1:48.888 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                                 |                 | 37.130                   | 1:58.783            | 89.97              | 9.895 | 15:11:54.623        |
| 2 -                                 | 1:13.573        | 36.375                   | 1:49.948 (3)        | 97.21              | 1.060 | 15:13:44.571        |
| 3 -                                 | 1:13.799        | 36.067                   | 1:49.866 (2)        | 97.28              | 0.978 | 15:15:34.437        |
| 4 -                                 | <b>1:12.848</b> | <b>36.040</b>            | <b>1:48.888 (1)</b> | <b>98.15</b>       |       | <b>15:17:23.325</b> |
| 5 -                                 | 1:13.639        | 36.338                   | 1:49.977            | 97.18              | 1.089 | 15:19:13.302        |
| 6 -                                 | 1:13.672        | 36.924                   | 1:50.596            | 96.64              | 1.708 | 15:21:03.898        |

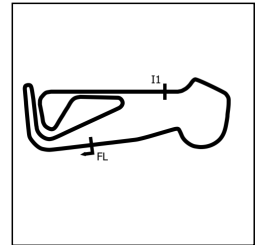
  

| P6 68 D1 Mark EDWARDS MS Kart/Harvey VM |                 |                          |                     |                    |        |                     |
|-----------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.770               |                 | BEST LAP TIME : 1:50.902 |                     | DIFFERENCE : 0.132 |        |                     |
| LAP                                     | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                     |                 | 37.630                   | 2:01.924            | 87.66              | 11.022 | 15:11:57.764        |
| 2 -                                     | 1:15.954        | 36.528                   | 1:52.482 (3)        | 95.02              | 1.580  | 15:13:50.246        |
| 3 -                                     | 1:15.689        | 36.971                   | 1:52.660            | 94.87              | 1.758  | 15:15:42.906        |
| 4 -                                     | 1:15.305        | <b>36.417</b>            | 1:51.722 (2)        | 95.66              | 0.820  | 15:17:34.628        |
| 5 -                                     | 1:15.617        | 37.105                   | 1:52.722            | 94.81              | 1.820  | 15:19:27.350        |
| 6 -                                     | <b>1:14.353</b> | 36.549                   | <b>1:50.902 (1)</b> | <b>96.37</b>       |        | <b>15:21:18.252</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

| P7 42 D1 Tom RILEY        |                 | Anderson/VM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.929 |                 | BEST LAP TIME : 1:52.063 |                     | DIFFERENCE : 0.134 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 37.626                   | 2:02.925            | 86.94              | 10.862 | 15:11:58.765        |
| 2 -                       | 1:15.736        | <b>36.928</b>            | 1:52.664            | 94.86              | 0.601  | 15:13:51.429        |
| 3 -                       | 1:15.081        | 37.032                   | 1:52.113 (2)        | 95.33              | 0.050  | 15:15:43.542        |
| 4 -                       | <b>1:15.001</b> | 37.062                   | <b>1:52.063 (1)</b> | <b>95.37</b>       |        | <b>15:17:35.605</b> |
| 5 -                       | 1:15.327        | 37.216                   | 1:52.543            | 94.96              | 0.480  | 15:19:28.148        |
| 6 -                       | 1:15.583        | 36.950                   | 1:52.533 (3)        | 94.97              | 0.470  | 15:21:20.681        |

| P8 15 D1 Andy WAITE       |                 | Anderson/VM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.962 |                 | BEST LAP TIME : 1:51.992 |                     | DIFFERENCE : 0.030 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 37.953                   | 2:03.690            | 86.41              | 11.698 | 15:11:59.530        |
| 2 -                       | 1:16.128        | 38.489                   | 1:54.617            | 93.25              | 2.625  | 15:13:54.147        |
| 3 -                       | 1:15.820        | 37.459                   | 1:53.279            | 94.35              | 1.287  | 15:15:47.426        |
| 4 -                       | 1:15.088        | 37.063                   | 1:52.151 (2)        | 95.30              | 0.159  | 15:17:39.577        |
| 5 -                       | <b>1:14.912</b> | 37.367                   | 1:52.279 (3)        | 95.19              | 0.287  | 15:19:31.856        |
| 6 -                       | 1:14.942        | <b>37.050</b>            | <b>1:51.992 (1)</b> | <b>95.43</b>       |        | <b>15:21:23.848</b> |

| P9 0 F250 Paul PLATT      |                 | PVP/Gas Gas              |                     |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.427 |                 | BEST LAP TIME : 1:53.521 |                     | DIFFERENCE : 0.094 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 37.382                   | 2:01.160            | 88.21              | 7.639 | 15:11:57.000        |
| 2 -                       | 1:16.559        | 37.687                   | 1:54.246            | 93.55              | 0.725 | 15:13:51.246        |
| 3 -                       | 1:17.010        | <b>37.159</b>            | 1:54.169 (3)        | 93.61              | 0.648 | 15:15:45.415        |
| 4 -                       | 1:16.335        | 37.411                   | 1:53.746 (2)        | 93.96              | 0.225 | 15:17:39.161        |
| 5 -                       | 1:17.037        | 37.183                   | 1:54.220            | 93.57              | 0.699 | 15:19:33.381        |
| 6 -                       | <b>1:16.268</b> | 37.253                   | <b>1:53.521 (1)</b> | <b>94.15</b>       |       | <b>15:21:26.902</b> |

| P10 35 F250 Sam HEMPSHALL |                 | Anderson/THR             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.919 |                 | BEST LAP TIME : 1:54.919 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 39.576                   | 2:06.850            | 84.25              | 11.931 | 15:12:02.690        |
| 2 -                       | 1:19.037        | 38.776                   | 1:57.813            | 90.72              | 2.894  | 15:14:00.503        |
| 3 -                       | 1:18.033        | 38.051                   | 1:56.084 (3)        | 92.07              | 1.165  | 15:15:56.587        |
| 4 -                       | 1:17.278        | 39.244                   | 1:56.522            | 91.72              | 1.603  | 15:17:53.109        |
| 5 -                       | 1:17.663        | 38.241                   | 1:55.904 (2)        | 92.21              | 0.985  | 15:19:49.013        |
| 6 -                       | <b>1:17.223</b> | <b>37.696</b>            | <b>1:54.919 (1)</b> | <b>93.00</b>       |        | <b>15:21:43.932</b> |

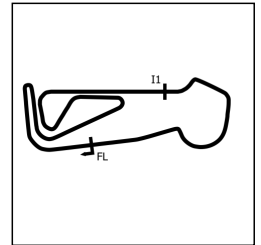
| P11 29 D1 Chris WESEMAEL  |                 | Anderson/VM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.249 |                 | BEST LAP TIME : 1:53.504 |                     | DIFFERENCE : 0.255 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 38.274                   | 2:03.645            | 86.44              | 10.141 | 15:11:59.485        |
| 2 -                       | 1:35.779        | 38.636                   | 2:14.415            | 79.51              | 20.911 | 15:14:13.900        |
| 3 -                       | 1:18.093        | 37.545                   | 1:55.638            | 92.42              | 2.134  | 15:16:09.538        |
| 4 -                       | <b>1:16.230</b> | 37.274                   | <b>1:53.504 (1)</b> | <b>94.16</b>       |        | <b>15:18:03.042</b> |
| 5 -                       | 1:16.936        | <b>37.019</b>            | 1:53.955 (2)        | 93.79              | 0.451  | 15:19:56.997        |
| 6 -                       | 1:17.031        | 37.314                   | 1:54.345 (3)        | 93.47              | 0.841  | 15:21:51.342        |

| P12 50 F250 John BUSBY    |                 | Anderson/DEA             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.781 |                 | BEST LAP TIME : 1:56.006 |                     | DIFFERENCE : 0.225 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 40.494                   | 2:12.936            | 80.40              | 16.930 | 15:12:08.776        |
| 2 -                       | 1:18.045        | 38.197                   | 1:56.242 (2)        | 91.94              | 0.236  | 15:14:05.018        |
| 3 -                       | 1:19.481        | <b>37.820</b>            | 1:57.301            | 91.11              | 1.295  | 15:16:02.319        |
| 4 -                       | 1:19.420        | 38.217                   | 1:57.637            | 90.85              | 1.631  | 15:17:59.956        |
| 5 -                       | <b>1:17.961</b> | 38.045                   | <b>1:56.006 (1)</b> | <b>92.13</b>       |        | <b>15:19:55.962</b> |
| 6 -                       | 1:18.419        | 37.903                   | 1:56.322 (3)        | 91.88              | 0.316  | 15:21:52.284        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

| P13 92 F250 Ben ARDERN Anderson/DEA |                 |                          |                     |                    |        |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.286           |                 | BEST LAP TIME : 1:55.286 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                 |                 | 39.592                   | 2:11.624            | 81.20              | 16.338 | 15:12:07.464        |
| 2 -                                 | 1:20.024        | 38.916                   | 1:58.940            | 89.86              | 3.654  | 15:14:06.404        |
| 3 -                                 | 1:19.151        | 38.999                   | 1:58.150            | 90.46              | 2.864  | 15:16:04.554        |
| 4 -                                 | 1:18.057        | 38.263                   | 1:56.320 (2)        | 91.88              | 1.034  | 15:18:00.874        |
| 5 -                                 | <b>1:17.383</b> | <b>37.903</b>            | <b>1:55.286 (1)</b> | <b>92.70</b>       |        | <b>15:19:56.160</b> |
| 6 -                                 | 1:19.105        | 38.040                   | 1:57.145 (3)        | 91.23              | 1.859  | 15:21:53.305        |

| P14 20 D1 Johnny WEST Anderson/VM |                 |                          |                     |                    |       |                     |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.612         |                 | BEST LAP TIME : 1:58.243 |                     | DIFFERENCE : 0.631 |       |                     |
| LAP                               | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                               |                 | 39.624                   | 2:07.502            | 83.82              | 9.259 | 15:12:03.342        |
| 2 -                               | 1:19.337        | <b>38.906</b>            | <b>1:58.243 (1)</b> | <b>90.39</b>       |       | <b>15:14:01.585</b> |
| 3 -                               | 1:19.424        | 39.504                   | 1:58.928 (2)        | 89.87              | 0.685 | 15:16:00.513        |
| 4 -                               | 1:20.157        | 40.858                   | 2:01.015            | 88.32              | 2.772 | 15:18:01.528        |
| 5 -                               | 1:19.437        | 39.966                   | 1:59.403            | 89.51              | 1.160 | 15:20:00.931        |
| 6 -                               | <b>1:18.706</b> | 40.420                   | 1:59.126 (3)        | 89.72              | 0.883 | 15:22:00.057        |

| P15 66 D1 John FAULKNER Anderson/FPE |                 |                          |                     |                    |        |                     |
|--------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.166            |                 | BEST LAP TIME : 1:58.175 |                     | DIFFERENCE : 0.009 |        |                     |
| LAP                                  | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                  |                 | 39.855                   | 2:10.049            | 82.18              | 11.874 | 15:12:05.889        |
| 2 -                                  | 1:20.036        | 40.045                   | 2:00.081            | 89.00              | 1.906  | 15:14:05.970        |
| 3 -                                  | 1:19.181        | 39.753                   | 1:58.934 (3)        | 89.86              | 0.759  | 15:16:04.904        |
| 4 -                                  | 1:18.766        | <b>39.409</b>            | <b>1:58.175 (1)</b> | <b>90.44</b>       |        | <b>15:18:03.079</b> |
| 5 -                                  | <b>1:18.757</b> | 39.589                   | 1:58.346 (2)        | 90.31              | 0.171  | 15:20:01.425        |
| 6 -                                  | 1:18.900        | 40.056                   | 1:58.956            | 89.84              | 0.781  | 15:22:00.381        |

| P16 147 F250 Chris BALDERSON Raider/Honda |                 |                          |                     |                    |        |                     |
|-------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.245                 |                 | BEST LAP TIME : 1:59.245 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                       |                 | 40.361                   | 2:11.104            | 81.52              | 11.859 | 15:12:06.944        |
| 2 -                                       | 1:22.452        | 39.290                   | 2:01.742            | 87.79              | 2.497  | 15:14:08.686        |
| 3 -                                       | 1:21.989        | 39.173                   | 2:01.162            | 88.21              | 1.917  | 15:16:09.848        |
| 4 -                                       | 1:22.000        | 38.785                   | 2:00.785 (3)        | 88.48              | 1.540  | 15:18:10.633        |
| 5 -                                       | 1:21.083        | 38.577                   | 1:59.660 (2)        | 89.32              | 0.415  | 15:20:10.293        |
| 6 -                                       | <b>1:20.763</b> | <b>38.482</b>            | <b>1:59.245 (1)</b> | <b>89.63</b>       |        | <b>15:22:09.538</b> |

| P17 28 F125 Ella STEVENS Birel/IAME |                 |                          |                     |                    |        |                     |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.606           |                 | BEST LAP TIME : 1:58.606 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                 | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                 |                 | 41.348                   | 2:14.415            | 79.51              | 15.809 | 15:12:10.255        |
| 2 -                                 | 1:21.952        | 39.272                   | 2:01.224            | 88.16              | 2.618  | 15:14:11.479        |
| 3 -                                 | 1:22.030        | 39.436                   | 2:01.466            | 87.99              | 2.860  | 15:16:12.945        |
| 4 -                                 | 1:20.497        | 39.938                   | 2:00.435 (3)        | 88.74              | 1.829  | 15:18:13.380        |
| 5 -                                 | 1:20.552        | 38.770                   | 1:59.322 (2)        | 89.57              | 0.716  | 15:20:12.702        |
| 6 -                                 | <b>1:20.113</b> | <b>38.493</b>            | <b>1:58.606 (1)</b> | <b>90.11</b>       |        | <b>15:22:11.308</b> |

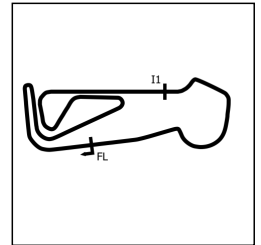
| P18 S3 F125 Ollie HOLMES Anderson AK/TM R1 |                 |                          |                     |                    |        |                     |
|--------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.257                  |                 | BEST LAP TIME : 1:59.257 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                        | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                        |                 | 40.967                   | 2:13.356            | 80.14              | 14.099 | 15:12:09.196        |
| 2 -                                        | 1:21.960        | 40.137                   | 2:02.097            | 87.53              | 2.840  | 15:14:11.293        |
| 3 -                                        | 1:21.255        | 39.578                   | 2:00.833 (3)        | 88.45              | 1.576  | 15:16:12.126        |
| 4 -                                        | 1:21.312        | 39.551                   | 2:00.863            | 88.43              | 1.606  | 15:18:12.989        |
| 5 -                                        | 1:21.040        | 39.188                   | 2:00.228 (2)        | 88.89              | 0.971  | 15:20:13.217        |
| 6 -                                        | <b>1:20.232</b> | <b>39.025</b>            | <b>1:59.257 (1)</b> | <b>89.62</b>       |        | <b>15:22:12.474</b> |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

| P19 51 F250 Luke BURTON Anderson/Viper SK250 Si |                 |                          |                     |                    |        |                     |
|-------------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.721                       |                 | BEST LAP TIME : 1:59.896 |                     | DIFFERENCE : 0.175 |        |                     |
| LAP                                             | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                             |                 | 41.119                   | 2:13.636            | 79.97              | 13.740 | 15:12:09.476        |
| 2 -                                             | 1:21.572        | 39.262                   | 2:00.834 (3)        | 88.45              | 0.938  | 15:14:10.310        |
| 3 -                                             | <b>1:20.485</b> | 39.411                   | <b>1:59.896 (1)</b> | <b>89.14</b>       |        | <b>15:16:10.206</b> |
| 4 -                                             | 1:20.703        | <b>39.236</b>            | 1:59.939 (2)        | 89.11              | 0.043  | 15:18:10.145        |
| 5 -                                             | 1:21.985        | 40.079                   | 2:02.064            | 87.56              | 2.168  | 15:20:12.209        |
| 6 -                                             | 1:22.433        | 40.181                   | 2:02.614            | 87.16              | 2.718  | 15:22:14.823        |

| P20 90 F250 Rob AUSTIN Anderson Viper SK250 |                 |                          |                     |                    |        |                     |
|---------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.525                   |                 | BEST LAP TIME : 2:00.856 |                     | DIFFERENCE : 0.331 |        |                     |
| LAP                                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                         |                 | 40.691                   | 2:12.862            | 80.44              | 12.006 | 15:12:08.702        |
| 2 -                                         | 1:21.633        | 41.079                   | 2:02.712            | 87.09              | 1.856  | 15:14:11.414        |
| 3 -                                         | 1:21.163        | <b>39.693</b>            | <b>2:00.856 (1)</b> | <b>88.43</b>       |        | <b>15:16:12.270</b> |
| 4 -                                         | <b>1:20.832</b> | 40.099                   | 2:00.931 (2)        | 88.38              | 0.075  | 15:18:13.201        |
| 5 -                                         | 1:21.881        | 40.458                   | 2:02.339            | 87.36              | 1.483  | 15:20:15.540        |
| 6 -                                         | 1:21.636        | 40.266                   | 2:01.902 (3)        | 87.67              | 1.046  | 15:22:17.442        |

| P21 143 F250 John READER Anderson/DEA |                 |                          |                     |                    |        |                     |
|---------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.786             |                 | BEST LAP TIME : 1:59.964 |                     | DIFFERENCE : 0.178 |        |                     |
| LAP                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                   |                 | 43.716                   | 2:19.207            | 76.77              | 19.243 | 15:12:15.047        |
| 2 -                                   | 1:22.067        | 40.465                   | 2:02.532            | 87.22              | 2.568  | 15:14:17.579        |
| 3 -                                   | 1:20.860        | 40.236                   | 2:01.096 (3)        | 88.26              | 1.132  | 15:16:18.675        |
| 4 -                                   | 1:21.781        | 39.561                   | 2:01.342            | 88.08              | 1.378  | 15:18:20.017        |
| 5 -                                   | <b>1:20.622</b> | 39.599                   | 2:00.221 (2)        | 88.90              | 0.257  | 15:20:20.238        |
| 6 -                                   | 1:20.800        | <b>39.164</b>            | <b>1:59.964 (1)</b> | <b>89.09</b>       |        | <b>15:22:20.202</b> |

| P22 26 F450 Ronan McCLINTOCK Anderson/KTM |                 |                          |                     |                    |        |                     |
|-------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.230                 |                 | BEST LAP TIME : 2:02.230 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                       |                 | 41.350                   | 2:14.782            | 79.29              | 12.552 | 15:12:10.622        |
| 2 -                                       | 1:23.307        | 40.433                   | 2:03.740            | 86.37              | 1.510  | 15:14:14.362        |
| 3 -                                       | <b>1:21.919</b> | <b>40.311</b>            | <b>2:02.230 (1)</b> | <b>87.44</b>       |        | <b>15:16:16.592</b> |
| 4 -                                       | 1:22.200        | 40.494                   | 2:02.694 (2)        | 87.11              | 0.464  | 15:18:19.286        |
| 5 -                                       | 1:22.747        | 40.596                   | 2:03.343            | 86.65              | 1.113  | 15:20:22.629        |
| 6 -                                       | 1:22.327        | 40.372                   | 2:02.699 (3)        | 87.10              | 0.469  | 15:22:25.328        |

| P23 132 F250 Jordan BAILEY Anderson/Gas Gas |                 |                          |                     |                    |        |                     |
|---------------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.460                   |                 | BEST LAP TIME : 2:01.396 |                     | DIFFERENCE : 0.936 |        |                     |
| LAP                                         | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                         |                 | 41.250                   | 2:15.346            | 78.96              | 13.950 | 15:12:11.186        |
| 2 -                                         | 1:23.816        | 40.526                   | 2:04.342            | 85.95              | 2.946  | 15:14:15.528        |
| 3 -                                         | 1:22.776        | 40.393                   | 2:03.169 (3)        | 86.77              | 1.773  | 15:16:18.697        |
| 4 -                                         | 1:24.193        | 40.131                   | 2:04.324            | 85.96              | 2.928  | 15:18:23.021        |
| 5 -                                         | 1:22.007        | <b>39.434</b>            | 2:01.441 (2)        | 88.01              | 0.045  | 15:20:24.462        |
| 6 -                                         | <b>1:21.026</b> | 40.370                   | <b>2:01.396 (1)</b> | <b>88.04</b>       |        | <b>15:22:25.858</b> |

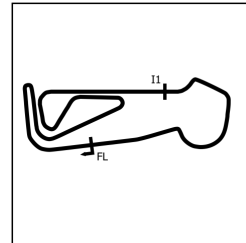
  

| P24 22 F125 Joe RIPPIN Anderson/TM R1 |                 |                          |                     |                    |        |                     |
|---------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.648             |                 | BEST LAP TIME : 2:00.807 |                     | DIFFERENCE : 0.159 |        |                     |
| LAP                                   | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                   |                 | 43.436                   | 2:18.229            | 77.32              | 17.422 | 15:12:14.069        |
| 2 -                                   | 1:23.426        | 40.844                   | 2:04.270            | 86.00              | 3.463  | 15:14:18.339        |
| 3 -                                   | 1:22.434        | 39.861                   | 2:02.295 (3)        | 87.39              | 1.488  | 15:16:20.634        |
| 4 -                                   | 1:22.720        | 40.057                   | 2:02.777            | 87.05              | 1.970  | 15:18:23.411        |
| 5 -                                   | 1:22.455        | <b>39.520</b>            | 2:01.975 (2)        | 87.62              | 1.168  | 15:20:25.386        |
| 6 -                                   | <b>1:21.128</b> | 39.679                   | <b>2:00.807 (1)</b> | <b>88.47</b>       |        | <b>15:22:26.193</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

| P25 59 F450 Nick FLINT    |                 | Anderson/KTM             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.391 |                 | BEST LAP TIME : 2:02.391 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.336                   | 2:16.659            | 78.20              | 14.268 | 15:12:12.499        |
| 2 -                       | 1:23.196        | 40.230                   | 2:03.426 (2)        | 86.59              | 1.035  | 15:14:15.925        |
| 3 -                       | <b>1:22.217</b> | <b>40.174</b>            | <b>2:02.391 (1)</b> | <b>87.32</b>       |        | <b>15:16:18.316</b> |
| 4 -                       | 1:23.870        | 40.590                   | 2:04.460 (3)        | 85.87              | 2.069  | 15:18:22.776        |
| 5 -                       | 1:24.915        | 40.731                   | 2:05.646            | 85.06              | 3.255  | 15:20:28.422        |
| 6 -                       | 1:24.834        | 40.915                   | 2:05.749            | 84.99              | 3.358  | 15:22:34.171        |

| P26 97 F125 Toby VINCENT  |                 | Anderson/TM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.471 |                 | BEST LAP TIME : 2:02.674 |                     | DIFFERENCE : 0.203 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 42.668                   | 2:19.892            | 76.40              | 17.218 | 15:12:15.732        |
| 2 -                       | 1:23.944        | 40.586                   | 2:04.530            | 85.82              | 1.856  | 15:14:20.262        |
| 3 -                       | <b>1:22.428</b> | 40.246                   | <b>2:02.674 (1)</b> | <b>87.12</b>       |        | <b>15:16:22.936</b> |
| 4 -                       | 1:23.153        | 40.660                   | 2:03.813 (3)        | 86.32              | 1.139  | 15:18:26.749        |
| 5 -                       | 1:23.256        | <b>40.043</b>            | 2:03.299 (2)        | 86.68              | 0.625  | 15:20:30.048        |
| 6 -                       | 1:23.892        | 40.696                   | 2:04.588            | 85.78              | 1.914  | 15:22:34.636        |

| P27 99 F125 Aston BAKER   |                 | Birel /TM R1             |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.253 |                 | BEST LAP TIME : 2:04.253 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.113                   | 2:19.688            | 76.51              | 15.435 | 15:12:15.528        |
| 2 -                       | 1:24.084        | 41.283                   | 2:05.367 (3)        | 85.25              | 1.114  | 15:14:20.895        |
| 3 -                       | 1:25.490        | 41.084                   | 2:06.574            | 84.44              | 2.321  | 15:16:27.469        |
| 4 -                       | 1:23.934        | 40.978                   | 2:04.912 (2)        | 85.56              | 0.659  | 15:18:32.381        |
| 5 -                       | 1:24.682        | 40.856                   | 2:05.538            | 85.13              | 1.285  | 15:20:37.919        |
| 6 -                       | <b>1:23.439</b> | <b>40.814</b>            | <b>2:04.253 (1)</b> | <b>86.01</b>       |        | <b>15:22:42.172</b> |

| P28 62 D1 Andy POWELL     |                 | PVP/FPPE                 |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.595 |                 | BEST LAP TIME : 2:04.928 |                     | DIFFERENCE : 0.333 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.768                   | 2:20.959            | 75.82              | 16.031 | 15:12:16.799        |
| 2 -                       | 1:24.896        | 42.528                   | 2:07.424            | 83.87              | 2.496  | 15:14:24.223        |
| 3 -                       | 1:24.331        | 42.355                   | 2:06.686            | 84.36              | 1.758  | 15:16:30.909        |
| 4 -                       | 1:23.630        | <b>41.485</b>            | 2:05.115 (2)        | 85.42              | 0.187  | 15:18:36.024        |
| 5 -                       | <b>1:23.110</b> | 42.479                   | 2:05.589 (3)        | 85.10              | 0.661  | 15:20:41.613        |
| 6 -                       | 1:23.266        | 41.662                   | <b>2:04.928 (1)</b> | <b>85.55</b>       |        | <b>15:22:46.541</b> |

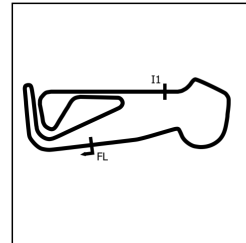
| P29 196 F125 Jake BAKER   |                 | Birel/TM R1              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.635 |                 | BEST LAP TIME : 2:04.635 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.788                   | 2:22.416            | 75.04              | 17.781 | 15:12:18.256        |
| 2 -                       | 1:24.984        | 41.777                   | 2:06.761            | 84.31              | 2.126  | 15:14:25.017        |
| 3 -                       | 1:25.083        | 41.271                   | 2:06.354            | 84.58              | 1.719  | 15:16:31.371        |
| 4 -                       | 1:24.108        | 41.447                   | 2:05.555 (2)        | 85.12              | 0.920  | 15:18:36.926        |
| 5 -                       | <b>1:23.588</b> | <b>41.047</b>            | <b>2:04.635 (1)</b> | <b>85.75</b>       |        | <b>15:20:41.561</b> |
| 6 -                       | 1:24.766        | 41.512                   | 2:06.278 (3)        | 84.63              | 1.643  | 15:22:47.839        |

| P30 23 F125 Clint BRIDGE  |                 | Anderson/TM              |                     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.437 |                 | BEST LAP TIME : 2:05.385 |                     | DIFFERENCE : 0.948 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.943                   | 2:22.154            | 75.18              | 16.769 | 15:12:17.994        |
| 2 -                       | 1:26.514        | 41.591                   | 2:08.105            | 83.43              | 2.720  | 15:14:26.099        |
| 3 -                       | 1:25.791        | 40.966                   | 2:06.757            | 84.31              | 1.372  | 15:16:32.856        |
| 4 -                       | 1:24.503        | 40.882                   | <b>2:05.385 (1)</b> | <b>85.24</b>       |        | <b>15:18:38.241</b> |
| 5 -                       | 1:24.772        | <b>40.661</b>            | 2:05.433 (2)        | 85.20              | 0.048  | 15:20:43.674        |
| 6 -                       | <b>1:23.776</b> | 41.776                   | 2:05.552 (3)        | 85.12              | 0.167  | 15:22:49.226        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

| <b>P31</b>                | <b>281 F250</b> | <b>Ian LUTO</b>          | Anderson/Honda      |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.049 |                 | BEST LAP TIME : 2:10.553 |                     | DIFFERENCE : 0.504 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.788                   | 2:26.129            | 73.14              | 15.576 | 15:12:21.969        |
| 2 -                       | 1:29.894        | 43.380                   | 2:13.274            | 80.19              | 2.721  | 15:14:35.243        |
| 3 -                       | 1:28.888        | <b>43.026</b>            | 2:11.914 (2)        | 81.02              | 1.361  | 15:16:47.157        |
| 4 -                       | <b>1:27.023</b> | 43.530                   | <b>2:10.553 (1)</b> | <b>81.86</b>       |        | <b>15:18:57.710</b> |
| 5 -                       | 1:28.724        | 43.583                   | 2:12.307 (3)        | 80.78              | 1.754  | 15:21:10.017        |

| <b>P32</b>                | <b>40 F125</b>  | <b>Richard SCOTT</b>     | Anderson/Vortex     |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.614 |                 | BEST LAP TIME : 2:12.614 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 44.083                   | 2:23.957            | 74.24              | 11.343 | 15:12:19.797        |
| 2 -                       | 1:29.163        | 43.989                   | 2:13.152 (2)        | 80.26              | 0.538  | 15:14:32.949        |
| 3 -                       | 1:29.455        | 43.736                   | 2:13.191 (3)        | 80.24              | 0.577  | 15:16:46.140        |
| 4 -                       | <b>1:28.992</b> | <b>43.622</b>            | <b>2:12.614 (1)</b> | <b>80.59</b>       |        | <b>15:18:58.754</b> |
| 5 -                       | 1:29.780        | 44.293                   | 2:14.073            | 79.71              | 1.459  | 15:21:12.827        |

| <b>P33</b>                | <b>11 F125</b>  | <b>Oliver RIDOUT</b>     | Anderson/TM R1      |                    |        |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.964 |                 | BEST LAP TIME : 2:06.501 |                     | DIFFERENCE : 0.537 |        |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |                 | 43.414                   | 2:17.645            | 77.64              | 11.144 | 15:12:13.485        |
| 2 -                       | 1:25.291        | 41.461                   | 2:06.752 (2)        | 84.32              | 0.251  | 15:14:20.237        |
| 3 -                       | 1:26.343        | <b>41.091</b>            | 2:07.434            | 83.87              | 0.933  | 15:16:27.671        |
| 4 -                       | <b>1:24.873</b> | 41.628                   | <b>2:06.501 (1)</b> | <b>84.49</b>       |        | <b>15:18:34.172</b> |
| 5 -                       | 1:25.658        | 41.671                   | 2:07.329 (3)        | 83.94              | 0.828  | 15:20:41.501        |

| <b>P34</b>                | <b>5 D1</b>     | <b>Carl HULME</b>        | Anderson/VM         |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:51.119 |                 | BEST LAP TIME : 1:51.597 |                     | DIFFERENCE : 0.478 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 37.440                   | 1:58.601            | 90.11              | 7.004 | 15:11:54.441        |
| 2 -                       | 1:15.426        | <b>36.345</b>            | 1:51.771 (2)        | 95.62              | 0.174 | 15:13:46.212        |
| 3 -                       | 1:15.677        | 37.249                   | 1:52.926 (3)        | 94.64              | 1.329 | 15:15:39.138        |
| 4 -                       | <b>1:14.774</b> | 36.823                   | <b>1:51.597 (1)</b> | <b>95.77</b>       |       | <b>15:17:30.735</b> |

| <b>P35</b>                | <b>101 F250</b> | <b>Lee PLAIN</b>         | Anderson/DEA        |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.055 |                 | BEST LAP TIME : 1:58.319 |                     | DIFFERENCE : 2.264 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | <b>37.888</b>            | 2:00.629 (3)        | 88.60              | 2.310 | 15:11:56.469        |
| 2 -                       | <b>1:18.167</b> | 40.805                   | 1:58.972 (2)        | 89.83              | 0.653 | 15:13:55.441        |
| 3 -                       | 1:19.878        | 38.441                   | <b>1:58.319 (1)</b> | <b>90.33</b>       |       | <b>15:15:53.760</b> |

| <b>P36</b>                | <b>31 D1</b>    | <b>San MOSS</b>          | Anderson/VM         |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.372 |                 | BEST LAP TIME : 1:48.372 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 36.644                   | 1:58.054 (2)        | 90.53              | 9.682 | 15:11:53.894        |
| 2 -                       | <b>1:13.036</b> | <b>35.336</b>            | <b>1:48.372 (1)</b> | <b>98.62</b>       |       | <b>15:13:42.266</b> |

| <b>P37</b>                | <b>6 D1</b>     | <b>Andy GULLIFORD</b>    | Anderson/VM         |                    |       |                     |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.296 |                 | BEST LAP TIME : 1:50.296 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1        | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |                 | 36.622                   | 1:56.918 (2)        | 91.41              | 6.622 | 15:11:52.758        |
| 2 -                       | <b>1:14.284</b> | <b>36.012</b>            | <b>1:50.296 (1)</b> | <b>96.90</b>       |       | <b>15:13:43.054</b> |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - SECTOR ANALYSIS



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

|                           |           |                          |                      |                    |        |              |
|---------------------------|-----------|--------------------------|----------------------|--------------------|--------|--------------|
| <b>P38</b>                | <b>34</b> | <b>F250</b>              | <b>Daniel JERRED</b> | Anderson/Honda     |        |              |
| IDEAL LAP TIME : 2:05.405 |           | BEST LAP TIME : 2:05.405 |                      | DIFFERENCE : 0.000 |        |              |
| LAP                       | SECTOR 1  | SECTOR 2                 | LAP TIME             | MPH                | DIFF   | TIME OF DAY  |
| 1 -                       |           | 42.368                   | 2:16.429 (2)         | 78.34              | 11.024 | 15:12:12.269 |
| 2 -                       | 1:23.817  | 41.588                   | 2:05.405 (1)         | 85.22              |        | 15:14:17.674 |

|                  |           |                          |                    |              |      |              |
|------------------|-----------|--------------------------|--------------------|--------------|------|--------------|
| <b>P39</b>       | <b>98</b> | <b>F125</b>              | <b>Marty BAKER</b> | Anderson/TM  |      |              |
| IDEAL LAP TIME : |           | BEST LAP TIME : 2:23.291 |                    | DIFFERENCE : |      |              |
| LAP              | SECTOR 1  | SECTOR 2                 | LAP TIME           | MPH          | DIFF | TIME OF DAY  |
| 1 -              |           | 43.882                   | 2:23.291 (1)       | 74.59        |      | 15:12:19.131 |

|                  |           |                          |                     |              |      |              |
|------------------|-----------|--------------------------|---------------------|--------------|------|--------------|
| <b>P40</b>       | <b>17</b> | <b>F125</b>              | <b>Gary POTKINS</b> | Anderson/TM  |      |              |
| IDEAL LAP TIME : |           | BEST LAP TIME : 2:34.807 |                     | DIFFERENCE : |      |              |
| LAP              | SECTOR 1  | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY  |
| 1 -              |           | 49.471                   | 2:34.807 (1)        | 69.04        |      | 15:12:30.647 |

|                  |            |                 |                         |               |      |              |
|------------------|------------|-----------------|-------------------------|---------------|------|--------------|
| <b>P41</b>       | <b>GP1</b> | <b>F250</b>     | <b>Kirk CATTERMOLLE</b> | Raider/CAT TM |      |              |
| IDEAL LAP TIME : |            | BEST LAP TIME : |                         | DIFFERENCE :  |      |              |
| LAP              | SECTOR 1   | SECTOR 2        | LAP TIME                | MPH           | DIFF | TIME OF DAY  |
| 1 -              | OUTLAP     | IN PIT          | 6:18.548 P              | 28.23         |      | 15:16:14.388 |

|                  |           |                 |                   |              |      |              |
|------------------|-----------|-----------------|-------------------|--------------|------|--------------|
| <b>P42</b>       | <b>85</b> | <b>D1</b>       | <b>Ross ALLEN</b> | Jade/IAMI    |      |              |
| IDEAL LAP TIME : |           | BEST LAP TIME : |                   | DIFFERENCE : |      |              |
| LAP              | SECTOR 1  | SECTOR 2        | LAP TIME          | MPH          | DIFF | TIME OF DAY  |
| 1 -              | OUTLAP    | IN PIT          | 10:19.120 P       | 17.26        |      | 15:20:14.960 |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 11 - BEST SECTORS

| SECTOR 1 |     |          | SECTOR 2 |        | IDEAL / BEST COMPARISON |     |            |             |          |       |
|----------|-----|----------|----------|--------|-------------------------|-----|------------|-------------|----------|-------|
| POS      | NO  | TIME     | NO       | TIME   | POS                     | NO  | NAME       | IDEAL       | BEST     | DIFF  |
|          |     |          |          |        |                         |     |            | PERFECT LAP | 1:46.142 |       |
| 1        | 24  | 1:11.478 | 24       | 34.664 | 1                       | 24  | MORLEY     | 1:46.142    | 1:46.142 | 0.000 |
| 2        | 87  | 1:11.841 | 1        | 34.756 | 2                       | 87  | TRITTON    | 1:46.638    | 1:46.893 | 0.255 |
| 3        | 1   | 1:12.008 | 87       | 34.797 | 3                       | 1   | HARPHAM    | 1:46.764    | 1:47.198 | 0.434 |
| 4        | 3   | 1:12.613 | 3        | 34.978 | 4                       | 3   | RUSHFORTH  | 1:47.591    | 1:47.689 | 0.098 |
| 5        | 69  | 1:12.848 | 31       | 35.336 | 5                       | 31  | MOSS       | 1:48.372    | 1:48.372 | 0.000 |
| 6        | 31  | 1:13.036 | 6        | 36.012 | 6                       | 69  | KYRITSIS   | 1:48.888    | 1:48.888 | 0.000 |
| 7        | 6   | 1:14.284 | 69       | 36.040 | 7                       | 6   | GULLIFORD  | 1:50.296    | 1:50.296 | 0.000 |
| 8        | 68  | 1:14.353 | 5        | 36.345 | 8                       | 68  | EDWARDS    | 1:50.770    | 1:50.902 | 0.132 |
| 9        | 5   | 1:14.774 | 68       | 36.417 | 9                       | 5   | HULME      | 1:51.119    | 1:51.597 | 0.478 |
| 10       | 15  | 1:14.912 | 42       | 36.928 | 10                      | 42  | RILEY      | 1:51.929    | 1:52.063 | 0.134 |
| 11       | 42  | 1:15.001 | 29       | 37.019 | 11                      | 15  | WAITE      | 1:51.962    | 1:51.992 | 0.030 |
| 12       | 29  | 1:16.230 | 15       | 37.050 | 12                      | 29  | WESEMAEL   | 1:53.249    | 1:53.504 | 0.255 |
| 13       | 0   | 1:16.268 | 0        | 37.159 | 13                      | 0   | PLATT      | 1:53.427    | 1:53.521 | 0.094 |
| 14       | 35  | 1:17.223 | 35       | 37.696 | 14                      | 35  | HEMPSHALL  | 1:54.919    | 1:54.919 | 0.000 |
| 15       | 92  | 1:17.383 | 50       | 37.820 | 15                      | 92  | ARDERN     | 1:55.286    | 1:55.286 | 0.000 |
| 16       | 50  | 1:17.961 | 101      | 37.888 | 16                      | 50  | BUSBY      | 1:55.781    | 1:56.006 | 0.225 |
| 17       | 101 | 1:18.167 | 92       | 37.903 | 17                      | 101 | PLAIN      | 1:56.055    | 1:58.319 | 2.264 |
| 18       | 20  | 1:18.706 | 147      | 38.482 | 18                      | 20  | WEST       | 1:57.612    | 1:58.243 | 0.631 |
| 19       | 66  | 1:18.757 | 28       | 38.493 | 19                      | 66  | FAULKNER   | 1:58.166    | 1:58.175 | 0.009 |
| 20       | 28  | 1:20.113 | 20       | 38.906 | 20                      | 28  | STEVENS    | 1:58.606    | 1:58.606 | 0.000 |
| 21       | S3  | 1:20.232 | S3       | 39.025 | 21                      | 147 | BALDERSON  | 1:59.245    | 1:59.245 | 0.000 |
| 22       | 51  | 1:20.485 | 143      | 39.164 | 22                      | S3  | HOLMES     | 1:59.257    | 1:59.257 | 0.000 |
| 23       | 143 | 1:20.622 | 51       | 39.236 | 23                      | 51  | BURTON     | 1:59.721    | 1:59.896 | 0.175 |
| 24       | 147 | 1:20.763 | 66       | 39.409 | 24                      | 143 | READER     | 1:59.786    | 1:59.964 | 0.178 |
| 25       | 90  | 1:20.832 | 132      | 39.434 | 25                      | 132 | BAILEY     | 2:00.460    | 2:01.396 | 0.936 |
| 26       | 132 | 1:21.026 | 22       | 39.520 | 26                      | 90  | AUSTIN     | 2:00.525    | 2:00.856 | 0.331 |
| 27       | 22  | 1:21.128 | 90       | 39.693 | 27                      | 22  | RIPPIN     | 2:00.648    | 2:00.807 | 0.159 |
| 28       | 26  | 1:21.919 | 97       | 40.043 | 28                      | 26  | McCLINTOCK | 2:02.230    | 2:02.230 | 0.000 |
| 29       | 59  | 1:22.217 | 59       | 40.174 | 29                      | 59  | FLINT      | 2:02.391    | 2:02.391 | 0.000 |
| 30       | 97  | 1:22.428 | 26       | 40.311 | 30                      | 97  | VINCENT    | 2:02.471    | 2:02.674 | 0.203 |
| 31       | 62  | 1:23.110 | 23       | 40.661 | 31                      | 99  | BAKER      | 2:04.253    | 2:04.253 | 0.000 |
| 32       | 99  | 1:23.439 | 99       | 40.814 | 32                      | 23  | BRIDGE     | 2:04.437    | 2:05.385 | 0.948 |
| 33       | 196 | 1:23.588 | 196      | 41.047 | 33                      | 62  | POWELL     | 2:04.595    | 2:04.928 | 0.333 |
| 34       | 23  | 1:23.776 | 11       | 41.091 | 34                      | 196 | BAKER      | 2:04.635    | 2:04.635 | 0.000 |
| 35       | 34  | 1:23.817 | 62       | 41.485 | 35                      | 34  | JERRED     | 2:05.405    | 2:05.405 | 0.000 |
| 36       | 11  | 1:24.873 | 34       | 41.588 | 36                      | 11  | RIDOUT     | 2:05.964    | 2:06.501 | 0.537 |
| 37       | 281 | 1:27.023 | 281      | 43.026 | 37                      | 281 | LUTO       | 2:10.049    | 2:10.553 | 0.504 |
| 38       | 40  | 1:28.992 | 40       | 43.622 | 38                      | 40  | SCOTT      | 2:12.614    | 2:12.614 | 0.000 |
| 39       |     |          | 98       | 43.882 | 39                      | 17  | POTKINS    |             | 2:34.807 |       |
| 40       |     |          | 17       | 49.471 | 40                      | 85  | ALLEN      |             |          |       |
| 41       |     |          |          |        | 41                      | 98  | BAKER      |             | 2:23.291 |       |
| 42       |     |          |          |        | 42                      | GP1 | CATTERMOLE |             |          |       |
| 43       |     |          |          |        |                         |     |            |             |          |       |
| 44       |     |          |          |        |                         |     |            |             |          |       |
| 45       |     |          |          |        |                         |     |            |             |          |       |
| 46       |     |          |          |        |                         |     |            |             |          |       |
| 47       |     |          |          |        |                         |     |            |             |          |       |
| 48       |     |          |          |        |                         |     |            |             |          |       |

BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

British Superkarts

RACE 11 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 47                        |
| Planned Start          | 2025-05-04 @ 15:00:00.000 |
| Actual Start           | 2025-05-04 @ 15:09:55.840 |
| Finish Time            | 2025-05-04 @ 15:20:43.675 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 212                       |
| Total Distance Covered | 629.4092mi.               |

Session Fastest Lap History

| NO | CL | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|----|--------------|----------|--------------|-----|-------------------|
| 24 | D1 | Liam MORLEY  | 1:53.242 | 15:11:49.082 | 1   | Anderson/VM       |
| 24 | D1 | Liam MORLEY  | 1:48.660 | 15:13:37.742 | 2   | Anderson/VM       |
| 87 | D1 | Jack TRITTON | 1:48.407 | 15:13:38.225 | 2   | MS Kart/Harvey VM |
| 1  | D1 | Lee HARPHAM  | 1:47.842 | 15:13:38.573 | 2   | MS Kart/Harvey VM |
| 24 | D1 | Liam MORLEY  | 1:47.360 | 15:15:25.102 | 3   | Anderson/VM       |
| 87 | D1 | Jack TRITTON | 1:47.333 | 15:15:25.558 | 3   | MS Kart/Harvey VM |
| 24 | D1 | Liam MORLEY  | 1:46.624 | 15:17:11.726 | 4   | Anderson/VM       |
| 24 | D1 | Liam MORLEY  | 1:46.142 | 15:20:44.841 | 6   | Anderson/VM       |

Session Leader History

| NO | CL | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|----|-------------|----------|----------|-------------|-------------|
| 24 | D1 | Liam MORLEY | 1        | 6        | 17.81 miles | Anderson/VM |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 15:09:55.840 |
| FINISH | 15:20:43.675 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 6          | 13:38.091  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - STATISTICS

CLASS : D1

18 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|----------|--------------|-----|-------------------|
| 24 | Liam MORLEY  | 1:53.242 | 15:11:49.082 | 1   | Anderson/VM       |
| 24 | Liam MORLEY  | 1:48.660 | 15:13:37.742 | 2   | Anderson/VM       |
| 87 | Jack TRITTON | 1:48.407 | 15:13:38.225 | 2   | MS Kart/Harvey VM |
| 1  | Lee HARPAM   | 1:47.842 | 15:13:38.573 | 2   | MS Kart/Harvey VM |
| 24 | Liam MORLEY  | 1:47.360 | 15:15:25.102 | 3   | Anderson/VM       |
| 87 | Jack TRITTON | 1:47.333 | 15:15:25.558 | 3   | MS Kart/Harvey VM |
| 24 | Liam MORLEY  | 1:46.624 | 15:17:11.726 | 4   | Anderson/VM       |
| 24 | Liam MORLEY  | 1:46.142 | 15:20:44.841 | 6   | Anderson/VM       |

#### Leader History

| NO | NAME        | FROM LAP | LAPS LED | DISTANCE    | VEHICLE     |
|----|-------------|----------|----------|-------------|-------------|
| 24 | Liam MORLEY | 1        | 6        | 17.81 miles | Anderson/VM |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - STATISTICS

CLASS : F250

15 Starters

#### Fastest Lap History

| NO  | NAME       | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|-----|------------|----------|--------------|-----|--------------|
| 101 | Lee PLAIN  | 2:00.629 | 15:11:56.469 | 1   | Anderson/DEA |
| 0   | Paul PLATT | 1:54.246 | 15:13:51.246 | 2   | PVP/Gas Gas  |
| 0   | Paul PLATT | 1:54.169 | 15:15:45.415 | 3   | PVP/Gas Gas  |
| 0   | Paul PLATT | 1:53.746 | 15:17:39.161 | 4   | PVP/Gas Gas  |
| 0   | Paul PLATT | 1:53.521 | 15:21:26.902 | 6   | PVP/Gas Gas  |

#### Leader History

| NO  | NAME       | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|-----|------------|----------|----------|-------------|--------------|
| 101 | Lee PLAIN  | 1        | 1        | 2.96 miles  | Anderson/DEA |
| 0   | Paul PLATT | 2        | 5        | 14.84 miles | PVP/Gas Gas  |



# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - STATISTICS

CLASS : F125

11 Starters

#### Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE           |
|----|--------------|----------|--------------|-----|-------------------|
| S3 | Ollie HOLMES | 2:13.356 | 15:12:09.196 | 1   | Anderson AK/TM R1 |
| S3 | Ollie HOLMES | 2:02.097 | 15:14:11.293 | 2   | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 2:01.224 | 15:14:11.479 | 2   | Birel/IAME        |
| S3 | Ollie HOLMES | 2:00.833 | 15:16:12.126 | 3   | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 2:00.435 | 15:18:13.380 | 4   | Birel/IAME        |
| 28 | Ella STEVENS | 1:59.322 | 15:20:12.702 | 5   | Birel/IAME        |
| 28 | Ella STEVENS | 1:58.606 | 15:22:11.308 | 6   | Birel/IAME        |

#### Leader History

| NO | NAME         | FROM LAP | LAPS LED | DISTANCE    | VEHICLE           |
|----|--------------|----------|----------|-------------|-------------------|
| S3 | Ollie HOLMES | 1        | 4        | 11.87 miles | Anderson AK/TM R1 |
| 28 | Ella STEVENS | 5        | 2        | 5.93 miles  | Birel/IAME        |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 11 - STATISTICS

CLASS : F450

3 Starters

#### Fastest Lap History

| NO | NAME             | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|------------------|----------|--------------|-----|--------------|
| 26 | Ronan McCLINTOCK | 2:14.782 | 15:12:10.622 | 1   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:03.740 | 15:14:14.362 | 2   | Anderson/KTM |
| 59 | Nick FLINT       | 2:03.426 | 15:14:15.925 | 2   | Anderson/KTM |
| 26 | Ronan McCLINTOCK | 2:02.230 | 15:16:16.592 | 3   | Anderson/KTM |

#### Leader History

| NO | NAME             | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|------------------|----------|----------|-------------|--------------|
| 26 | Ronan McCLINTOCK | 1        | 6        | 17.81 miles | Anderson/KTM |

# BMCRC-MRO Championships 2025 - Rnd 3 @ Snetterton 300

## British Superkarts

### RACE 22 - GRID (10 minutes)



|        |    |            |                             |
|--------|----|------------|-----------------------------|
| ROW 24 | 47 | <b>161</b> | Richard CONNICK             |
| ROW 23 | 45 | <b>71</b>  | Chad JENKINS                |
| ROW 22 | 43 | <b>GP1</b> | Kirk CATTERMOLE             |
| ROW 21 | 41 | <b>85</b>  | Ross ALLEN                  |
| ROW 20 | 39 | <b>98</b>  | 2:23.291<br>Marty BAKER     |
| ROW 19 | 37 | <b>281</b> | 2:10.553<br>Ian LUTO        |
| ROW 18 | 35 | <b>34</b>  | 2:05.405<br>Daniel JERRED   |
| ROW 17 | 33 | <b>62</b>  | 2:04.928<br>Andy POWELL     |
| ROW 16 | 31 | <b>99</b>  | 2:04.253<br>Aston BAKER     |
| ROW 15 | 29 | <b>59</b>  | 2:02.391<br>Nick FLINT      |
| ROW 14 | 27 | <b>132</b> | 2:01.396<br>Jordan BAILEY   |
| ROW 13 | 25 | <b>22</b>  | 2:00.807<br>Joe RIPPIN      |
| ROW 12 | 23 | <b>51</b>  | 1:59.896<br>Luke BURTON     |
| ROW 11 | 21 | <b>147</b> | 1:59.245<br>Chris BALDERSON |
| ROW 10 | 19 | <b>101</b> | 1:58.319<br>Lee PLAIN       |
| ROW 9  | 17 | <b>66</b>  | 1:58.175<br>John FAULKNER   |
| ROW 8  | 15 | <b>92</b>  | 1:55.286<br>Ben ARDERN      |
| ROW 7  | 13 | <b>0</b>   | 1:53.521<br>Paul PLATT      |
| ROW 6  | 11 | <b>42</b>  | 1:52.063<br>Tom RILEY       |
| ROW 5  | 9  | <b>5</b>   | 1:51.597<br>Carl HULME      |
| ROW 4  | 7  | <b>6</b>   | 1:50.296<br>Andy GULLIFORD  |
| ROW 3  | 5  | <b>31</b>  | 1:48.372<br>San MOSS        |
| ROW 2  | 3  | <b>1</b>   | 1:47.198<br>Lee HARPHAM     |
| ROW 1  | 1  | <b>24</b>  | 1:46.142<br>Liam MORLEY     |

**Pole**

|    |            |                              |
|----|------------|------------------------------|
| 48 | <b>14</b>  | Nathan BARTON                |
| 46 | <b>76</b>  | Alex DUDLEY                  |
| 44 | <b>49</b>  | Michael PARR                 |
| 42 | <b>83</b>  | Paul Von GERARD              |
| 40 | <b>17</b>  | 2:34.807<br>Gary POTKINS     |
| 38 | <b>40</b>  | 2:12.614<br>Richard SCOTT    |
| 36 | <b>11</b>  | 2:06.501<br>Oliver RIDOUT    |
| 34 | <b>23</b>  | 2:05.385<br>Clint BRIDGE     |
| 32 | <b>196</b> | 2:04.635<br>Jake BAKER       |
| 30 | <b>97</b>  | 2:02.674<br>Toby VINCENT     |
| 28 | <b>26</b>  | 2:02.230<br>Ronan McCLINTOCK |
| 26 | <b>90</b>  | 2:00.856<br>Rob AUSTIN       |
| 24 | <b>143</b> | 1:59.964<br>John READER      |
| 22 | <b>S3</b>  | 1:59.257<br>Ollie HOLMES     |
| 20 | <b>28</b>  | 1:58.606<br>Ella STEVENS     |
| 18 | <b>20</b>  | 1:58.243<br>Johnny WEST      |
| 16 | <b>50</b>  | 1:56.006<br>John BUSBY       |
| 14 | <b>35</b>  | 1:54.919<br>Sam HEMPSHALL    |
| 12 | <b>29</b>  | 1:53.504<br>Chris WESEMAEL   |
| 10 | <b>15</b>  | 1:51.992<br>Andy WAITE       |
| 8  | <b>68</b>  | 1:50.902<br>Mark EDWARDS     |
| 6  | <b>69</b>  | 1:48.888<br>Kosta KYRITSIS   |
| 4  | <b>3</b>   | 1:47.689<br>Tom RUSHFORTH    |
| 2  | <b>87</b>  | 1:46.893<br>Jack TRITTON     |

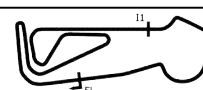


These results are provisional until the conclusion of any judicial and technical matters.

Snetterton 300: 2.9689 miles

Clerk Of Course: Ben Edwards

Timekeeper: Craig Smith



Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:30 Sunday, 04 May 2025

