



GAZ SHOCKS 116 TROPHY SERIES



BARC Race Meeting
Thruxton
4th May 2025



SPORTS TIMING

TIMING SOLUTIONS LTD

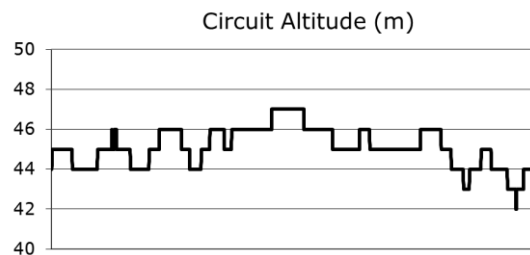
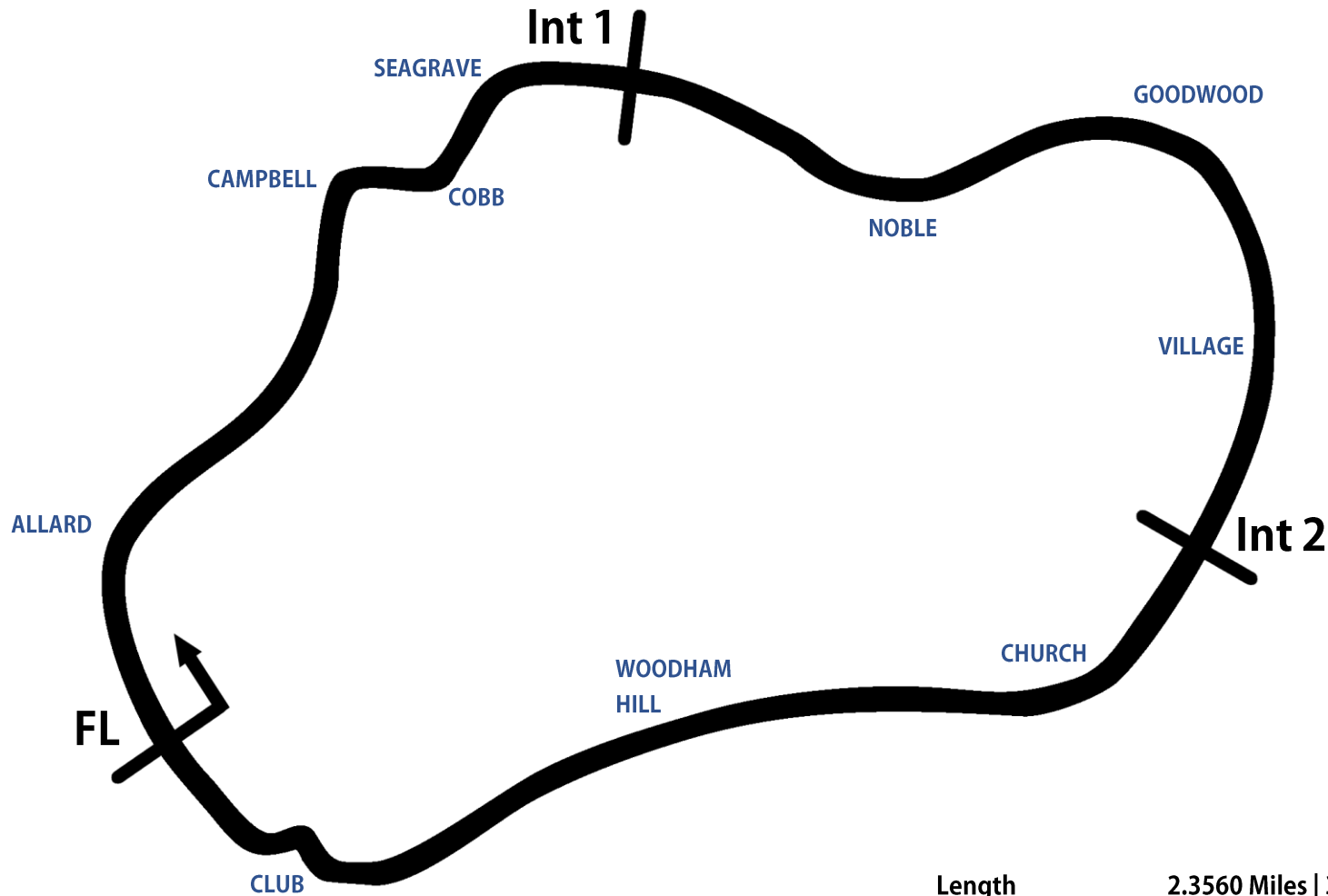
Timing & Results Provided by Timing Solutions Ltd

www.tsl-timing.com



Thruxton Circuit

Andover, Hampshire, UK



Length 2.3560 Miles 3.791 km 3791.6 m			
FL		51.20766 N	1.60897 W
Int 1	1128m	51.21418 N	1.60062 W
Int 2	2380m	51.20983 N	1.59065 W
Pit Entry	3697m	51.20680 N	1.60788 W
Pit Exit	100m after FL	51.20844 N	1.60924 W
Pit Entry - Pit Exit	219m, 15.8s @ 50kph, 13.1s @ 60kph		

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - CLASSIFICATION - AMENDED



POS	NO	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	777*	Thomas LAW	BMW 116i	1:35.519	5	11			88.79
2	78	James POOLE / Matthew HIGHCOCK	BMW 116i	1:35.525	4	12	0.006	0.006	88.78
3	25*	Ethan HALL	BMW 116i	1:35.825	10	13	0.306	0.300	88.51
4	121*	AJ DUFFILL / Luke FOX	BMW 116i	1:36.012	10	12	0.493	0.187	88.33
5	151	Peter KEEN	BMW 116i	1:36.027	10	12	0.508	0.015	88.32
6	228*	James WAREING	BMW 116i	1:36.126	11	13	0.607	0.099	88.23
7	187*	George HELER	BMW 116i	1:36.162	5	12	0.643	0.036	88.20
8	232*	Jonathan BAKER	BMW 116i	1:36.175	9	11	0.656	0.013	88.18
9	249	William ABRAHAM / Scott JEFFS	BMW 116i	1:36.467	6	12	0.948	0.292	87.92
10	252	James DUNNE	BMW 116i	1:36.594	3	12	1.075	0.127	87.80
11	34*	Toby OREILLY	BMW 116i	1:36.618	6	11	1.099	0.024	87.78
12	666	Ben WILLSHIRE	BMW 116i	1:36.681	3	12	1.162	0.063	87.72
13	42	Darren CONSTANT / David HORNSEY	BMW 116i	1:36.721	11	11	1.202	0.040	87.69
14	55	Lewis CHARLTON	BMW 116i	1:36.876	6	11	1.357	0.155	87.55
15	888	David HUDSON	BMW 116i	1:36.907	9	10	1.388	0.031	87.52
16	173	Ben Dobbs	BMW 116i	1:36.985	3	11	1.466	0.078	87.45
17	80*	Theo MILLWARD / Chris BAYLISS	BMW 116i	1:37.065	5	11	1.546	0.080	87.38
18	86	Pete BRAND	BMW 116i	1:37.207	5	10	1.688	0.142	87.25
19	83	Sammy WALTON	BMW 116i	1:37.262	8	12	1.743	0.055	87.20
20	234*	Lee PEARCE	BMW 116i	1:37.635	3	8	2.116	0.373	86.87
21	47	Connor ANDERSON	BMW 116i	1:37.732	7	11	2.213	0.097	86.78
22	1*	Paul OFFORD	BMW 116i	1:37.876	8	11	2.357	0.144	86.65
23	5	Anthony SEDDON	BMW 116i	1:37.898	5	9	2.379	0.022	86.63
24	31	Sam HOLMAN	BMW 116i	1:38.471	4	10	2.952	0.573	86.13
25	27*	Steve LLOYD	BMW 116i	1:38.502	8	12	2.983	0.031	86.10
26	325	Callum DAVIES	BMW 116i	1:38.658	6	11	3.139	0.156	85.96
27	333	Ben SNEE / Damian SNEE	BMW 116i	1:39.596	5	10	4.077	0.938	85.16
28	220	Simon FOX / Andrew PARTRIDGE	BMW 116i	1:39.928	8	10	4.409	0.332	84.87
29	22	Richard ROUNDELL / Ryan CEFFERTY	BMW 116i	1:39.960	9	11	4.441	0.032	84.85
30	969	Simon MOSS / Bartholomew LANG	BMW 116i	1:40.138	8	11	4.619	0.178	84.69
31	200*	Giles CARTER	BMW 116i	1:41.486	8	12	5.967	1.348	83.57
32	635	Ben MCCORMACK / Will TOWNROW	BMW 116i	1:42.031	5	10	6.512	0.545	83.12
33	33	Simon YODAN / Sean YODAN	BMW 116i	1:42.574	8	10	7.055	0.543	82.68
34	17	Ross RILEY / Gary TAYLOR	BMW 116i	1:43.077	3	9	7.558	0.503	82.28
35	6	Simon MURRAY / Darran MILLWARD	BMW 116i	1:44.548	5	9	9.029	1.471	81.12
36	9	Julian HOWE / Michael LOVEAND	BMW 116i	1:47.059	2	9	11.540	2.511	79.22
37	20	John MARTIN	BMW 116i	1:54.881	6	9	19.362	7.822	73.82

Car 17 - Ross Riley disqualified from qualifying for light/flag infringement
 No. 1, 34, 187, 200, 228, 234 - 1 Lap time disallowed; exceeding track limits.
 No. 25, 27, 80, 121, 232, 777 - 2 Lap times disallowed; exceeding track limits.

Weather / Track : Bright / Dry

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

Date: 04/05/2025 Start: 12:56 Finish: 13:22
 Thruxton: 2.3560 miles

Clerk Of Course: David Weston

Timekeeper: Rob Cook



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

Printed - 14:46 Sunday, 04 May 2025



The British Automobile Racing Club

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - CLASSIFICATION



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27	17	Ross RILEY / Gary TAYLOR	BMW 116i	1:38.680	8	9	3.161	0.022	85.95
28	333	Ben SNEE / Damian SNEE	BMW 116i	1:39.596	5	10	4.077	0.916	85.16
29	220	Simon FOX / Andrew PARTRIDGE	BMW 116i	1:39.928	8	10	4.409	0.332	84.87
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37	20	John MARTIN	BMW 116i	1:54.881	6	9	19.362	7.822	73.82

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Printed - 13:37 Sunday, 04 May 2025

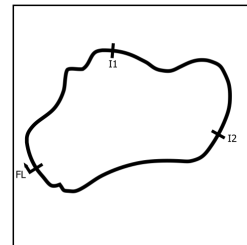


The British Automobile Racing Club

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P1	777	Thomas LAW	BMW 116i				
IDEAL LAP TIME : 1:35.519		BEST LAP TIME : 1:35.519		DIFFERENCE : 0.000			
D1: Thomas LAW							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	26.662	39.368				12:58:10.188
2 - D1	32.925	26.421	37.316	1:36.662 (2)	87.74	1.143	12:59:46.850
3 - D1	32.872	27.362	38.130	1:38.364	86.22	2.845	13:01:25.214
4 - D1	32.908	26.365	39.929	1:39.202 D	85.49	3.683	13:03:04.416
5 - D1	32.651	25.919	36.949	1:35.519 (1)	88.79		13:04:39.935
6 - D1	34.909	26.458	37.382	1:38.749 D	85.89	3.230	13:06:18.684
7 - D1	33.023	26.977	IN PIT	1:38.387 P	86.20	2.868	13:07:57.071
8 - D1	OUTLAP	27.569	37.804	3:34.765	39.49	1:59.246	13:11:31.836
9 - D1	33.075	26.658	38.427	1:38.160 (3)	86.40	2.641	13:13:09.996
10 - D1	33.026	27.720	38.110	1:38.856	85.79	3.337	13:14:48.852
11 - D1	OUTLAP	26.169	38.077	7:31.482	18.78	5:55.963	13:22:20.334

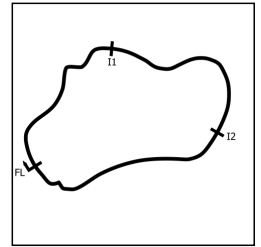
P2	78	James POOLE / Matthew HIGHCOCK	BMW 116i				
IDEAL LAP TIME : 1:35.158		BEST LAP TIME : 1:35.525		DIFFERENCE : 0.367			
D1: James POOLE		D2: Matthew HIGHCOCK					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2	OUTLAP	26.543	37.130				12:58:22.505
2 - D2	32.757	26.284	37.064	1:36.105 (3)	88.25	0.580	12:59:58.610
3 - D2	32.553	25.997	37.274	1:35.824 (2)	88.51	0.299	13:01:34.434
4 - D2	32.881	25.996	36.648	1:35.525 (1)	88.78		13:03:09.959
5 - D2	32.900	26.171	37.893	1:36.964	87.47	1.439	13:04:46.923
6 - D2	32.514	25.998	40.525	1:39.037	85.64	3.512	13:06:25.960
7 - D2	32.992	26.137	IN PIT	1:33.577 P	90.63		13:07:59.537
8 - D1	OUTLAP	27.961	39.832	3:20.403	42.32	1:44.878	13:11:19.940
9 - D1	34.398	27.096	39.807	1:41.301	83.72	5.776	13:13:01.241
10 - D1	33.920	26.450	40.255	1:40.625	84.28	5.100	13:14:41.866
11 - D1	OUTLAP	27.326	40.220	7:29.365	18.87	5:53.840	13:22:11.231
12 - D1	34.408	27.481	39.816	1:41.705	83.39	6.180	13:23:52.936

P3	25	Ethan HALL	BMW 116i				
IDEAL LAP TIME : 1:35.644		BEST LAP TIME : 1:35.825		DIFFERENCE : 0.181			
D1: Ethan HALL							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.998	38.310				12:58:09.263
2 - D1	32.928	26.562	38.805	1:38.295	86.28	2.470	12:59:47.558
3 - D1	33.180	26.747	37.153	1:37.080	87.36	1.255	13:01:24.638
4 - D1	33.443	26.824	38.831	1:39.098	85.58	3.273	13:03:03.736
5 - D1	32.759	26.065	38.106	1:36.930 (3)	87.50	1.105	13:04:40.666
6 - D1	33.109	26.167	37.380	1:36.656 (2)	87.75	0.831	13:06:17.322
7 - D1	32.805	26.146	38.383	1:37.334	87.13	1.509	13:07:54.656
8 - D1	33.117	25.894	37.193	1:36.204 D	88.16	0.379	13:09:30.860
9 - D1	33.069	26.235	37.963	1:37.267	87.19	1.442	13:11:08.127
10 - D1	32.607	26.052	37.166	1:35.825 (1)	88.51		13:12:43.952
11 - D1	32.597	25.994	37.239	1:35.830 D	88.50	0.005	13:14:19.782
12 - D1	OUTLAP	26.513	37.821	7:42.220	18.34	6:06.395	13:22:02.002
13 - D1	33.152	26.592	39.920	1:39.664	85.10	3.839	13:23:41.666

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P4 121		AJ DUFFILL / Luke FOX		BMW 116i			
IDEAL LAP TIME : 1:35.804		BEST LAP TIME : 1:36.012		DIFFERENCE : 0.208			
D1: AJ DUFFILL		D2: Luke FOX					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	26.938	38.934				12:58:30.890
2 - D1	33.886	26.815	38.567	1:39.268	85.44	3.256	13:00:10.158
3 - D1	33.933	26.669	37.969	1:38.574 D	86.04	2.559	13:01:48.729
4 - D1	34.301	26.720	39.140	1:40.164 D	84.67	4.149	13:03:28.890
5 - D1	33.682	26.689	IN PIT	1:35.608 P	88.71		13:05:04.498
6 - D2	OUTLAP	27.496	37.445	2:58.652	47.47	1:22.640	13:08:03.150
7 - D2	32.828	26.197	38.249	1:37.274 (3)	87.19	1.262	13:09:40.424
8 - D2	33.123	26.409	37.859	1:37.391	87.08	1.379	13:11:17.815
9 - D2	32.943	32.241	44.142	1:49.326	77.58	13.314	13:13:07.141
10 - D2	32.787	26.092	37.133	1:36.012 (1)	88.33		13:14:43.153
11 - D2	OUTLAP	26.302	37.936	7:29.209	18.88	5:53.197	13:22:12.362
12 - D2	33.319	26.284	36.925	1:36.528 (2)	87.86	0.516	13:23:48.890

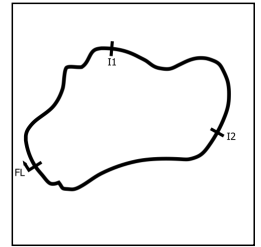
P5 151		Peter KEEN		BMW 116i			
IDEAL LAP TIME : 1:35.740		BEST LAP TIME : 1:36.027		DIFFERENCE : 0.287			
D1: Peter KEEN							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.788	41.215				12:58:39.810
2 - D1	33.664	26.314	38.237	1:38.215	86.35	2.188	13:00:18.025
3 - D1	32.834	26.419	37.598	1:36.851	87.57	0.824	13:01:54.876
4 - D1	32.907	26.283	37.394	1:36.584	87.81	0.557	13:03:31.460
5 - D1	32.861	26.269	37.359	1:36.489 (3)	87.90	0.462	13:05:07.949
6 - D1	33.029	26.408	IN PIT	1:36.566 P	87.83	0.539	13:06:44.515
7 - D1	OUTLAP	26.297	38.181	3:07.692	45.18	1:31.665	13:09:52.207
8 - D1	32.930	26.583	38.240	1:37.753	86.76	1.726	13:11:29.960
9 - D1	32.917	26.259	37.740	1:36.916	87.51	0.889	13:13:06.876
10 - D1	32.835	26.033	37.159	1:36.027 (1)	88.32		13:14:42.903
11 - D1	OUTLAP	26.235	38.063	7:28.515	18.91	5:52.488	13:22:11.418
12 - D1	32.548	26.139	37.702	1:36.389 (2)	87.99	0.362	13:23:47.807

P6 228		James WAREING		BMW 116i			
IDEAL LAP TIME : 1:35.669		BEST LAP TIME : 1:36.126		DIFFERENCE : 0.457			
D1: James WAREING							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.157	39.222				12:58:20.035
2 - D1	33.095	26.321	37.392	1:36.808	87.61	0.682	12:59:56.843
3 - D1	32.862	26.184	37.421	1:36.467	87.92	0.341	13:01:33.310
4 - D1	32.801	26.260	37.245	1:36.306 D	88.06	0.180	13:03:09.616
5 - D1	32.956	26.232	37.027	1:36.215 (2)	88.15	0.089	13:04:45.831
6 - D1	32.936	26.093	37.320	1:36.349 (3)	88.03	0.223	13:06:22.180
7 - D1	32.799	26.207	37.803	1:36.809	87.61	0.683	13:07:58.989
8 - D1	32.906	26.146	37.440	1:36.492	87.89	0.366	13:09:35.481
9 - D1	33.413	26.710	37.202	1:37.325	87.14	1.199	13:11:12.806
10 - D1	32.699	26.220	37.544	1:36.463	87.92	0.337	13:12:49.269
11 - D1	32.789	26.230	37.107	1:36.126 (1)	88.23		13:14:25.395
12 - D1	OUTLAP	26.237	37.106	7:38.221	18.50	6:02.095	13:22:03.616
13 - D1	32.713	26.001	39.158	1:37.872	86.66	1.746	13:23:41.488

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P7 187 George HELER BMW 116i IDEAL LAP TIME : 1:35.978 BEST LAP TIME : 1:36.162 DIFFERENCE : 0.184 D1: George HELER							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.856	38.292				12:58:13.600
2 - D1	33.193	26.598	37.705	1:37.496	86.99	1.334	12:59:51.096
3 - D1	32.967	26.367	37.732	1:37.066 D	87.37	0.904	13:01:28.162
4 - D1	33.066	26.545	38.721	1:38.332	86.25	2.170	13:03:06.494
5 - D1	32.734	26.128	37.300	1:36.162 (1)	88.20		13:04:42.656
6 - D1	33.053	26.427	37.229	1:36.709 (2)	87.70	0.547	13:06:19.365
7 - D1	33.001	26.777	41.266	1:41.044	83.93	4.882	13:08:00.409
8 - D1	32.859	26.097	IN PIT	1:37.359 P	87.11	1.197	13:09:37.768
9 - D1	OUTLAP	26.434	38.475	3:31.844	40.03	1:55.682	13:13:09.612
10 - D1	32.839	26.626	37.968	1:37.433	87.05	1.271	13:14:47.045
11 - D1	OUTLAP	26.370	38.211	7:27.679	18.94	5:51.517	13:22:14.724
12 - D1	33.446	26.015	37.371	1:36.832 (3)	87.59	0.670	13:23:51.556

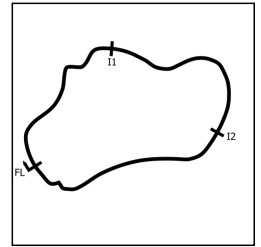
P8 232 Jonathan BAKER BMW 116i IDEAL LAP TIME : 1:36.175 BEST LAP TIME : 1:36.175 DIFFERENCE : 0.000 D1: Jonathan BAKER							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	28.140	40.797				12:59:04.533
2 - D1	34.197	27.411	41.269	1:42.877	82.44	6.702	13:00:47.410
3 - D1	33.520	26.538	37.852	1:37.910	86.62	1.735	13:02:25.320
4 - D1	33.379	26.968	37.770	1:38.117	86.44	1.942	13:04:03.437
5 - D1	32.947	26.516	37.840	1:37.303 (3)	87.16	1.128	13:05:40.740
6 - D1	33.814	26.336	37.761	1:37.911 D	86.62	1.736	13:07:18.651
7 - D1	32.966	26.543	43.016	1:42.525	82.72	6.350	13:09:01.176
8 - D1	32.955	26.458	37.071	1:36.484 (2)	87.90	0.309	13:10:37.660
9 - D1	32.898	26.257	37.020	1:36.175 (1)	88.18		13:12:13.835
10 - D1	33.195	26.465	41.369	1:41.029 D	83.95	4.854	13:13:54.864
11 - D1	OUTLAP	29.397	51.804	9:33.124	14.79	7:56.949	13:23:27.988

P9 249 William ABRAHAM / Scott JEFFS BMW 116i IDEAL LAP TIME : 1:36.160 BEST LAP TIME : 1:36.467 DIFFERENCE : 0.307 D1: William ABRAHAM D2: Scott JEFFS							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.710	39.233				12:58:45.900
2 - D1	33.276	26.424	37.861	1:37.561	86.93	1.094	13:00:23.461
3 - D1	32.886	26.345	37.605	1:36.836 (2)	87.58	0.369	13:02:00.297
4 - D1	33.366	26.429	37.849	1:37.644	86.86	1.177	13:03:37.941
5 - D1	33.132	26.811	37.333	1:37.276	87.19	0.809	13:05:15.217
6 - D1	32.967	26.232	37.268	1:36.467 (1)	87.92		13:06:51.684
7 - D1	36.203	26.534	IN PIT	1:39.106 P	85.58	2.639	13:08:30.790
8 - D2	OUTLAP	32.927	37.510	3:02.397	46.50	1:25.930	13:11:33.187
9 - D2	32.846	26.290	39.874	1:39.010	85.66	2.543	13:13:12.197
10 - D2	33.299	26.493	37.440	1:37.232 (3)	87.23	0.765	13:14:49.429
11 - D2	OUTLAP	26.238	38.469	7:26.263	19.00	5:49.796	13:22:15.692
12 - D2	33.070	26.294	38.096	1:37.460	87.02	0.993	13:23:53.152

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P10 252		James DUNNE		BMW 116i			
IDEAL LAP TIME : 1:36.341		BEST LAP TIME : 1:36.594		DIFFERENCE : 0.253			
D1: James DUNNE							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.113	37.409				12:58:23.746
2 - D1	32.763	26.291	37.589				
3 - D1	32.894	26.314	37.386	1:36.643 (2)	87.76	0.049	13:00:00.389
4 - D1	33.084	26.246	38.995	1:36.594 (1)	87.80		13:01:36.983
5 - D1	33.469	26.377	38.193	1:38.325	86.26	1.731	13:03:15.308
6 - D1	33.027	26.443	39.492	1:38.039	86.51	1.445	13:04:53.347
7 - D1	36.007	26.443	39.492	1:38.962	85.70	2.368	13:06:32.309
8 - D1	OUTLAP	26.865	IN PIT	1:40.396 P	84.48	3.802	13:08:12.705
9 - D1	OUTLAP	26.485	39.006	1:57.817	71.98	21.223	13:10:10.522
10 - D1	32.824	26.419	37.445	1:36.688 (3)	87.72	0.094	13:11:47.210
11 - D1	32.876	26.620	37.379	1:36.875	87.55	0.281	13:13:24.085
12 - D1	32.937	26.331	38.560	1:37.828	86.69	1.234	13:15:01.913
13 - D1	OUTLAP	26.199	37.587	7:19.295	19.30	5:42.701	13:22:21.208

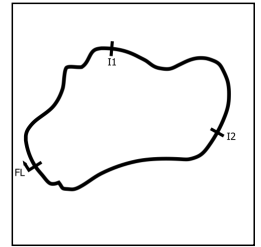
P11 34 Toby OREILLY		BMW 116i					
IDEAL LAP TIME : 1:36.618		BEST LAP TIME : 1:36.618		DIFFERENCE : 0.000			
D1: Toby OREILLY							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	50.289	41.700				12:58:40.597
2 - D1	33.929	27.147	38.421	1:39.497	85.24	2.879	13:00:20.094
3 - D1	33.359	26.679	39.133	1:39.171	85.52	2.553	13:01:59.265
4 - D1	33.256	27.038	38.716	1:39.010 (3)	85.66	2.392	13:03:38.275
5 - D1	33.290	26.973	37.373	1:37.636 (2)	86.86	1.018	13:05:15.911
6 - D1	32.917	26.397	37.304	1:36.618 (1)	87.78		13:06:52.529
7 - D1	35.379	27.574	IN PIT	1:40.715 P	84.21	4.097	13:08:33.244
8 - D1	OUTLAP	26.848	38.692	3:45.908	37.54	2:09.290	13:12:19.152
9 - D1	33.208	26.708	39.797	1:39.713	85.06	3.095	13:13:58.865
10 - D1	OUTLAP	26.958	38.053	7:59.305	17.69	6:22.687	13:21:58.170
11 - D1	33.788	27.278	39.129	4:40.195 D	84.65	3.577	13:23:38.365

P12 666 Ben WILLSHIRE		BMW 116i					
IDEAL LAP TIME : 1:36.201		BEST LAP TIME : 1:36.681		DIFFERENCE : 0.480			
D1: Ben WILLSHIRE							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.437	38.874				12:58:22.281
2 - D1	33.379	26.615	37.312	1:37.306 (2)	87.16	0.625	12:59:59.587
3 - D1	32.824	26.065	37.792	1:36.681 (1)	87.72		13:01:36.268
4 - D1	33.131	26.155	39.973	1:39.259	85.44	2.578	13:03:15.527
5 - D1	33.952	26.319	38.806	1:39.077	85.60	2.396	13:04:54.604
6 - D1	33.320	26.094	37.900	1:37.314 (3)	87.15	0.633	13:06:31.918
7 - D1	34.183	27.484	44.328	1:45.995	80.01	9.314	13:08:17.913
8 - D1	33.782	26.432	38.582	1:38.796	85.84	2.115	13:09:56.709
9 - D1	34.072	27.336	39.437	1:40.845	84.10	4.164	13:11:37.554
10 - D1	33.214	27.973	40.926	1:42.113	83.06	5.432	13:13:19.667
11 - D1	38.636	28.769	40.215	1:47.620	78.81	10.939	13:15:07.287
12 - D1	OUTLAP	28.866	39.469	7:30.557	18.82	5:53.876	13:22:37.844

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P13 42		Darren CONSTANT / David HORNSEY		BMW 116i			
IDEAL LAP TIME : 1:36.721		BEST LAP TIME : 1:36.721		DIFFERENCE : 0.000			
D1: Darren CONSTANT							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	29.963	42.537				12:58:52.808
2 - D1	34.700	27.358	41.325	1:43.383	82.04	6.662	13:00:36.191
3 - D1	34.753	27.728	40.437	1:42.918	82.41	6.197	13:02:19.109
4 - D1	42.529	28.685	IN PIT	1:52.863 P	75.14	16.142	13:04:11.972
5 - D1	OUTLAP	26.860	38.586	3:26.455	41.08	1:49.734	13:07:38.427
6 - D1	33.838	26.749	38.355	1:38.942	85.72	2.221	13:09:17.369
7 - D1	33.520	26.517	37.814	1:37.851 (3)	86.67	1.130	13:10:55.220
8 - D1	33.337	26.482	38.026	1:37.845 (2)	86.68	1.124	13:12:33.065
9 - D1	33.653	26.632	38.445	1:38.730	85.90	2.009	13:14:11.795
10 - D1	OUTLAP	26.428	37.992	7:51.104	18.00	6:14.383	13:22:02.899
11 - D1	32.971	26.200	37.550	1:36.721 (1)	87.69		13:23:39.620

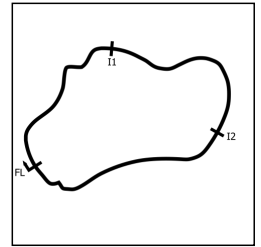
P14 55		Lewis CHARLTON		BMW 116i			
IDEAL LAP TIME : 1:36.701		BEST LAP TIME : 1:36.876		DIFFERENCE : 0.175			
D1: Lewis CHARLTON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	29.781	41.193				12:58:41.627
2 - D1	34.260	27.066	38.306	1:39.632	85.12	2.756	13:00:21.259
3 - D1	33.075	26.327	38.403	1:37.805 (3)	86.71	0.929	13:01:59.064
4 - D1	34.044	27.142	38.514	1:39.700	85.07	2.824	13:03:38.764
5 - D1	33.083	26.942	37.389	1:37.414 (2)	87.06	0.538	13:05:16.178
6 - D1	33.138	26.275	37.463	1:36.876 (1)	87.55		13:06:53.054
7 - D1	33.037	26.742	IN PIT	1:35.873 P	88.46		13:08:28.927
8 - D1	OUTLAP	27.018	40.990	3:36.505	39.17	1:59.629	13:12:05.432
9 - D1	34.222	28.808	39.443	1:42.473	82.76	5.597	13:13:47.905
10 - D1	33.155	26.921	38.184	1:38.260	86.31	1.384	13:15:26.165
11 - D1	OUTLAP	26.545	37.483	6:56.515	20.36	5:19.639	13:22:22.680

P15 888		David HUDSON		BMW 116i			
IDEAL LAP TIME : 1:36.768		BEST LAP TIME : 1:36.907		DIFFERENCE : 0.139			
D1: David HUDSON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.729	1:07.186				12:58:55.113
2 - D1	34.168	27.961	41.383	1:43.512	81.93	6.605	13:00:38.625
3 - D1	33.769	26.888	40.584	1:41.241	83.77	4.334	13:02:19.866
4 - D1	34.377	26.620	40.514	1:41.511	83.55	4.604	13:04:01.377
5 - D1	36.279	26.909	38.992	1:42.180	83.00	5.273	13:05:43.557
6 - D1	33.696	26.326	38.944	1:38.966	85.70	2.059	13:07:22.523
7 - D1	33.987	26.155	37.894	1:38.036 (3)	86.51	1.129	13:09:00.559
8 - D1	33.310	26.375	38.042	1:37.727 (2)	86.78	0.820	13:10:38.286
9 - D1	33.375	26.229	37.303	1:36.907 (1)	87.52		13:12:15.193
10 - D1	33.477	26.473	38.398	1:38.348	86.24	1.441	13:13:53.541

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P16 173		Ben Dobbs		BMW 116i			
IDEAL LAP TIME : 1:36.606		BEST LAP TIME : 1:36.985		DIFFERENCE : 0.379			
D1: Ben DOBBS							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.726	41.192				12:58:14.410
2 - D1	32.963	26.777	38.091	1:37.831	86.69	0.846	12:59:52.241
3 - D1	33.069	26.171	37.745	1:36.985 (1)	87.45		13:01:29.226
4 - D1	33.331	26.319	38.664	1:38.314	86.27	1.329	13:03:07.540
5 - D1	33.240	26.274	37.948	1:37.462 (3)	87.02	0.477	13:04:45.002
6 - D1	32.899	26.543	39.338	1:38.780	85.86	1.795	13:06:23.782
7 - D1	33.000	26.210	37.776	1:36.986 (2)	87.45	0.001	13:08:00.768
8 - D1	32.944	26.130	IN PIT	1:35.087 P	89.19		13:09:35.855
9 - D1	OUTLAP	26.456	40.214	3:36.586	39.16	1:59.601	13:13:12.441
10 - D1	34.447	28.271	41.227	1:43.945	81.59	6.960	13:14:56.386
11 - D1	OUTLAP	26.443	37.659	7:24.381	19.08	5:47.396	13:22:20.767

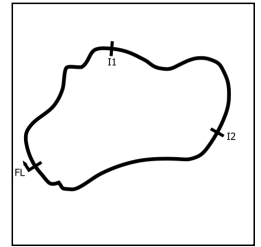
P17 80		Theo MILLWARD / Chris BAYLISS		BMW 116i			
IDEAL LAP TIME : 1:37.065		BEST LAP TIME : 1:37.065		DIFFERENCE : 0.000			
D1: Theo MILLWARD		D2: Chris BAYLISS					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2	OUTLAP	29.461	41.975				12:59:26.988
2 - D2	33.182	26.649	38.653	1:38.484 (3)	86.12	1.419	13:01:05.472
3 - D2	33.640	26.877	38.820	1:39.337	85.38	2.272	13:02:44.809
4 - D2	33.501	26.413	38.562	1:38.476 D	86.12	1.411	13:04:23.285
5 - D2	32.964	26.136	37.965	1:37.065 (1)	87.38		13:06:00.350
6 - D2	33.521	26.145	IN PIT	1:37.895 P	86.63	0.830	13:07:38.245
7 - D1	OUTLAP	26.980	39.797	3:15.117	43.46	1:38.052	13:10:53.362
8 - D1	33.624	26.458	39.084	1:39.166 D	85.52	2.101	13:12:32.528
9 - D1	33.683	26.932	39.166	1:39.781	85.00	2.716	13:14:12.309
10 - D1	OUTLAP	26.572	38.162	7:49.508	18.06	6:12.443	13:22:01.817
11 - D1	33.055	26.540	38.500	1:38.095 (2)	86.46	1.030	13:23:39.912

P18 86		Pete BRAND		BMW 116i			
IDEAL LAP TIME : 1:36.992		BEST LAP TIME : 1:37.207		DIFFERENCE : 0.215			
D1: Pete BRAND							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.894	39.668				12:59:11.840
2 - D1	33.535	26.468	38.136	1:38.139	86.42	0.932	13:00:49.979
3 - D1	33.781	26.536	39.871	1:40.188	84.65	2.981	13:02:30.167
4 - D1	33.086	26.689	38.019	1:37.794 (3)	86.72	0.587	13:04:07.961
5 - D1	33.137	26.263	37.807	1:37.207 (1)	87.25		13:05:45.168
6 - D1	33.126	26.331	38.102	1:37.559 (2)	86.93	0.352	13:07:22.727
7 - D1	33.031	26.154	IN PIT	1:35.013 P	89.26		13:08:57.740
8 - D1	OUTLAP	30.552	47.891	3:11.889	44.20	1:34.682	13:12:09.629
9 - D1	34.718	28.670	43.697	1:47.085	79.20	9.878	13:13:56.714
10 - D1	OUTLAP	27.311	38.553	8:39.173	16.33	7:01.966	13:22:35.887

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P19 83		Sammy WALTON		BMW 116i			
IDEAL LAP TIME : 1:37.058		BEST LAP TIME : 1:37.262		DIFFERENCE : 0.204			
D1: Sammy WALTON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	29.284	40.873				12:58:44.339
2 - D1	33.723	26.980	39.967	1:40.670	84.25	3.408	13:00:25.009
3 - D1	33.424	26.630	38.266	1:38.320	86.26	1.058	13:02:03.329
4 - D1	33.265	26.469	38.308	1:38.042 (3)	86.50	0.780	13:03:41.371
5 - D1	33.196	26.790	38.304	1:38.290	86.29	1.028	13:05:19.661
6 - D1	33.866	27.023	38.166	1:39.055	85.62	1.793	13:06:58.716
7 - D1	33.098	26.693	37.987	1:37.778 (2)	86.74	0.516	13:08:36.494
8 - D1	33.182	26.589	37.491	1:37.262 (1)	87.20		13:10:13.756
9 - D1	35.733	27.265	IN PIT	1:40.480 P	84.41	3.218	13:11:54.236
10 - D1	OUTLAP	26.958	38.257	3:20.801	42.23	1:43.539	13:15:15.037
11 - D1	OUTLAP	26.479	39.112	6:58.495	20.26	5:21.233	13:22:13.532
12 - D1	37.227	28.944	IN PIT	1:44.966 P	80.80	7.704	13:23:58.498

P20 234		Lee PEARCE		BMW 116i			
IDEAL LAP TIME : 1:37.426		BEST LAP TIME : 1:37.635		DIFFERENCE : 0.209			
D1: Lee PEARCE							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.298	38.552				12:58:31.305
2 - D1	34.059	26.900	39.026	1:39.985 (3)	84.82	2.350	13:00:11.290
3 - D1	33.434	26.533	37.668	1:37.635 (1)	86.87		13:01:48.925
4 - D1	36.285	27.702	40.177	1:44.164	81.42	6.529	13:03:33.089
5 - D1	34.063	26.717	43.014	1:43.794	81.71	6.159	13:05:16.883
6 - D1	33.252	26.506	38.208	1:37.966 (2)	86.57	0.331	13:06:54.849
7 - D1	33.623	28.270	IN PIT	1:44.413 D	81.23	6.778	13:08:39.262
8 - D1	OUTLAP	27.340	38.433	13:46.616	10.26	12:08.981	13:22:25.878

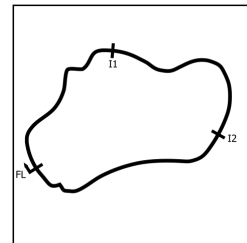
P21 47		Connor ANDERSON		BMW 116i			
IDEAL LAP TIME : 1:37.723		BEST LAP TIME : 1:37.732		DIFFERENCE : 0.009			
D1: Connor ANDERSON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	28.360	41.339				12:59:03.048
2 - D1	34.803	27.590	39.401	1:41.794	83.32	4.062	13:00:44.842
3 - D1	33.930	26.640	38.472	1:39.042	85.63	1.310	13:02:23.884
4 - D1	33.843	26.418	38.267	1:38.528 (3)	86.08	0.796	13:04:02.412
5 - D1	33.707	26.306	38.781	1:38.794	85.85	1.062	13:05:41.206
6 - D1	33.785	26.568	37.959	1:38.312 (2)	86.27	0.580	13:07:19.518
7 - D1	33.477	26.287	37.968	1:37.732 (1)	86.78		13:08:57.250
8 - D1	34.496	32.910	39.765	1:47.171	79.14	9.439	13:10:44.421
9 - D1	33.806	26.463	IN PIT	1:38.809 P	85.83	1.077	13:12:23.230
10 - D1	OUTLAP	27.697	38.167	3:03.662	46.18	1:25.930	13:15:26.892
11 - D1	OUTLAP	29.463	39.059	7:04.731	19.96	5:26.999	13:22:31.623

P22 1		Paul OFFORD		BMW 116i			
IDEAL LAP TIME : 1:37.629		BEST LAP TIME : 1:37.876		DIFFERENCE : 0.247			
D1: Paul OFFORD							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	27.816	40.589				12:58:55.694
2 - D1	34.416	27.170	40.875	1:42.461	82.77	4.585	13:00:38.155
3 - D1	33.550	27.348	40.488	1:41.386	83.65	3.510	13:02:19.541
4 - D1	33.742	26.817	40.322	1:40.881	84.07	3.005	13:04:00.422
5 - D1	33.696	26.660	40.486	1:40.842	84.10	2.966	13:05:41.264
6 - D1	33.997	26.852	38.314	1:39.163 D	85.53	1.287	13:07:20.427
7 - D1	33.009	26.445	38.573	1:38.027 (2)	86.52	0.151	13:08:58.454
8 - D1	33.004	26.392	38.480	1:37.876 (1)	86.65		13:10:36.330
9 - D1	33.026	26.498	38.829	1:38.353 (3)	86.23	0.477	13:12:14.683
10 - D1	33.392	26.311	39.856	1:39.559	85.19	1.683	13:13:54.242
11 - D1	OUTLAP	27.897	39.928	9:32.537	14.81	7:54.661	13:23:26.779

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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

P23 5		Anthony SEDDON		BMW 116i			
IDEAL LAP TIME : 1:37.322		BEST LAP TIME : 1:37.898		DIFFERENCE : 0.576			
D1: Anthony SEDDON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	43.712	IN PIT	P			12:58:36.978
2 - D1	OUTLAP	26.756	38.937	3:45.139	37.67	2:07.241	13:02:22.117
3 - D1	34.170	26.578	38.761	1:39.509	85.23	1.611	13:04:01.626
4 - D1	33.117	26.983	38.814	1:38.914 (3)	85.74	1.016	13:05:40.540
5 - D1	33.406	26.677	37.815	1:37.898 (1)	86.63		13:07:18.438
6 - D1	33.723	26.390	IN PIT	1:35.334 P	88.96		13:08:53.772
7 - D1	OUTLAP	26.585	39.657	4:38.019	30.50	3:00.121	13:13:31.791
8 - D1	33.548	26.419	38.163	1:38.130 (2)	86.43	0.232	13:15:09.921
9 - D1	OUTLAP	26.565	38.432	7:24.512	19.08	5:46.614	13:22:34.433

P24 31		Sam HOLMAN		BMW 116i			
IDEAL LAP TIME : 1:37.611		BEST LAP TIME : 1:38.471		DIFFERENCE : 0.860			
D1: Sam HOLMAN							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	33.240	44.788				12:58:48.999
2 - D1	34.290	27.000	39.404	1:40.694	84.23	2.223	13:00:29.693
3 - D1	33.493	26.708	38.326	1:38.527	86.08	0.056	13:02:08.220
4 - D1	33.398	26.709	38.364	1:38.471 (1)	86.13		13:03:46.691
5 - D1	33.507	26.759	38.253	1:38.519 (3)	86.09	0.048	13:05:25.210
6 - D1	33.534	26.778	38.201	1:38.513 (2)	86.09	0.042	13:07:03.723
7 - D1	33.763	26.761	IN PIT	1:37.838 P	86.69		13:08:41.561
8 - D1	OUTLAP	26.568	37.840	2:57.119	47.88	1:18.648	13:11:38.680
9 - D1	33.327	26.444	39.515	1:39.286	85.42	0.815	13:13:17.966
10 - D1	37.400	27.359	39.759	1:44.518	81.14	6.047	13:15:02.484

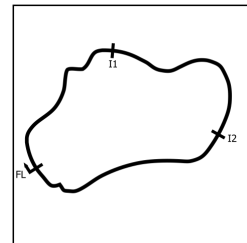
P25 27		Steve LLOYD		BMW 116i			
IDEAL LAP TIME : 1:38.263		BEST LAP TIME : 1:38.502		DIFFERENCE : 0.239			
D1: Steve LLOYD							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	29.207	41.238				12:58:21.181
2 - D1	33.926	27.538	40.806	1:42.270	82.93	3.768	13:00:03.451
3 - D1	33.424	26.711	39.850	1:39.985	84.82	1.483	13:01:43.436
4 - D1	33.559	26.694	38.803	1:39.056	85.62	0.554	13:03:22.492
5 - D1	33.309	26.655	38.673	1:38.637 (3)	85.98	0.135	13:05:01.129
6 - D1	33.365	26.613	38.561	1:38.539 (2)	86.07	0.037	13:06:39.668
7 - D1	34.669	27.881	38.847	1:44.397 D	83.64	2.895	13:08:21.065
8 - D1	33.147	26.722	38.633	1:38.502 (1)	86.10		13:09:59.567
9 - D1	33.164	26.555	38.626	1:38.345 D	86.24		13:11:37.912
10 - D1	33.661	26.613	40.059	1:40.333	84.53	1.831	13:13:18.245
11 - D1	37.409	27.392	38.561	1:43.362	82.05	4.860	13:15:01.607
12 - D1	OUTLAP	27.266	38.847	7:27.449	18.95	5:48.947	13:22:29.056

P26 325		Callum DAVIES		BMW 116i			
IDEAL LAP TIME : 1:38.355		BEST LAP TIME : 1:38.658		DIFFERENCE : 0.303			
D1: Callum DAVIES							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	30.060	41.620				12:58:40.525
2 - D1	35.110	28.609	IN PIT	1:42.911 P	82.41	4.253	13:00:23.436
3 - D1	OUTLAP	27.556	39.091	2:45.573	51.22	1:06.915	13:03:09.009
4 - D1	33.167	26.624	39.136	1:38.927 (2)	85.73	0.269	13:04:47.936
5 - D1	33.529	27.146	39.302	1:39.977 (3)	84.83	1.319	13:06:27.913
6 - D1	33.470	26.593	38.595	1:38.658 (1)	85.96		13:08:06.571
7 - D1	33.899	26.711	40.216	1:40.826	84.12	2.168	13:09:47.397
8 - D1	35.881	28.249	39.582	1:43.712	81.78	5.054	13:11:31.109
9 - D1	33.428	27.284	40.127	1:40.839	84.11	2.181	13:13:11.948
10 - D1	34.734	27.468	39.733	1:41.935	83.20	3.277	13:14:53.883
11 - D1	OUTLAP	34.050	IN PIT	9:31.543 P	14.83	7:52.885	13:24:25.426

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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P27 17		Ross RILEY / Gary TAYLOR		BMW 116i			
IDEAL LAP TIME : 1:38.297		BEST LAP TIME : 1:38.680		DIFFERENCE : 0.383			
D1: Ross RILEY		D2: Gary TAYLOR					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2	OUTLAP	30.011	42.615				12:58:53.890
2 - D2	34.476	28.598	42.537	1:45.611	80.30	6.931	13:00:39.501
3 - D2	34.366	27.870	40.841	1:43.077	82.28	4.397	13:02:22.578
4 - D2	35.983	27.645	IN PIT	1:42.427 P	82.80	3.747	13:04:05.005
5 - D1	OUTLAP	27.577	40.084	3:38.549	38.80	1:59.869	13:07:43.554
6 - D1	33.981	26.901	39.110	1:39.992	84.82	1.312	13:09:23.546
7 - D1	33.495	26.827	39.110	1:39.432 (3)	85.30	0.752	13:11:02.978
8 - D1	33.516	26.462	38.702	1:38.680 (1)	85.95		13:12:41.658
9 - D1	33.372	26.639	38.926	1:38.937 (2)	85.72	0.257	13:14:20.595

P28 333		Ben SNEE / Damian SNEE		BMW 116i			
IDEAL LAP TIME : 1:38.607		BEST LAP TIME : 1:39.596		DIFFERENCE : 0.989			
D1: Ben SNEE		D2: Damian SNEE					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2	OUTLAP	28.304	41.174				12:59:20.498
2 - D2	34.959	27.628	41.290	1:43.877	81.65	4.281	13:01:04.375
3 - D2	34.525	27.395	39.315	1:41.235	83.78	1.639	13:02:45.610
4 - D2	33.624	27.397	41.191	1:42.212	82.98	2.616	13:04:27.822
5 - D2	33.832	27.132	38.632	1:39.596 (1)	85.16		13:06:07.418
6 - D2	34.291	27.516	IN PIT	1:40.140 P	84.69	0.544	13:07:47.558
7 - D1	OUTLAP	27.437	38.985	3:49.316	36.98	2:09.720	13:11:36.874
8 - D1	33.433	26.542	40.922	1:40.897 (2)	84.06	1.301	13:13:17.771
9 - D1	35.262	26.737	38.914	1:40.913 (3)	84.04	1.317	13:14:58.684
10 - D1	OUTLAP	27.190	39.275	7:28.813	18.89	5:49.217	13:22:27.497

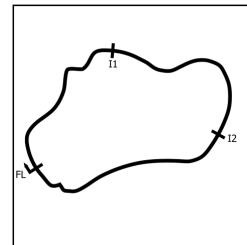
P29 220		Simon FOX / Andrew PARTRIDGE		BMW 116i			
IDEAL LAP TIME : 1:39.615		BEST LAP TIME : 1:39.928		DIFFERENCE : 0.313			
D1: Simon FOX		D2: Andrew PARTRIDGE					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2	OUTLAP	29.946	41.349				12:59:25.561
2 - D2	34.334	27.611	39.104	1:41.049	83.93	1.121	13:01:06.610
3 - D2	33.724	26.932	39.506	1:40.162 (3)	84.67	0.234	13:02:46.772
4 - D2	33.671	27.072	39.274	1:40.017 (2)	84.80	0.089	13:04:26.789
5 - D2	34.012	27.336	39.601	1:40.949	84.01	1.021	13:06:07.738
6 - D2	34.531	27.327	41.007	1:42.865	82.45	2.937	13:07:50.603
7 - D2	34.514	27.242	39.408	1:41.164	83.84	1.236	13:09:31.767
8 - D2	33.579	27.094	39.255	1:39.928 (1)	84.87		13:11:11.695
9 - D2	33.776	27.264	IN PIT	1:38.328 P	86.25		13:12:50.023
10 - D1	OUTLAP	27.697	39.790	10:04.023	14.04	8:24.095	13:22:54.046

P30 22		Richard ROUNDELL / Ryan CEFFERTY		BMW 116i			
IDEAL LAP TIME : 1:39.245		BEST LAP TIME : 1:39.960		DIFFERENCE : 0.715			
D1: Richard ROUNDELL		D2: Ryan CEFFERTY					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	28.482	43.038				12:58:33.155
2 - D1	34.662	27.421	41.743	1:43.826	81.69	3.866	13:00:16.981
3 - D1	35.123	27.325	40.551	1:42.999	82.34	3.039	13:01:59.980
4 - D1	34.657	27.519	IN PIT	1:39.546 P	85.20		13:03:39.526
5 - D2	OUTLAP	27.907	40.663	3:23.471	41.68	1:43.511	13:07:02.997
6 - D2	34.919	27.136	39.127	1:41.182	83.82	1.222	13:08:44.179
7 - D2	34.068	27.027	39.014	1:40.109 (2)	84.72	0.149	13:10:24.288
8 - D2	34.018	26.766	40.067	1:40.851	84.10	0.891	13:12:05.139
9 - D2	34.024	27.056	38.880	1:39.960 (1)	84.85		13:13:45.099
10 - D2	33.967	27.405	38.954	1:40.326 (3)	84.54	0.366	13:15:25.425
11 - D2	OUTLAP	27.675	38.512	7:14.856	19.50	5:34.896	13:22:40.281

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - SECTOR ANALYSIS



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P31	969	Simon MOSS / Bartholomew LANG		BMW 116i			
IDEAL LAP TIME : 1:39.695		BEST LAP TIME : 1:40.138		DIFFERENCE : 0.443			
D1: Simon MOSS		D2: Bartholomew LANG					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	28.102	41.748				12:59:02.757
2 - D1	35.824	28.150	40.423	1:44.397	81.24	4.259	13:00:47.154
3 - D1	35.510	27.262	43.168	1:45.940	80.06	5.802	13:02:33.094
4 - D1	35.274	27.303	40.321	1:42.898	82.42	2.760	13:04:15.992
5 - D1	35.033	27.152	39.698	1:41.883	83.24	1.745	13:05:57.875
6 - D1	39.597	27.857	IN PIT	1:46.798	P 79.41	6.660	13:07:44.673
7 - D2	OUTLAP	28.065	40.563	3:25.959	41.18	1:45.821	13:11:10.632
8 - D2	34.313	27.302	38.523	1:40.138 (1)	84.69		13:12:50.770
9 - D2	34.321	27.084	38.913	1:40.318 (2)	84.54	0.180	13:14:31.088
10 - D2	OUTLAP	27.083	39.283	7:37.286	18.54	5:57.148	13:22:08.374
11 - D2	34.089	27.087	39.557	1:40.733 (3)	84.19	0.595	13:23:49.107

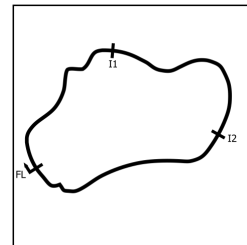
P32	200	Giles CARTER		BMW 116i			
IDEAL LAP TIME : 1:41.486		BEST LAP TIME : 1:41.486		DIFFERENCE : 0.000			
D1: Giles CARTER							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	29.901	43.392				12:59:01.690
2 - D1	35.303	28.859	42.539	1:46.701	79.48	5.215	13:00:48.391
3 - D1	35.810	28.217	42.078	1:46.105	79.93	4.619	13:02:34.496
4 - D1	34.477	27.884	41.755	1:44.116	81.46	2.630	13:04:18.612
5 - D1	34.454	27.937	40.365	1:42.756 D	82.54	1.270	13:06:01.368
6 - D1	36.317	29.702	41.326	1:47.345	79.01	5.859	13:07:48.713
7 - D1	34.782	28.325	40.406	1:43.513	81.93	2.027	13:09:32.226
8 - D1	34.163	27.611	39.712	1:41.486 (1)	83.57		13:11:13.712
9 - D1	34.317	28.115	39.844	1:42.276 (2)	82.92	0.790	13:12:55.988
10 - D1	34.991	28.125	39.843	1:42.959 (3)	82.37	1.473	13:14:38.947
11 - D1	OUTLAP	28.738	40.619	7:33.603	18.69	5:52.117	13:22:12.550
12 - D1	37.501	28.611	40.657	1:46.769	79.43	5.283	13:23:59.319

P33	635	Ben MCCORMACK / Will TOWNROW		BMW 116i			
IDEAL LAP TIME : 1:41.344		BEST LAP TIME : 1:42.031		DIFFERENCE : 0.687			
D1: Ben MCCORMACK		D2: Will TOWNROW					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2	OUTLAP	30.201	43.127				12:59:04.277
2 - D2	35.534	27.658	40.203	1:43.395	82.03	1.364	13:00:47.672
3 - D2	35.328	27.121	41.875	1:44.324	81.30	2.293	13:02:31.996
4 - D2	34.650	27.549	40.919	1:43.118 (3)	82.25	1.087	13:04:15.114
5 - D2	34.231	27.435	40.365	1:42.031 (1)	83.12		13:05:57.145
6 - D2	42.319	30.611	IN PIT	1:55.283 P	73.57	13.252	13:07:52.428
7 - D1	OUTLAP	28.415	41.219	3:25.686	41.23	1:43.655	13:11:18.114
8 - D1	35.844	27.347	41.230	1:44.421	81.22	2.390	13:13:02.535
9 - D1	34.957	27.120	40.183	1:42.260 (2)	82.94	0.229	13:14:44.795
10 - D1	OUTLAP	27.770	39.993	7:35.777	18.60	5:53.746	13:22:20.572

BARC Race Meeting - Thruxton - 3rd/4th May 2025

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P34	33	Simon YOUDAN / Sean YOUDAN		BMW 116i			
IDEAL LAP TIME : 1:39.941		BEST LAP TIME : 1:42.574		DIFFERENCE : 2.633			
D1: Simon YOUDAN		D2: Sean YOUDAN					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	31.157	44.183				12:59:28.330
2 - D1	35.927	31.109	42.776	1:49.812	77.23	7.238	13:01:18.142
3 - D1	35.756	30.062	42.342	1:48.160	78.41	5.586	13:03:06.302
4 - D1	35.826	30.023	41.227	1:47.076	79.21	4.502	13:04:53.378
5 - D1	35.673	28.424	41.427	1:45.524 (2)	80.37	2.950	13:06:38.902
6 - D1	35.048	29.347	IN PIT	1:43.138 P	82.23	0.564	13:08:22.040
7 - D2	OUTLAP	32.315	40.242	3:12.895	43.97	1:30.321	13:11:34.935
8 - D2	34.035	26.736	41.803	1:42.574 (1)	82.68		13:13:17.509
9 - D2	39.725	27.393	39.170	1:46.288 (3)	79.79	3.714	13:15:03.797
10 - D2	OUTLAP	26.807	39.233	7:26.144	19.01	5:43.570	13:22:29.941

P35	6	Simon MURRAY / Darran MILLWARD		BMW 116i			
IDEAL LAP TIME : 1:44.468		BEST LAP TIME : 1:44.548		DIFFERENCE : 0.080			
D1: Simon MURRAY		D2: Darran Millward					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	30.063	43.791				12:59:17.925
2 - D1	35.815	42.371	46.307	2:04.493	68.12	19.945	13:01:22.418
3 - D1	35.671	29.096	41.628	1:46.395	79.71	1.847	13:03:08.813
4 - D1	35.659	28.279	42.074	1:46.012 (3)	80.00	1.464	13:04:54.825
5 - D1	35.219	28.091	41.238	1:44.548 (1)	81.12		13:06:39.373
6 - D1	36.426	28.011	41.519	1:45.956 (2)	80.04	1.408	13:08:25.329
7 - D1	35.834	29.297	IN PIT	1:46.318 P	79.77	1.770	13:10:11.647
8 - D2	OUTLAP	29.331	44.059	3:28.439	40.69	1:43.891	13:13:40.086
9 - D2	OUTLAP	30.207	44.054	9:10.773	15.39	7:26.225	13:22:50.859

P36	9	Julian HOWE / Michael LOVEAND		BMW 116i			
IDEAL LAP TIME : 1:43.238		BEST LAP TIME : 1:47.059		DIFFERENCE : 3.821			
D1: Julian HOWE		D2: Michael LOVEAND					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	29.498	43.164				12:59:12.029
2 - D1	35.650	28.807	42.602	1:47.059 (1)	79.22		13:00:59.088
3 - D1	37.185	30.001	42.646	1:49.832	77.22	2.773	13:02:48.920
4 - D1	36.568	29.334	42.916	1:48.818 (2)	77.94	1.759	13:04:37.738
5 - D1	39.707	31.081	42.802	1:53.590	74.66	6.531	13:06:31.328
6 - D1	38.555	29.309	43.781	1:51.645	75.96	4.586	13:08:22.973
7 - D1	36.749	29.666	42.999	1:49.414 (3)	77.51	2.355	13:10:12.387
8 - D1	38.349	29.637	IN PIT	1:50.528 P	76.73	3.469	13:12:02.915
9 - D1	OUTLAP	27.591	39.997	10:31.238	13.43	8:44.179	13:22:34.153

P37	20	John MARTIN		BMW 116i			
IDEAL LAP TIME : 1:54.139		BEST LAP TIME : 1:54.881		DIFFERENCE : 0.742			
D1: John MARTIN							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1	OUTLAP	31.951	46.774				12:59:38.345
2 - D1	38.199	31.444	45.749	1:55.392 (3)	73.50	0.511	13:01:33.737
3 - D1	39.391	31.240	45.689	1:56.320	72.91	1.439	13:03:30.057
4 - D1	39.465	32.722	45.594	1:57.781	72.01	2.900	13:05:27.838
5 - D1	38.338	31.483	45.108	1:54.929 (2)	73.79	0.048	13:07:22.767
6 - D1	38.706	30.832	45.343	1:54.881 (1)	73.82		13:09:17.648
7 - D1	38.957	33.291	46.659	1:58.907	71.32	4.026	13:11:16.555
8 - D1	40.986	31.478	IN PIT	1:56.903 P	72.55	2.022	13:13:13.458
9 - D1	OUTLAP	31.629	45.884	9:52.673	14.31	7:57.792	13:23:06.131

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - BEST SECTORS

SECTOR 1			SECTOR 2		SECTOR 3		IDEAL / BEST COMPARISON					
POS	NO	TIME	NO	TIME	NO	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
							PERFECT LAP1:35.056					
1	78	32.514	25	25.894	78	36.648	1	78	James POOLE / Matthew HIGHCOCK	1:35.158	1:35.525	0.367
2	151	32.548	777	25.919	121	36.925	2	777	Thomas LAW	1:35.519	1:35.519	0.000
3	25	32.597	78	25.996	777	36.949	3	25	Ethan HALL	1:35.644	1:35.825	0.181
4	228	32.641	228	26.001	232	37.020	4	228	James WAREING	1:35.669	1:36.126	0.457
5	777	32.651	187	26.015	228	37.027	5	151	Peter KEEN	1:35.740	1:36.027	0.287
6	249	32.660	151	26.033	25	37.153	6	121	AJ DUFFILL / Luke FOX	1:35.804	1:36.012	0.208
7	187	32.734	666	26.065	151	37.159	7	187	George HELER	1:35.978	1:36.162	0.184
8	252	32.763	121	26.092	187	37.229	8	249	William ABRAHAM / Scott JEFFS	1:36.160	1:36.467	0.307
9	121	32.787	173	26.130	249	37.268	9	232	Jonathan BAKER	1:36.175	1:36.175	0.000
10	173	32.817	80	26.136	888	37.303	10	666	Ben WILLSHIRE	1:36.201	1:36.681	0.480
11	666	32.824	86	26.154	34	37.304	11	252	James DUNNE	1:36.341	1:36.594	0.253
12	232	32.898	888	26.155	666	37.312	12	173	Ben Dobbs	1:36.606	1:36.985	0.379
13	34	32.917	252	26.199	252	37.379	13	34	Toby OREILLY	1:36.618	1:36.618	0.000
14	80	32.964	42	26.200	55	37.389	14	55	Lewis CHARLTON	1:36.701	1:36.876	0.175
15	42	32.971	249	26.232	83	37.491	15	42	Darren CONSTANT / David HORNSEY	1:36.721	1:36.721	0.000
16	1	33.004	232	26.257	42	37.550	16	888	David HUDSON	1:36.768	1:36.907	0.139
17	86	33.031	55	26.275	173	37.659	17	86	Pete BRAND	1:36.992	1:37.207	0.215
18	55	33.037	47	26.287	234	37.668	18	83	Sammy WALTON	1:37.058	1:37.262	0.204
19	83	33.098	1	26.311	86	37.807	19	80	Theo MILLWARD / Chris BAYLISS	1:37.065	1:37.065	0.000
20	5	33.117	5	26.390	5	37.815	20	5	Anthony SEDDON	1:37.322	1:37.898	0.576
21	17	33.133	34	26.397	31	37.840	21	234	Lee PEARCE	1:37.426	1:37.635	0.209
22	27	33.147	31	26.444	47	37.959	22	31	Sam HOLMAN	1:37.611	1:38.471	0.860
23	325	33.167	17	26.462	80	37.965	23	1	Paul OFFORD	1:37.629	1:37.876	0.247
24	234	33.252	83	26.469	1	38.314	24	47	Connor ANDERSON	1:37.723	1:37.732	0.009
25	888	33.310	234	26.506	22	38.512	25	27	Steve LLOYD	1:38.263	1:38.502	0.239
26	31	33.327	333	26.542	969	38.523	26	17	Ross RILEY / Gary TAYLOR	1:38.297	1:38.680	0.383
27	333	33.433	27	26.555	27	38.561	27	325	Callum DAVIES	1:38.355	1:38.658	0.303
28	47	33.477	325	26.593	325	38.595	28	333	Ben SNEE / Damian SNEE	1:38.607	1:39.596	0.989
29	220	33.579	33	26.736	333	38.632	29	22	Richard ROUNDELL / Ryan CEFFERTY	1:39.245	1:39.960	0.715
30	22	33.967	22	26.766	17	38.702	30	220	Simon FOX / Andrew PARTRIDGE	1:39.615	1:39.928	0.313
31	33	34.035	220	26.932	220	39.104	31	969	Simon MOSS / Bartholomew LANG	1:39.695	1:40.138	0.443
32	969	34.089	969	27.083	33	39.170	32	33	Simon YODAN / Sean YODAN	1:39.941	1:42.574	2.633
33	200	34.163	635	27.120	200	39.712	33	635	Ben MCCORMACK / Will TOWNROW	1:41.344	1:42.031	0.687
34	635	34.231	9	27.591	635	39.993	34	200	Giles CARTER	1:41.486	1:41.486	0.000
35	6	35.219	200	27.611	9	39.997	35	9	Julian HOWE / Michael LOVEAND	1:43.238	1:47.059	3.821
36	9	35.650	6	28.011	6	41.238	36	6	Simon MURRAY / Darran MILLWARD	1:44.468	1:44.548	0.080
37	20	38.199	20	30.832	20	45.108	37	20	John MARTIN	1:54.139	1:54.881	0.742

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - PIT STOP ANALYSIS

Race Start: 12:56:16.911

P1 777		Thomas LAW		BMW 116i			
D1: Thomas LAW		Total Stint: 11 Laps - 21:02.263 (81.37%)		Best Lap: 1:35.519 On Lap 5 @ 88.79 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:07:57.071	Thomas LAW	11:27.903	1:54.816	1:54.816	13:09:51.887	Thomas LAW
-	Finish	Thomas LAW	7:31.482				

P2 78		James POOLE / Matthew HIGHCOCK		BMW 116i			
D1: James POOLE		Total Stint: 5 Laps - 11:17.841 (41.52%)		Best Lap: 1:40.625 On Lap 10 @ 84.28 mph			
D2: Matthew HIGHCOCK		Total Stint: 7 Laps - 12:54.911 (47.47%)		Best Lap: 1:35.525 On Lap 4 @ 88.78 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:07:59.537	Matthew HIGHCOCK	11:18.824	1:36.087	1:36.087	13:09:35.624	James POOLE
-	Finish	James POOLE	9:11.070				

P4 121		AJ DUFFILL / Luke FOX		BMW 116i			
D1: AJ DUFFILL		Total Stint: 5 Laps - 9:32.391 (35.36%)		Best Lap: 1:39.268 On Lap 2 @ 85.44 mph			
D2: Luke FOX		Total Stint: 7 Laps - 14:26.517 (53.53%)		Best Lap: 1:36.012 On Lap 10 @ 88.33 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:05:04.498	AJ DUFFILL	8:14.357	1:18.034	1:18.034	13:06:22.532	Luke FOX
-	Finish	Luke FOX	9:05.737				

P5 151		Peter KEEN		BMW 116i			
D1: Peter KEEN		Total Stint: 12 Laps - 22:25.186 (83.31%)		Best Lap: 1:36.027 On Lap 10 @ 88.32 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:06:44.515	Peter KEEN	9:51.278	1:28.215	1:28.215	13:08:12.730	Peter KEEN
-	Finish	Peter KEEN	9:04.904				

P7 187		George HELER		BMW 116i			
D1: George HELER		Total Stint: 12 Laps - 22:32.275 (82.37%)		Best Lap: 1:36.162 On Lap 5 @ 88.20 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:09:37.768	George HELER	13:07.806	1:50.937	1:50.937	13:11:28.705	George HELER
-	Finish	George HELER	9:04.511				

P9 249		William ABRAHAM / Scott JEFFS		BMW 116i			
D1: William ABRAHAM		Total Stint: 7 Laps - 12:48.883 (47.62%)		Best Lap: 1:36.467 On Lap 6 @ 87.92 mph			
D2: Scott JEFFS		Total Stint: 5 Laps - 11:10.881 (41.55%)		Best Lap: 1:37.232 On Lap 10 @ 87.23 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:30.790	William ABRAHAM	11:32.026	1:16.857	1:16.857	13:09:47.647	Scott JEFFS
-	Finish	Scott JEFFS	9:03.723				

P10 252		James DUNNE		BMW 116i			
D1: James DUNNE		Total Stint: 12 Laps - 22:37.876 (88.33%)		Best Lap: 1:36.594 On Lap 3 @ 87.80 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:12.705	James DUNNE	11:28.755	17.998	17.998	13:08:30.703	James DUNNE
-	Finish	James DUNNE	7:19.295				

P11 34		Toby OREILLY		BMW 116i			
D1: Toby OREILLY		Total Stint: 11 Laps - 20:20.599 (75.02%)		Best Lap: 1:36.618 On Lap 6 @ 87.78 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:33.244	Toby OREILLY	12:01.744	2:04.290	2:04.290	13:10:37.534	Toby OREILLY
-	Finish	Toby OREILLY	9:39.500				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - PIT STOP ANALYSIS

Race Start: 12:56:16.911

P13 42		Darren CONSTANT / David HORNSEY		BMW 116i			
D1: Darren CONSTANT		Total Stint: 11 Laps - 20:33.357 (77.00%)		Best Lap: 1:36.721 On Lap 11 @ 87.69 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:04:11.972	Darren CONSTANT	7:14.038	1:45.036	1:45.036	13:05:57.008	Darren CONSTANT
-	Finish	Darren CONSTANT	9:27.825				

P14 55		Lewis CHARLTON		BMW 116i			
D1: Lewis CHARLTON		Total Stint: 11 Laps - 21:43.920 (85.27%)		Best Lap: 1:36.876 On Lap 6 @ 87.55 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:28.927	Lewis CHARLTON	11:35.316	1:53.004	1:53.004	13:10:21.931	Lewis CHARLTON
-	Finish	Lewis CHARLTON	6:56.515				

P16 173		Ben Dobbs		BMW 116i			
D1: Ben DOBBS		Total Stint: 11 Laps - 21:06.172 (81.54%)		Best Lap: 1:36.985 On Lap 3 @ 87.45 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:09:35.855	Ben DOBBS	13:07.775	1:55.360	1:55.360	13:11:31.215	Ben DOBBS
-	Finish	Ben DOBBS	7:24.381				

P17 80		Theo MILLWARD / Chris BAYLISS		BMW 116i			
D1: Theo MILLWARD		Total Stint: 5 Laps - 10:06.214 (38.72%)		Best Lap: 1:38.095 On Lap 11 @ 86.46 mph			
D2: Chris BAYLISS		Total Stint: 6 Laps - 11:36.955 (44.51%)		Best Lap: 1:37.065 On Lap 5 @ 87.38 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:07:38.245	Chris BAYLISS	10:03.851	1:33.104	1:33.104	13:09:11.349	Theo MILLWARD
-	Finish	Theo MILLWARD	9:27.603				

P18 86		Pete BRAND		BMW 116i			
D1: Pete BRAND		Total Stint: 10 Laps - 22:16.539 (88.46%)		Best Lap: 1:37.207 On Lap 5 @ 87.25 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:57.740	Pete BRAND	11:32.705	1:15.604	1:15.604	13:10:13.344	Pete BRAND
-	Finish	Pete BRAND	8:39.173				

P19 83		Sammy WALTON		BMW 116i			
D1: Sammy WALTON		Total Stint: 12 Laps - 23:33.499 (87.09%)		Best Lap: 1:37.262 On Lap 8 @ 87.20 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:11:54.236	Sammy WALTON	14:58.620	1:39.776	1:39.776	13:13:34.012	Sammy WALTON
2 -	13:23:58.498	Sammy WALTON	8:43.461	20.751	2:00.527	13:24:19.249	Sammy WALTON

P21 47		Connor ANDERSON		BMW 116i			
D1: Connor ANDERSON		Total Stint: 11 Laps - 22:07.221 (87.38%)		Best Lap: 1:37.732 On Lap 7 @ 86.78 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:12:23.230	Connor ANDERSON	15:10.389	1:19.448	1:19.448	13:13:42.678	Connor ANDERSON
-	Finish	Connor ANDERSON	7:04.731				

P23 5		Anthony SEDDON		BMW 116i			
D1: Anthony SEDDON		Total Stint: 9 Laps - 18:49.867 (71.95%)		Best Lap: 1:37.898 On Lap 5 @ 86.63 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	12:58:36.978	Anthony SEDDON	2:12.824	2:05.786	2:05.786	13:00:42.764	Anthony SEDDON
2 -	13:08:53.772	Anthony SEDDON	8:11.008	2:57.546	5:03.332	13:11:51.318	Anthony SEDDON
-	Finish	Anthony SEDDON	7:24.512				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - PIT STOP ANALYSIS

Race Start: 12:56:16.911

P24 31		Sam HOLMAN		BMW 116i			
D1: Sam HOLMAN		Total Stint: 10 Laps - 20:06.163 (100.00%)		Best Lap: 1:38.471 On Lap 4 @ 86.13 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:41.561	Sam HOLMAN	11:54.332	1:17.473	1:17.473	13:09:59.034	Sam HOLMAN
-	Finish	Sam HOLMAN	8:11.831				

P26 325		Callum DAVIES		BMW 116i			
D1: Callum DAVIES		Total Stint: 11 Laps - 23:39.164 (85.72%)		Best Lap: 1:38.658 On Lap 6 @ 85.96 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:00:23.436	Callum DAVIES	3:33.572	1:04.791	1:04.791	13:01:28.227	Callum DAVIES
2 -	13:24:25.426	Callum DAVIES					

P27 17		Ross RILEY / Gary TAYLOR		BMW 116i			
D1: Ross RILEY		Total Stint: 5 Laps - 10:07.875 (58.46%)		Best Lap: 1:38.680 On Lap 8 @ 85.95 mph			
D2: Gary TAYLOR		Total Stint: 4 Laps - 8:58.581 (51.80%)		Best Lap: 1:43.077 On Lap 3 @ 82.28 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:04:05.005	Gary TAYLOR	7:04.119	1:54.462	1:54.462	13:05:59.467	Ross RILEY
-	Finish	Ross RILEY	10:07.875				

P28 333		Ben SNEE / Damian SNEE		BMW 116i			
D1: Ben SNEE		Total Stint: 4 Laps - 9:42.317 (38.87%)		Best Lap: 1:40.897 On Lap 8 @ 84.06 mph			
D2: Damian SNEE		Total Stint: 6 Laps - 12:24.878 (49.72%)		Best Lap: 1:39.596 On Lap 5 @ 85.16 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:07:47.558	Damian SNEE	10:18.117	2:06.761	2:06.761	13:09:54.319	Ben SNEE
-	Finish	Ben SNEE	7:28.813				

P29 220		Simon FOX / Andrew PARTRIDGE		BMW 116i			
D1: Simon FOX		Total Stint: 1 Laps - 5:11.456 (20.46%)		Best Lap: 1:39.928 On Lap 8 @ 84.87 mph			
D2: Andrew PARTRIDGE		Total Stint: 9 Laps - 17:29.461 (68.94%)					
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:12:50.023	Andrew PARTRIDGE	15:18.051	2:11.410	2:11.410	13:15:01.433	Simon FOX
-	Finish	Simon FOX	7:52.613				

P30 22		Richard ROUNDELL / Ryan CEFFERTY		BMW 116i			
D1: Richard ROUNDELL		Total Stint: 4 Laps - 8:33.432 (32.97%)		Best Lap: 1:42.999 On Lap 3 @ 82.34 mph			
D2: Ryan CEFFERTY		Total Stint: 7 Laps - 15:14.892 (58.75%)		Best Lap: 1:39.960 On Lap 9 @ 84.85 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:03:39.526	Richard ROUNDELL	6:56.331	1:37.101	1:37.101	13:05:16.627	Ryan CEFFERTY
-	Finish	Ryan CEFFERTY	7:14.856				

P31 969		Simon MOSS / Bartholomew LANG		BMW 116i			
D1: Simon MOSS		Total Stint: 6 Laps - 12:14.273 (45.96%)		Best Lap: 1:41.883 On Lap 5 @ 83.24 mph			
D2: Bartholomew LANG		Total Stint: 5 Laps - 10:40.159 (40.07%)		Best Lap: 1:40.138 On Lap 8 @ 84.69 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:07:44.673	Simon MOSS	10:33.129	1:41.144	1:41.144	13:09:25.817	Bartholomew LANG
-	Finish	Bartholomew LANG	9:18.019				

P33 635		Ben MCCORMACK / Will TOWNROW		BMW 116i			
D1: Ben MCCORMACK		Total Stint: 4 Laps - 9:54.237 (39.29%)		Best Lap: 1:42.260 On Lap 9 @ 82.94 mph			
D2: Will TOWNROW		Total Stint: 6 Laps - 12:21.182 (49.01%)		Best Lap: 1:42.031 On Lap 5 @ 83.12 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:07:52.428	Will TOWNROW	10:43.962	1:37.220	1:37.220	13:09:29.648	Ben MCCORMACK
-	Finish	Ben MCCORMACK	7:35.777				

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Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - PIT STOP ANALYSIS

Race Start: 12:56:16.911

P34	33	Simon YOUDAN / Sean YOUDAN		BMW 116i			
D1: Simon YOUDAN		Total Stint: 6 Laps - 12:13.483 (48.93%)		Best Lap: 1:45.524 On Lap 5 @ 80.37 mph			
D2: Sean YOUDAN		Total Stint: 4 Laps - 10:11.082 (40.77%)		Best Lap: 1:42.574 On Lap 8 @ 82.68 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:08:22.040	Simon YOUDAN	10:50.930	1:22.553	1:22.553	13:09:44.593	Sean YOUDAN
-	Finish	Sean YOUDAN	7:26.144				

P35	6	Simon MURRAY / Darran MILLWARD		BMW 116i			
D1: Simon MURRAY		Total Stint: 7 Laps - 14:20.329 (56.41%)		Best Lap: 1:44.548 On Lap 5 @ 81.12 mph			
D2: Darran Millward		Total Stint: 2 Laps - 9:08.272 (35.95%)					
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:10:11.647	Simon MURRAY	12:45.772	1:34.557	1:34.557	13:11:46.204	Darran Millward
-	Finish	Darran Millward	9:10.773				

P36	9	Julian HOWE / Michael LOVEAND		BMW 116i			
D1: Julian HOWE		Total Stint: 9 Laps - 21:53.157 (86.67%)		Best Lap: 1:47.059 On Lap 2 @ 79.22 mph			
D2: Michael LOVEAND		Total Stint: 0 Laps					
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:12:02.915	Julian HOWE	14:43.778	1:43.045	1:43.045	13:13:45.960	Julian HOWE
-	Finish	Julian HOWE	8:48.193				

P37	20	John MARTIN		BMW 116i			
D1: John MARTIN		Total Stint: 9 Laps - 23:23.135 (91.67%)		Best Lap: 1:54.881 On Lap 6 @ 73.82 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	13:13:13.458	John MARTIN	15:37.955	57.833	57.833	13:14:11.291	John MARTIN
-	Finish	John MARTIN	8:54.840				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

QUALIFYING - RACE 20 - STATISTICS

Competitors Started	37
Planned Start	2025-05-04 @ 12:55:00.000
Actual Start	2025-05-04 @ 12:56:16.911
Finish Time	2025-05-04 @ 13:22:17.158
Track Length	2.3560mi.
Total Laps	401
Total Distance Covered	944.7573mi.

Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
777	Thomas LAW <i>T. LAW</i>	1:36.662	12:59:46.888	2	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:36.105	12:59:58.641	2	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:35.824	13:01:34.465	3	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:35.525	13:03:09.989	4	BMW 116i
777	Thomas LAW <i>T. LAW</i>	1:35.519	13:04:39.973	5	BMW 116i

Flag History

TYPE	TIME OF DAY
GREEN	12:56:16.911
RED	13:15:31.112
GREEN	13:20:07.324
FINISH	13:22:17.158

Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	2	13	23:38.959
Red	1	0	4:36.212
Safety Car	0	0	0.000
FCY	0	0	0.000

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - CLASSIFICATION - AMENDED

Race Distance: 52 Laps / 122.51 miles



POS	NO	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON	GRD	↑↓
1	25	Ethan HALL	BMW 116i	52	1:31:19.781			80.48	1:35.665	41	3	2
2	249*	William ABRAHAM / Scott JEFFS	BMW 116i	52	1:32:07.950	48.169	48.169	79.78	1:36.107	3	9	7
3	252	James DUNNE	BMW 116i	52	1:32:16.239	56.458	8.289	79.66	1:35.994	3	10	7
4	151	Peter KEEN	BMW 116i	52	1:32:38.902	1:19.121	22.663	79.34	1:35.744	30	5	1
5	232	Jonathan BAKER	BMW 116i	52	1:32:47.202	1:27.421	8.300	79.22	1:36.614	18	8	3
6	187	George HELER	BMW 116i	52	1:32:50.640	1:30.859	3.438	79.17	1:35.764	25	7	1
7	173*	Ben Dobbs	BMW 116i	52	1:32:55.989	1:36.208	5.349	79.09	1:35.757	50	16	9
8	78*	James POOLE / Matthew HIGHCOCK	BMW 116i	52	1:33:03.747	1:43.966	7.758	78.98	1:35.379	47	2	-6
9	55	Lewis CHARLTON	BMW 116i	51	1:31:46.337	1 Lap	1 Lap	78.55	1:36.672	36	14	5
10	80	Theo MILLWARD / Chris BAYLISS	BMW 116i	51	1:31:51.114	1 Lap	4.777	78.48	1:36.446	25	17	7
11	666	Ben WILLSHIRE	BMW 116i	51	1:31:51.468	1 Lap	0.354	78.48	1:36.921	46	12	1
12	234*	Lee PEARCE	BMW 116i	51	1:32:13.514	1 Lap	22.046	78.17	1:37.250	3	20	8
13	5	Anthony SEDDON	BMW 116i	51	1:32:16.703	1 Lap	3.189	78.12	1:36.582	49	23	10
14	27*	Steve LLOYD	BMW 116i	51	1:32:24.941	1 Lap	8.238	78.01	1:37.295	47	25	11
15	34*	Toby OREILLY	BMW 116i	51	1:32:32.070	1 Lap	7.129	77.91	1:37.315	45	11	-4
16	47	Connor ANDERSON	BMW 116i	51	1:32:35.487	1 Lap	3.417	77.86	1:37.447	44	21	5
17	86	Pete BRAND	BMW 116i	51	1:32:50.012	1 Lap	14.525	77.65	1:36.253	40	18	1
18	17	Ross RILEY / Gary TAYLOR	BMW 116i	51	1:32:53.320	1 Lap	3.308	77.61	1:37.048	49	34	16
19	1	Paul OFFORD	BMW 116i	51	1:32:54.196	1 Lap	0.876	77.60	1:36.850	49	22	3
20	22	Richard ROUNDELL / Ryan CEFFERTY	BMW 116i	50	1:31:24.980	2 Laps	1 Lap	77.31	1:38.101	20	29	9
21	31	Sam HOLMAN	BMW 116i	50	1:31:38.131	2 Laps	13.151	77.13	1:37.820	3	24	3
22	325*	Callum DAVIES	BMW 116i	50	1:31:47.257	2 Laps	9.126	77.00	1:38.390	21	26	4
23	33	Simon YODAN / Sean YODAN	BMW 116i	50	1:32:06.996	2 Laps	19.739	76.72	1:38.666	33	33	10
24	83	Sammy WALTON	BMW 116i	50	1:32:09.689	2 Laps	2.693	76.69	1:37.453	32	19	-5
25	220*	Simon FOX / Andrew PARTRIDGE	BMW 116i	49	1:31:37.136	3 Laps	1 Lap	75.60	1:38.753	7	28	3
26	969	Simon MOSS / Bartholomew LANG	BMW 116i	49	1:31:52.199	3 Laps	15.063	75.39	1:38.736	35	30	4
27	635	Ben MCCORMACK / Will TOWNROW	BMW 116i	49	1:32:11.396	3 Laps	19.197	75.13	1:39.299	40	32	5
28	42	Darren CONSTANT / David HORNSEY	BMW 116i	48	1:31:54.632	4 Laps	1 Lap	73.82	1:37.113	34	13	-15
29	9	Julian HOWE / Michael LOVEAND	BMW 116i	48	1:32:10.256	4 Laps	15.624	73.61	1:37.875	43	36	7
30	200	Giles CARTER	BMW 116i	48	1:32:39.254	4 Laps	28.998	73.23	1:39.159	47	31	1
31	90	James NEVILLE / Jack JONES	BMW 116i	47	1:31:56.388	5 Laps	1 Lap	72.26	1:39.923	45		
32	333	Ben SNEE / Damian SNEE	BMW 116i	46	1:26:25.298	6 Laps	1 Lap	75.24	1:37.264	45	27	-5
33	6	Simon MURRAY / Darran MILLWARD	BMW 116i	46	1:32:26.734	6 Laps	6:01.436	70.33	1:39.129	44	35	2
34	20	John MARTIN	BMW 116i	45	1:32:29.957	7 Laps	1 Lap	68.77	1:48.536	18	37	3
35	228	James WAREING	BMW 116i	40	1:12:27.304	12 Laps	5 Laps	78.04	1:35.567	27	6	-29

NOT CLASSIFIED

DNF	777	Thomas LAW	BMW 116i	17	35:48.160	35 Laps	23 Laps	67.12	1:36.018	6	1	
NC	888	David HUDSON	BMW 116i	11	21:31.122	41 Laps	6 Laps	72.26	1:38.965	7	15	
NC	121	AJ DUFFILL / Luke FOX	BMW 116i	4	9:27.289	48 Laps	7 Laps	59.80	1:37.650	3	4	

FASTEST LAP

78	James POOLE / Matthew HIGHCOCK	BMW 116i	47	1:35.379			88.92 mph		143.11 kph			
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Cars 27, 34, 78, 173, 220, 234, 249, 325 - 5 second time penalty applied for exceeding track limits

Cars 27, 78 - 10 second time penalty applied for exceeding track limits

Car 27 - correct time penalty applied

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

Date: 04/05/2025
Start: 16:31
Finish: 18:02
Thruxton: 2.3560 miles

Clerk Of Course: David Weston

Timekeeper: Rob Cook

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - GRID (90 minutes)



ROW 19	37	20	1:54.881 John MARTIN		
ROW 18	35	6	1:44.548 Simon MURRAY / Darran MILLWARD	36	9 1:47.059 Julian HOWE / Michael LOVEAND
ROW 17	33	635	1:42.031 Ben MCCORMACK / Will TOWNROW	34	33 1:42.574 Simon YUDAN / Sean YUDAN
ROW 16	31	969	1:40.138 Simon MOSS / Bartholomew LANG	32	200 1:41.486 Giles CARTER
ROW 15	29	220	1:39.928 Simon FOX / Andrew PARTRIDGE	30	22 1:39.960 Richard ROUNDELL / Ryan CEFFERTY
ROW 14	27	17	1:38.680 Ross RILEY / Gary TAYLOR	28	333 1:39.596 Ben SNEE / Damian SNEE
ROW 13	25	27	1:38.502 Steve LLOYD	26	325 1:38.658 Callum DAVIES
ROW 12	23	5	1:37.898 Anthony SEDDON	24	31 1:38.471 Sam HOLMAN
ROW 11	21	47	1:37.732 Connor ANDERSON	22	1 1:37.876 Paul OFFORD
ROW 10	19	83	1:37.262 Sammy WALTON	20	234 1:37.635 Lee PEARCE
ROW 9	17	86	1:37.207 Pete BRAND	18	173 1:36.985 Ben Dobbs
ROW 8	15	888	1:36.907 David HUDSON	16	80 1:37.065 Theo MILLWARD / Chris BAYLISS
ROW 7	13	42	1:36.721 Darren CONSTANT / David HORNSEY	14	55 1:36.876 Lewis CHARLTON
ROW 6	11	34	1:36.618 Toby OREILLY	12	666 1:36.681 Ben WILLSHIRE
ROW 5	9	249	1:36.467 William ABRAHAM / Scott JEFFS	10	252 1:36.594 James DUNNE
ROW 4	7	187	1:36.162 George HELER	8	232 1:36.175 Jonathan BAKER
ROW 3	5	151	1:36.027 Peter KEEN	6	228 1:36.126 James WAREING
ROW 2	3	25	1:35.825 Ethan HALL	4	121 1:36.012 AJ DUFFILL / Luke FOX
ROW 1	1	777	1:35.519 Thomas LAW	2	78 1:35.525 James POOLE / Matthew HIGHCOCK

Pole

Car 90 - permitted to start from the pit lane subject to CoC permission

Car 173 - Ben Dobbs 2 place grid penalty applied for contact with another vehicle in a previous race

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

Thruxton: 2.3560 miles

Clerk Of Course: David Weston

Timekeeper: Rob Cook



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

Printed - 13:46 Sunday, 04 May 2025



The British Automobile Racing Club

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - CLASSIFICATION

Race Distance: 52 Laps / 122.51 miles



POS	NO	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON	GRD	↑↓
1	25	Ethan HALL	BMW 116i	52	1:31:19.781			80.48	1:35.665	41	3	2
2	249 *	William ABRAHAM / Scott JEFFS	BMW 116i	52	1:32:07.950	48.169	48.169	79.78	1:36.107	3	9	7
3	252	James DUNNE	BMW 116i	52	1:32:16.239	56.458	8.289	79.66	1:35.994	3	10	7
4	151	Peter KEEN	BMW 116i	52	1:32:38.902	1:19.121	22.663	79.34	1:35.744	30	5	1
5	232	Jonathan BAKER	BMW 116i	52	1:32:47.202	1:27.421	8.300	79.22	1:36.614	18	8	3
6	187	George HELER	BMW 116i	52	1:32:50.640	1:30.859	3.438	79.17	1:35.764	25	7	1
7	173 *	Ben Dobbs	BMW 116i	52	1:32:55.989	1:36.208	5.349	79.09	1:35.757	50	16	9
8	78 *	James POOLE / Matthew HIGHCOCK	BMW 116i	52	1:33:03.747	1:43.966	7.758	78.98	1:35.379	47	2	-6
9	55	Lewis CHARLTON	BMW 116i	51	1:31:46.337	1 Lap	1 Lap	78.55	1:36.672	36	14	5
10	80	Theo MILLWARD / Chris BAYLISS	BMW 116i	51	1:31:51.114	1 Lap	4.777	78.48	1:36.446	25	17	7
11	666	Ben WILLSHIRE	BMW 116i	51	1:31:51.468	1 Lap	0.354	78.48	1:36.921	46	12	1
12	234 *	Lee PEARCE	BMW 116i	51	1:32:13.514	1 Lap	22.046	78.17	1:37.250	3	20	8
13	5	Anthony SEDDON	BMW 116i	51	1:32:16.703	1 Lap	3.189	78.12	1:36.582	49	23	10
14	34 *	Toby OREILLY	BMW 116i	51	1:32:32.070	1 Lap	15.367	77.91	1:37.315	45	11	-3
15	47	Connor ANDERSON	BMW 116i	51	1:32:35.487	1 Lap	3.417	77.86	1:37.447	44	21	6
16	86	Pete BRAND	BMW 116i	51	1:32:50.012	1 Lap	14.525	77.65	1:36.253	40	18	2
17	17	Ross RILEY / Gary TAYLOR	BMW 116i	51	1:32:53.320	1 Lap	3.308	77.61	1:37.048	49	34	17
18	1	Paul OFFORD	BMW 116i	51	1:32:54.196	1 Lap	0.876	77.60	1:36.850	49	22	4
19	27 *	Steve LLOYD	BMW 116i	51	1:33:09.941	1 Lap	15.745	77.38	1:37.295	47	25	6
20	22	Richard ROUNDELL / Ryan CEFFERTY	BMW 116i	50	1:31:24.980	2 Laps	1 Lap	77.31	1:38.101	20	29	9
21	31	Sam HOLMAN	BMW 116i	50	1:31:38.131	2 Laps	13.151	77.13	1:37.820	3	24	3
22	325 *	Callum DAVIES	BMW 116i	50	1:31:47.257	2 Laps	9.126	77.00	1:38.390	21	26	4
23	33	Simon YODAN / Sean YODAN	BMW 116i	50	1:32:06.996	2 Laps	19.739	76.72	1:38.666	33	33	10
24	83	Sammy WALTON	BMW 116i	50	1:32:09.689	2 Laps	2.693	76.69	1:37.453	32	19	-5
25	220 *	Simon FOX / Andrew PARTRIDGE	BMW 116i	49	1:31:37.136	3 Laps	1 Lap	75.60	1:38.753	7	28	3
26	969	Simon MOSS / Bartholomew LANG	BMW 116i	49	1:31:52.199	3 Laps	15.063	75.39	1:38.736	35	30	4
27	635	Ben MCCORMACK / Will TOWNROW	BMW 116i	49	1:32:11.396	3 Laps	19.197	75.13	1:39.299	40	32	5
28	42	Darren CONSTANT / David HORNSEY	BMW 116i	48	1:31:54.632	4 Laps	1 Lap	73.82	1:37.113	34	13	-15
29	9	Julian HOWE / Michael LOVEAND	BMW 116i	48	1:32:10.256	4 Laps	15.624	73.61	1:37.875	43	36	7
30	200	Giles CARTER	BMW 116i	48	1:32:39.254	4 Laps	28.998	73.23	1:39.159	47	31	1
31	90	James NEVILLE / Jack JONES	BMW 116i	47	1:31:56.388	5 Laps	1 Lap	72.26	1:39.923	45		
32	333	Ben SNEE / Damian SNEE	BMW 116i	46	1:26:25.298	6 Laps	1 Lap	75.24	1:37.264	45		-5
33	6	Simon MURRAY / Darran MILLWARD	BMW 116i	46	1:32:26.734	6 Laps	6:01.436	70.33	1:39.129	44		2
34	20	John MARTIN	BMW 116i	45	1:32:29.957	7 Laps	1 Lap	68.77	1:48.536	18		3
35	228	James WAREING	BMW 116i	40	1:12:27.304	12 Laps	5 Laps	78.04	1:35.567	27		-29
NOT CLASSIFIED												
DNF	777	Thomas LAW	BMW 116i	17	35:48.160	35 Laps	23 Laps	67.12	1:36.018	6		
NC	888	David HUDSON	BMW 116i	11	21:31.122	41 Laps	6 Laps	72.26	1:38.965	7		
NC	121	AJ DUFFILL / Luke FOX	BMW 116i	4	9:27.289	48 Laps	7 Laps	59.80	1:37.650	3		

Weather / Track : Bright / Dry

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

Date: 04/05/2025 Start: 16:31 Finish: 18:02

Thruxton: 2.3560 miles

Clerk Of Course: David Weston

Timekeeper: Rob Cook



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

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Printed - 18:10 Sunday, 04 May 2025



The British Automobile Racing Club

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - CLASSIFICATION

Race Distance: 52 Laps / 122.51 miles



FASTEST LAP

78	James POOLE / Matthew HIGHCOCK	BMW 116i	47	1:35.379	88.92 mph	143.11 kph
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Cars 27, 34, 78, 173, 220, 234, 249, 325 - 5 second time penalty applied for exceeding track limits

Cars 27, 78 - 10 second time penalty applied for exceeding track limits

Weather / Track : Bright / Dry

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

Date: 04/05/2025 Start: 16:31 Finish: 18:02

Thruxton: 2.3560 miles

Clerk Of Course: David Weston

Timekeeper: Rob Cook



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

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Printed - 18:10 Sunday, 04 May 2025



The British Automobile Racing Club

RACE 20 - BEST SECTORS

Printed - 18:10 Sunday, 04 May 2025

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 1 @ 16:36:01.762			LAP 2 @ 16:37:38.770			LAP 3 @ 16:39:15.815			LAP 4 @ 16:40:52.215			LAP 5 @ 16:42:28.545		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
78		4:30.050	78		1:37.008	78		1:37.045	78		1:36.400	78		1:36.330
777	0.215	4:30.265	25	0.178	1:36.739	777	0.643	1:36.720	777	0.775	1:36.532	777	1.891	1:37.446
25	0.447	4:30.497	777	0.968	1:37.761	151	1.124	1:36.885	228	1.120	1:36.115	228	2.182	1:37.392
151	1.148	4:31.198	151	1.284	1:37.144	25	1.260	1:38.127	25	1.389	1:36.529	25	2.246	1:37.187
121	2.161	4:32.211	228	2.403	1:37.017	228	1.405	1:36.047	151	2.388	1:37.664	252	2.585	1:36.314
228	2.394	4:32.444	252	2.793	1:37.181	252	1.742	1:35.994	252	2.601	1:37.259	249	3.068	1:36.615
252	2.620	4:32.670	249	3.085	1:36.981	249	2.147	1:36.107	249	2.783	1:37.036	151	3.516	1:37.458
249	3.112	4:33.162	121	3.635	1:38.482	232	4.035	1:36.711	232	6.204	1:38.569	232	7.601	1:37.727
187	3.841	4:33.891	187	4.126	1:37.293	121	4.240	1:37.650	121	6.786	1:38.946	173	13.891	1:42.554
232	4.161	4:34.211	232	4.369	1:37.216	187	4.538	1:37.457	187	6.825	1:38.687	55	14.598	1:40.675
666	4.352	4:34.402	666	4.941	1:37.597	666	5.172	1:37.276	666	7.071	1:38.299	666	15.144	1:44.403
80	5.448	4:35.498	80	5.620	1:37.180	80	5.773	1:37.198	80	7.296	1:37.923	80	15.664	1:44.698
173	6.009	4:36.059	173	6.047	1:37.046	173	6.152	1:37.150	86	7.466	1:36.473 P	42	16.324	1:39.033
234	6.258	4:36.308	234	6.585	1:37.335	234	6.790	1:37.250	173	7.667	1:37.915	83	17.035	1:39.831
42	7.064	4:37.114	86	7.628	1:37.346	86	7.393	1:36.810	234	7.995	1:37.605	5	17.324	1:38.983
86	7.290	4:37.340	55	8.422	1:37.721	55	9.204	1:37.827	55	10.253	1:37.449	234	17.599	1:45.934
55	7.709	4:37.759	42	8.915	1:38.859	83	11.565	1:38.439	83	13.534	1:38.369	47	17.851	1:39.985
83	9.021	4:39.071	83	10.171	1:38.158	42	12.092	1:40.222	42	13.621	1:37.929	34	19.186	1:40.064
47	9.306	4:39.356	47	10.873	1:38.575	47	12.775	1:38.947	47	14.196	1:37.821	31	19.728	1:40.047
34	10.668	4:40.718	5	11.316	1:37.392	5	13.048	1:38.777	5	14.671	1:38.023	187	22.354	1:51.859
5	10.932	4:40.982	34	12.461	1:38.801	34	13.328	1:37.912	34	15.452	1:38.524	27	31.662	1:42.502
31	11.483	4:41.533	31	13.048	1:38.573	31	13.823	1:37.820	31	16.011	1:38.588	22	31.895	1:42.365
1	11.735	4:41.785	27	16.729	1:41.759	27	20.242	1:40.558	27	25.490	1:41.648	325	32.920	1:43.579
27	11.978	4:42.028	1	17.291	1:42.564	325	20.985	1:40.140	325	25.671	1:41.086	333	33.597	1:43.115
888	12.587	4:42.637	888	17.702	1:42.123	888	21.231	1:40.574	22	25.860	1:40.307	888	33.987	1:44.253
333	13.306	4:43.356	325	17.890	1:40.885	22	21.953	1:40.763	888	26.064	1:41.233	220	34.358	1:40.915
22	13.724	4:43.774	22	18.235	1:41.519	333	22.847	1:41.080	333	26.812	1:40.365	969	34.829	1:41.198
325	14.013	4:44.063	333	18.812	1:42.514	1	24.895	1:44.649	220	29.773	1:40.859	33	35.668	1:41.644
220	14.238	4:44.288	969	19.057	1:41.421	969	25.076	1:43.064	969	29.961	1:41.285	1	36.573	1:42.742
969	14.644	4:44.694	220	19.329	1:42.099	220	25.314	1:43.030	1	30.161	1:41.666	200	42.914	1:44.825
33	15.884	4:45.934	33	21.299	1:42.423	33	25.935	1:41.681	33	30.354	1:40.819	17	44.183	1:41.740
200	16.163	4:46.213	200	21.748	1:42.593	200	27.348	1:42.645	200	34.419	1:43.471	635	51.812	1:42.539
17	19.451	4:49.501	17	26.903	1:44.460	17	32.754	1:42.896	17	38.773	1:42.419	9	1:18.440	1:49.598
635	22.680	4:52.730	635	32.071	1:46.399	635	39.033	1:44.007	635	45.603	1:42.970	6	1:23.776	1:49.167
9	24.653	4:54.703	9	37.253	1:49.608	9	50.765	1:50.557	9	1:05.172	1:50.807	90	1:27.885	1:49.160
6	27.542	4:57.592	6	41.727	1:51.193	6	56.425	1:51.743	6	1:10.939	1:50.914	20	1:33.953	1:51.122
20	29.633	4:59.683	20	45.795	1:53.170	90	1:02.034	1:50.798	90	1:15.055	1:49.421			
90	31.945	5:01.995	90	48.281	1:53.344	20	1:03.502	1:54.752	20	1:19.161	1:52.059			

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Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 6 @ 16:44:04.901			LAP 7 @ 16:45:41.561			LAP 8 @ 16:47:17.513			LAP 9 @ 16:48:52.989			LAP 10 @ 16:50:29.576		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
78		1:36.356	78		1:36.660	78		1:35.952	78		1:35.476	78		1:36.587
777	1.553	1:36.018	777	1.196	1:36.303	25	1.213	1:35.562 P	151	3.962	1:34.756 P	252	2.221	1:33.406 P
25	2.168	1:36.278	25	1.603	1:36.095	228	4.028	1:38.011	86	1 Lap	1:34.460 P	228	2.934	1:33.874 P
228	2.623	1:36.797	228	1.969	1:36.006	777	4.060	1:38.816 P	252	5.402	1:36.488	249	3.948	1:34.025 P
252	3.133	1:36.904	252	2.544	1:36.071	252	4.390	1:37.798	228	5.647	1:37.095	173	1 Lap	3:04.795
151	3.375	1:36.215	151	3.432	1:36.717	151	4.682	1:37.202	249	6.510	1:36.349	232	13.752	1:34.884 P
249	3.785	1:37.073	249	4.250	1:37.125	249	5.637	1:37.339	232	15.455	1:38.755	666	24.287	1:38.058
86	1 Lap	3:09.912	86	1 Lap	1:36.958	86	1 Lap	1:37.221	9	1 Lap	1:47.876	80	24.865	1:38.320
232	8.825	1:37.580	90	1 Lap	1:55.185	9	1 Lap	1:49.434	55	21.559	1:35.526 P	187	1 Lap	3:15.411
173	15.371	1:37.836	232	10.622	1:38.457	6	1 Lap	1:47.693	6	1 Lap	1:47.931	9	1 Lap	1:45.296 P
55	15.762	1:37.520	173	16.485	1:37.774	232	12.176	1:37.506	666	22.816	1:38.093	83	30.729	1:38.120 P
666	16.353	1:37.565	55	17.165	1:38.063	173	16.262	1:35.729 P	42	22.831	1:36.326 P	34	1 Lap	3:21.072
80	16.738	1:37.430	666	17.216	1:37.523	666	20.199	1:38.935	80	23.132	1:38.097	47	32.617	1:39.497
42	17.309	1:37.341	80	17.593	1:37.515	5	20.353	1:35.839 P	234	26.066	1:38.087	234	32.804	1:43.325
5	19.621	1:38.653	42	17.984	1:37.335	80	20.511	1:38.870	83	29.196	1:38.100	5	1 Lap	3:24.693
234	20.041	1:38.798	20	1 Lap	1:57.598	55	21.509	1:40.296	47	29.707	1:39.191	6	1 Lap	1:48.297
47	20.235	1:38.740	5	20.466	1:37.505	42	21.981	1:39.949	31	34.987	1:42.141	31	37.081	1:38.681 P
34	20.589	1:37.759	234	20.943	1:37.562	34	22.940	1:36.987 P	90	1 Lap	1:49.616	969	1 Lap	3:13.092
83	21.367	1:40.688	34	21.905	1:37.976	234	23.455	1:38.464	27	47.042	1:40.758	22	49.487	1:38.544 P
31	21.998	1:38.626	47	22.324	1:38.749	187	24.395	1:36.456 P	22	47.530	1:41.541	27	49.834	1:39.379
187	23.140	1:37.142	83	23.277	1:38.570	47	25.992	1:39.620	325	49.242	1:40.667	325	53.001	1:40.346
22	35.203	1:39.664	187	23.891	1:37.411	83	26.572	1:39.247	1	49.715	1:38.662 P	888	53.379	1:39.345
27	35.606	1:40.300	31	23.942	1:38.604	31	28.322	1:40.332	888	50.621	1:41.620	220	54.986	1:40.364
325	36.048	1:39.484	22	37.933	1:39.390	90	1 Lap	1:54.469	220	51.209	1:41.810	33	56.157	1:41.146
333	36.865	1:39.624	27	38.314	1:39.368	20	1 Lap	1:56.635	33	51.598	1:40.932	90	1 Lap	1:50.881
888	37.561	1:39.930	325	38.823	1:39.435	333	40.705	1:37.528 P	20	1 Lap	1:56.420	17	1:04.852	1:39.679
220	38.021	1:40.019	333	39.129	1:38.924	22	41.465	1:39.484	17	1:01.760	1:39.702	20	1 Lap	1:52.262
969	38.442	1:39.969	888	39.866	1:38.965	27	41.760	1:39.398	200	1:23.759	1:48.317	635	1 Lap	3:24.292
33	39.501	1:40.189	220	40.114	1:38.753	969	42.831	1:37.723 P	25	1:30.397	3:04.660	333	1 Lap	3:54.272
1	40.173	1:39.956	969	41.060	1:39.278	325	44.051	1:41.180	777	1:30.881	3:02.297	777	1:31.053	1:36.759
17	49.821	1:41.994	33	42.263	1:39.422	888	44.477	1:40.563				25	1:31.411	1:37.601
200	51.896	1:45.338	1	42.645	1:39.132	220	44.875	1:40.713				200	1:32.647	1:45.475
635	57.301	1:41.845	17	53.902	1:40.741	33	46.142	1:39.831						
9	1:31.887	1:49.803	200	1:01.781	1:46.545	1	46.529	1:39.836						
6	1:35.047	1:47.627	635	1:02.533	1:41.892	17	57.534	1:39.584						
						635	1:10.504	1:43.923 P						
						200	1:10.918	1:45.089						

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RACE 20 - LAP CHART

LAP 11 @ 16:52:05.535			LAP 12 @ 16:53:41.492			LAP 13 @ 16:55:27.068			LAP 14 @ 16:58:20.531			LAP 15 @ 17:01:16.728		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
78		1:35.959	78		1:35.957	78		1:45.576	78		2:53.463	78		2:56.197
86	2 Laps	3:08.157	86	2 Laps	1:36.850	635	2 Laps	1:50.972	635	2 Laps	2:53.588	635	2 Laps	2:58.010
173	1 Lap	1:36.996	232	1 Lap	3:02.208 P	86	2 Laps	1:46.173	86	2 Laps	2:52.968	86	2 Laps	2:57.725
55	1 Lap	3:08.409	200	1 Lap	1:44.056	20	2 Laps	2:16.774	80	1 Lap	4:14.762	80	1 Lap	2:57.496
666	23.812	1:35.484 P	173	1 Lap	1:37.580	200	1 Lap	2:08.885	20	2 Laps	2:30.827	200	1 Lap	2:56.703 P
80	27.047	1:38.141	55	1 Lap	1:39.542	173	1 Lap	2:02.781	200	1 Lap	2:30.534	20	2 Laps	2:59.222
151	1 Lap	3:35.696	83	1 Lap	3:05.818	55	1 Lap	1:54.692	173	1 Lap	2:30.861	173	1 Lap	2:58.878
187	1 Lap	1:36.575	80	27.068	1:35.978 P	666	1 Lap	3:28.812	55	1 Lap	2:30.156	55	1 Lap	2:58.673
47	32.315	1:35.657 P	151	1 Lap	1:37.298	47	1 Lap	3:20.799	666	1 Lap	2:30.811	666	1 Lap	2:58.773
34	1 Lap	1:38.380	187	1 Lap	1:37.919	83	1 Lap	1:53.500	47	1 Lap	2:31.040	47	1 Lap	2:58.399
5	1 Lap	1:38.367	9	2 Laps	3:15.575	151	1 Lap	1:52.656	83	1 Lap	2:31.596	83	1 Lap	2:57.199
234	36.036	1:39.191	5	1 Lap	1:38.467	187	1 Lap	1:51.485	27	1 Lap	3:54.769	27	1 Lap	2:56.947
6	1 Lap	1:43.585	34	1 Lap	1:39.893	9	2 Laps	1:53.048	151	1 Lap	2:31.104	151	1 Lap	2:55.355
42	1 Lap	3:38.090	234	38.563	1:38.484	5	1 Lap	1:49.091	187	1 Lap	2:31.027	187	1 Lap	2:56.053
969	1 Lap	1:44.383	22	1 Lap	3:11.162	34	1 Lap	1:49.753	9	2 Laps	2:27.332	9	2 Laps	2:57.458
27	53.234	1:39.359	6	1 Lap	1:43.890	234	45.282	1:52.295	5	1 Lap	2:28.051	5	1 Lap	2:56.595
888	57.299	1:39.879	42	1 Lap	1:38.057	22	1 Lap	1:43.696	34	1 Lap	2:29.343	34	1 Lap	2:56.117
325	57.846	1:40.804	31	1 Lap	3:26.115	6	1 Lap	1:52.351	234	19.104	2:27.285	234	18.662	2:55.755
33	59.388	1:39.190	27	55.730	1:38.453 P	42	1 Lap	1:52.129	22	1 Lap	2:26.752	22	1 Lap	2:55.389
1	1 Lap	3:25.035	969	1 Lap	1:44.457	31	1 Lap	1:55.384	6	1 Lap	2:17.769	6	1 Lap	2:55.469
17	1:09.467	1:40.574	33	1:03.266	1:39.835 P	969	1 Lap	1:47.448	42	1 Lap	2:17.922	42	1 Lap	2:55.253
220	1:11.072	1:52.045	325	1:04.263	1:42.374	325	1:03.191	1:44.504	31	1 Lap	2:15.538	325	20.872	2:52.509
90	1 Lap	1:51.088	1	1 Lap	1:42.201	1	1 Lap	1:51.668	969	1 Lap	2:14.831	31	1 Lap	2:55.259
333	1 Lap	1:41.385	17	1:15.956	1:42.446	17	1:15.237	1:44.857	325	24.560	2:14.832	969	1 Lap	2:55.480
252	1:29.560	3:03.298 P	220	1:31.898	1:56.783	252	1 Lap	3:17.018	1	1 Lap	2:04.352	17	25.838	2:55.873
20	1 Lap	1:51.649	90	1 Lap	1:57.447	33	1:33.880	2:16.190	17	26.162	2:04.388	1	1 Lap	2:56.986
635	1 Lap	1:44.936	333	1 Lap	1:43.176	228	1 Lap	3:22.356	252	1 Lap	1:55.401	252	1 Lap	2:55.771
25	1:32.235	1:36.783	25	1:41.289	1:45.011	232	1 Lap	3:30.943	33	35.760	1:55.343	33	27.008	2:47.445
777	1:33.019	1:37.925	777	1:41.885	1:44.823	220	1:50.496	2:04.174	228	1 Lap	1:56.161	228	1 Lap	2:45.851
228	1:34.090	3:07.115 P	249	1:44.702	1:45.111	90	1 Lap	2:03.988	232	1 Lap	1:52.680	232	1 Lap	2:34.967
249	1:35.548	3:07.559				333	1 Lap	2:02.676	220	49.051	1:52.018	220	30.250	2:37.396
						25	2:50.354	2:54.641	90	1 Lap	1:54.460	90	1 Lap	2:36.357
						777	2:51.033	2:54.724	333	1 Lap	1:54.989	333	1 Lap	2:35.680
						249	2:52.010	2:52.884	25	1:51.319	1:54.428	25	33.852	1:38.730
									777	1:51.596	1:54.026	777	34.049	1:38.650
									249	2:01.949	2:03.402	249	47.645	1:41.893
									SC	13 Laps	2:51.125 P			

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Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 16 @ 17:02:52.852			LAP 17 @ 17:04:29.025			LAP 18 @ 17:06:02.563			LAP 19 @ 17:08:09.727			LAP 20 @ 17:09:46.401		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
78		1:36.124	78		1:36.173	78		1:33.538 P	234		1:39.026	234		1:36.674 P
86	2 Laps	1:36.909	86	2 Laps	1:34.388 P	151	2 Laps	3:06.114	252	1 Lap	1:36.891	80	1 Lap	1:55.787
80	1 Lap	1:37.179	80	1 Lap	1:36.797	80	1 Lap	1:39.075	228	1 Lap	1:37.517	25	1 Lap	1:37.724
635	2 Laps	1:42.026	173	1 Lap	1:37.494	173	1 Lap	1:37.699	232	1 Lap	1:36.614	325	1 Lap	2:59.321
173	1 Lap	1:38.183	666	1 Lap	1:35.172 P	55	1 Lap	1:37.222 P	42	1 Lap	1:38.853	232	1 Lap	1:34.365 P
55	1 Lap	1:38.477	635	2 Laps	1:40.385	635	2 Laps	1:40.317	333	3 Laps	4:19.661	252	1 Lap	1:37.033
151	1 Lap	1:37.730 P	55	1 Lap	1:38.006	187	1 Lap	1:36.325	22	1 Lap	1:38.600	228	1 Lap	1:36.761
666	1 Lap	1:39.203	47	1 Lap	1:35.857 P	83	1 Lap	1:38.374	31	1 Lap	1:38.808	635	2 Laps	1:44.033
83	1 Lap	1:39.504	83	1 Lap	1:37.694	5	1 Lap	1:35.393 P	249	1 Lap	3:05.927	42	1 Lap	1:38.282
47	1 Lap	1:41.359	187	1 Lap	1:37.166	27	1 Lap	1:38.590	969	1 Lap	1:41.556	22	1 Lap	1:38.868
187	1 Lap	1:39.509	27	1 Lap	1:38.008	234	28.138	1:38.255	17	21.202	1:39.051	333	3 Laps	1:40.948
27	1 Lap	1:41.284	5	1 Lap	1:37.642	25	1 Lap	3:04.174	1	1 Lap	1:41.971	31	1 Lap	1:39.882
5	1 Lap	1:38.518	234	23.421	1:38.057	34	1 Lap	1:37.197 P	6	2 Laps	3:25.168	249	1 Lap	1:36.901
234	21.537	1:38.999	34	1 Lap	1:39.273	228	1 Lap	1:36.138	9	2 Laps	1:45.748	17	23.786	1:39.258
34	1 Lap	1:44.661	42	1 Lap	1:39.672	252	1 Lap	1:36.125	33	1 Lap	1:40.622	969	1 Lap	1:41.550
42	1 Lap	1:43.562	228	1 Lap	1:38.259	232	1 Lap	1:37.369	20	3 Laps	1:52.269	1	1 Lap	1:39.757
22	1 Lap	1:44.804	252	1 Lap	1:38.814	42	1 Lap	1:38.628	220	43.859	1:43.793	6	2 Laps	1:43.667
252	1 Lap	1:38.744	232	1 Lap	1:38.250	22	1 Lap	1:38.754	200	2 Laps	3:40.591 P	33	1 Lap	1:40.577
9	2 Laps	1:49.383	325	33.051	1:39.334	31	1 Lap	1:38.722	90	1 Lap	1:47.659	9	2 Laps	1:44.933
228	1 Lap	1:38.305	22	1 Lap	1:41.605	325	45.720	1:46.207 P	86	2 Laps	1:37.592	220	52.551	1:45.366
232	1 Lap	1:38.582	31	1 Lap	1:39.758	969	1 Lap	1:42.623	78	1:15.233	3:22.397	20	3 Laps	1:52.264
325	29.890	1:45.142	969	1 Lap	1:42.313	1	1 Lap	1:42.337	55	1 Lap	3:05.585	86	2 Laps	1:37.917
31	1 Lap	1:44.211	1	1 Lap	1:44.321	17	49.315	1:42.235	151	1 Lap	1:36.612	90	1 Lap	1:49.912
969	1 Lap	1:43.482	17	40.618	1:44.934	9	2 Laps	1:45.838	5	1 Lap	3:04.868	151	1 Lap	1:37.163
33	31.179	1:40.295 P	6	1 Lap	1:45.635 P	20	3 Laps	3:33.462	47	1 Lap	1:39.324	78	1:18.229	1:39.670
6	1 Lap	1:47.441	9	2 Laps	1:49.105	33	1 Lap	3:41.614	666	1 Lap	1:39.662	55	1 Lap	1:39.432
17	31.857	1:42.143	249	49.807	1:35.699 P	220	1:07.230	1:44.916	173	1:21.937	1:35.538 P	5	1 Lap	1:37.431
1	1 Lap	1:42.239	200	1 Lap	1:47.076 P	90	1 Lap	1:48.283	83	1:28.378	1:36.075 P	666	1 Lap	1:37.003
20	2 Laps	2:01.616 P	220	55.852	1:45.691	777	1 Lap	3:29.885 P	187	1:28.858	1:37.554	47	1 Lap	1:38.455
25	35.459	1:37.731 P	90	1 Lap	1:47.017	86	2 Laps	3:05.908	27	1:33.691	1:38.179	187	1:29.545	1:37.361
200	1 Lap	2:12.714				151	1 Lap	1:36.578	34	1 Lap	3:09.052	27	1:35.270	1:38.253
220	46.334	1:52.208				80	1:48.105	1:36.799				34	1 Lap	1:37.536
90	1 Lap	1:50.315				47	1 Lap	3:05.629				25	1:36.912	1:36.559
249	50.281	1:38.760				666	1 Lap	3:09.562				80	1:37.887	1:37.833
777	57.135	1:59.210 P				173	1:53.563	1:37.084				228	1:41.191	1:36.619
333	1 Lap	2:09.001 P				187	1:58.468	1:37.653				325	1:41.538	1:40.335
						83	1:59.467	1:38.040				252	1:41.814	1:37.323
						27	2:02.676	1:38.419				635	1 Lap	1:40.810
						635	1 Lap	1:45.360				42	1:47.526	1:37.659
						25	2:06.467	1:36.545				22	1:50.393	1:38.101
												249	1:52.319	1:37.060
												333	2 Laps	1:39.520
												31	1:53.694	1:39.761

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RACE 20 - LAP CHART

LAP 21 @ 17:11:48.765			LAP 22 @ 17:13:27.511			LAP 23 @ 17:15:06.302			LAP 24 @ 17:17:41.318			LAP 25 @ 17:19:20.305		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
17		1:38.578	17		1:38.746	17		1:38.791 P	78		1:38.770	78		1:38.987
969	1 Lap	1:41.650 P	1	1 Lap	1:39.910	200	4 Laps	2:47.144	666	1 Lap	1:38.506	47	1 Lap	1:38.467
1	1 Lap	1:40.715	6	2 Laps	1:44.022	1	1 Lap	1:36.495 P	47	1 Lap	1:38.513	27	1 Lap	3:06.467
6	2 Laps	1:44.247	232	1 Lap	1:37.552	232	1 Lap	1:37.793	220	1 Lap	3:45.831	25	8.382	1:36.603
33	1 Lap	1:41.696	33	1 Lap	1:41.000	33	1 Lap	1:39.586	25	10.766	1:37.023	228	9.692	1:35.637
9	2 Laps	1:43.562	9	2 Laps	1:47.191 P	6	2 Laps	1:42.563	969	1 Lap	1:41.786	80	11.174	1:36.446
232	1 Lap	2:22.613	220	36.373	1:41.819 P	86	2 Laps	1:37.041	228	13.042	1:36.379	220	1 Lap	1:43.593
220	33.300	1:43.113	86	2 Laps	1:37.729	173	1 Lap	1:36.712	80	13.715	1:37.951	234	15.415	1:39.802
200	3 Laps	3:20.039 P	173	1 Lap	1:38.561	151	1 Lap	1:36.236	34	1 Lap	1:38.049	969	1 Lap	1:42.068
86	2 Laps	1:37.602	151	1 Lap	1:36.971	55	1 Lap	1:36.804	234	14.600	1:37.522	34	1 Lap	1:40.678
20	3 Laps	1:48.536	55	1 Lap	1:37.815	83	1 Lap	1:38.348	20	3 Laps	1:50.801 P	249	26.537	1:38.317
173	1 Lap	3:06.655	83	1 Lap	1:39.303	78	56.246	1:38.311	249	27.207	1:38.527	42	26.965	1:38.363
151	1 Lap	1:37.422	78	56.726	1:39.256	5	1 Lap	1:38.220	42	27.589	1:39.903	325	29.485	1:40.488
90	1 Lap	1:47.705	5	1 Lap	1:39.358	666	1 Lap	1:38.183	325	27.984	1:41.210	31	34.383	1:38.201 P
55	1 Lap	1:36.676	666	1 Lap	1:39.178	47	1 Lap	1:38.206	22	29.430	1:37.156 P	333	2 Laps	1:39.914
83	1 Lap	3:06.497	20	3 Laps	1:52.966	969	1 Lap	1:40.947	90	1 Lap	1:49.793	90	1 Lap	1:48.068 P
78	56.216	1:40.351	47	1 Lap	1:39.069	25	1:08.759	1:36.737	31	35.169	1:39.756	1	1 Lap	1:39.889
5	1 Lap	1:38.316	187	1:01.414	1:35.720 P	20	3 Laps	1:50.501	333	2 Laps	1:38.260	9	3 Laps	3:19.285
666	1 Lap	1:37.448	969	1 Lap	2:37.849	80	1:10.780	1:37.047	635	1 Lap	1:39.568 P	252	49.332	1:37.175
47	1 Lap	1:37.711	90	1 Lap	1:51.059	27	1:11.101	1:36.306 P	1	1 Lap	3:14.459	200	3 Laps	1:40.238
187	1:04.440	1:37.259	25	1:10.813	1:37.222	34	1 Lap	1:38.434	252	51.144	1:37.065	232	59.573	1:37.258
34	1 Lap	1:37.943	34	1 Lap	1:38.394	228	1:11.679	1:37.278	200	3 Laps	1:41.293	17	59.714	1:40.025
234	1:12.212	3:14.576	80	1:12.524	1:38.273	234	1:12.094	1:38.063	17	58.676	3:33.692	6	1 Lap	1:41.061 P
27	1:12.272	1:39.366	234	1:12.822	1:39.356	90	1 Lap	1:50.340	232	1:01.302	1:37.564	86	1 Lap	1:37.790
25	1:12.337	1:37.789	228	1:13.192	1:36.454	325	1:21.790	1:41.768	33	1:08.128	1:39.597 P	151	1:23.620	1:36.348
80	1:12.997	1:37.474	252	1:13.338	1:34.423 P	42	1:22.702	1:38.536	6	1 Lap	1:43.164	173	1:24.260	1:36.328
228	1:15.484	1:36.657	27	1:13.586	1:40.060	249	1:23.696	1:37.115	86	1 Lap	1:37.459	187	1:24.579	1:35.764
325	1:17.564	1:38.390	325	1:18.813	1:39.995	22	1:27.290	1:39.228	151	1:26.259	1:36.422	55	1:27.006	1:36.738
252	1:17.661	1:38.211	42	1:22.957	1:38.196	31	1:30.429	1:39.288	173	1:26.919	1:36.258	5	1:34.530	1:37.487
42	1:23.507	1:38.345	249	1:25.372	1:37.322	333	2 Laps	1:42.235	187	1:27.802	1:35.790	666	1:36.192	1:37.129
635	1 Lap	1:41.251	22	1:26.853	1:39.341	635	1 Lap	1:44.983	55	1:29.255	1:36.870	83	1:36.294	1:37.852
22	1:26.258	1:38.229	635	1 Lap	1:42.515	9	2 Laps	2:51.457 P	5	1:36.030	1:37.160			
249	1:26.796	1:36.841	333	2 Laps	1:38.639	200	3 Laps	1:42.182	83	1:37.429	1:38.247			
333	2 Laps	1:38.635	31	1:29.932	1:38.836	252	1:49.095	2:14.548	666	1:38.050	1:37.708			
31	1:29.842	1:38.512				232	1:58.754	1:37.792						
						33	2:03.547	1:40.723						
						6	1 Lap	1:42.020						
						86	1 Lap	1:37.154						
						151	2:24.853	1:37.269						
						173	2:25.677	1:38.387						
						187	2:27.028	3:04.405						
						55	2:27.401	1:37.666						
						5	2:33.886	1:37.312						
						83	2:34.198	1:38.247						

BARC Race Meeting - Thruxton - 3rd/4th May 2025

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RACE 20 - LAP CHART

LAP 26 @ 17:20:58.901			LAP 27 @ 17:22:38.771			LAP 28 @ 17:24:17.344			LAP 29 @ 17:25:53.450			LAP 30 @ 17:27:31.136		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
78		1:38.596	78		1:39.870	25		1:37.047	25		1:36.106	25		1:37.686
47	1 Lap	1:38.547	47	1 Lap	1:39.883	47	1 Lap	1:39.012	228	0.793	1:35.813	228	0.738	1:37.631
27	1 Lap	1:37.812	27	1 Lap	1:38.285	228	1.086	1:37.149	47	1 Lap	1:37.585	80	1 Lap	1:39.124
25	5.619	1:35.833	25	1.526	1:35.777	78	1.948	1:40.521	78	4.785	1:38.943	47	1 Lap	1:37.951
80	6.758	1:34.180 P	228	2.510	1:35.567	27	1 Lap	1:40.746	27	1 Lap	1:38.285	78	6.393	1:39.294 P
228	6.813	1:35.717	234	13.299	1:38.054	6	3 Laps	3:45.285	220	2 Laps	3:08.077	27	1 Lap	1:39.542
234	15.115	1:38.296	34	1 Lap	1:38.181	234	12.653	1:37.927	6	3 Laps	1:43.285	90	3 Laps	1:46.800
34	1 Lap	1:38.463	220	1 Lap	1:38.434 P	34	1 Lap	1:37.895	234	13.064	1:36.517 P	220	2 Laps	1:41.167
220	1 Lap	1:42.216	969	1 Lap	1:41.736	249	22.173	1:36.806	34	1 Lap	1:39.203	6	3 Laps	1:42.821
969	1 Lap	1:42.052	249	23.940	1:38.058	969	1 Lap	1:41.116	249	22.907	1:36.840	34	1 Lap	1:38.166
22	1 Lap	3:11.741	42	24.741	1:38.229	42	23.507	1:37.339	42	24.927	1:37.526	249	22.591	1:37.370
249	25.752	1:37.811	22	1 Lap	1:41.907	22	1 Lap	1:40.647	969	1 Lap	1:40.973	42	24.882	1:37.641
42	26.382	1:38.013	31	1 Lap	3:11.060	31	1 Lap	1:39.660	22	1 Lap	1:40.714	969	1 Lap	1:40.989
325	30.807	1:39.918	325	31.106	1:40.169	5	1 Lap	2:19.251	31	1 Lap	1:40.718	31	1 Lap	1:40.068
635	2 Laps	3:12.607	333	2 Laps	1:40.376	325	35.041	1:42.508	5	1 Lap	1:37.276	5	1 Lap	1:39.455
20	4 Laps	3:28.713	635	2 Laps	1:43.007	333	2 Laps	1:38.788	325	39.569	1:40.634	22	1 Lap	1:42.331
333	2 Laps	1:38.526	1	1 Lap	1:37.867	635	2 Laps	1:40.210	333	2 Laps	1:38.511	325	39.722	1:37.839 P
1	1 Lap	1:38.636	20	4 Laps	1:49.033	1	1 Lap	1:37.890	252	43.425	1:36.075	252	42.059	1:36.320
252	48.547	1:37.811	252	45.609	1:36.932	252	43.456	1:36.420	1	1 Lap	1:38.162	333	2 Laps	1:39.814
9	3 Laps	1:42.758	232	55.842	1:37.572	232	55.789	1:38.520	635	2 Laps	1:41.160	1	1 Lap	1:37.892
200	3 Laps	1:41.638	9	3 Laps	1:42.809	17	56.862	1:37.833	232	57.489	1:37.806	635	2 Laps	1:40.243
232	58.140	1:37.163	17	57.602	1:38.034	20	4 Laps	1:51.542	17	58.862	1:38.106	232	57.831	1:38.028
17	59.438	1:38.320	200	3 Laps	1:43.352	9	3 Laps	1:41.356	9	3 Laps	1:41.043	17	58.943	1:37.767
33	1 Lap	3:14.781	33	1 Lap	1:39.569	200	3 Laps	1:41.537	200	3 Laps	1:41.831	9	3 Laps	1:41.528
86	1 Lap	1:37.444	86	1 Lap	1:37.728	33	1 Lap	1:39.043	33	1 Lap	1:40.315	33	1 Lap	1:39.053
151	1:21.174	1:36.150	151	1:17.467	1:36.163	86	1 Lap	1:37.051	86	1 Lap	1:37.085	200	3 Laps	1:41.079
187	1:22.326	1:36.343	187	1:19.470	1:37.014	151	1:15.226	1:36.332	20	4 Laps	1:51.680	86	1 Lap	1:36.722
173	1:22.756	1:37.092	173	1:20.409	1:37.523	187	1:16.954	1:36.057	151	1:15.121	1:36.001	151	1:13.179	1:35.744
55	1:26.218	1:37.808	90	2 Laps	4:02.874	173	1:18.024	1:36.188	187	1:17.114	1:36.266	187	1:16.283	1:36.855
5	1:31.775	1:35.841 P	55	1:24.439	1:38.091	55	1:24.277	1:38.411	173	1:18.215	1:36.297	173	1:17.363	1:36.834
666	1:34.934	1:37.338	666	1:33.912	1:38.848	83	1:34.112	1:38.014	55	1:26.798	1:38.627	20	4 Laps	1:50.324
83	1:35.203	1:37.505	80	1:34.328	3:07.440	666	1:34.691	1:39.352	83	1:36.876	1:38.870	55	1:27.623	1:38.511
			83	1:34.671	1:39.338	90	2 Laps	1:49.177	666	1:37.429	1:38.844			
						80	1:35.435	1:39.680						

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Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 31 @ 17:29:07.786			LAP 32 @ 17:30:44.733			LAP 33 @ 17:32:20.563			LAP 34 @ 17:33:56.719			LAP 35 @ 17:35:32.510		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:36.650	25		1:36.947	25		1:35.830	25		1:36.156	25		1:35.791
83	1 Lap	1:38.312	228	1.925	1:37.682	228	2.372	1:36.277	228	2.161	1:35.945	228	5.257	1:38.887
228	1.190	1:37.102	20	5 Laps	1:49.476	83	1 Lap	1:37.453	83	1 Lap	1:36.952 P	80	1 Lap	1:38.221
80	1 Lap	1:38.000	83	1 Lap	1:38.875	80	1 Lap	1:37.044	80	1 Lap	1:37.552	666	1 Lap	1:36.979
666	1 Lap	1:39.542	80	1 Lap	1:38.120	666	1 Lap	1:37.981	666	1 Lap	1:38.314	27	1 Lap	1:37.997
234	1 Lap	3:08.669	666	1 Lap	1:37.896	27	1 Lap	1:39.022	27	1 Lap	1:37.654	234	1 Lap	1:37.762
27	1 Lap	1:38.045	234	1 Lap	1:38.444	234	1 Lap	1:39.786	234	1 Lap	1:37.804	47	1 Lap	1:39.705
47	1 Lap	1:43.225	27	1 Lap	1:37.424	20	5 Laps	1:49.421	47	1 Lap	1:40.222	42	27.726	1:34.355 P
220	2 Laps	1:40.576	47	1 Lap	1:38.510	47	1 Lap	1:43.614	249	27.037	1:37.664	249	28.800	1:37.554
90	3 Laps	1:46.796	220	2 Laps	1:41.179	220	2 Laps	1:40.706	34	1 Lap	1:38.258	34	1 Lap	1:38.944
34	1 Lap	1:39.110	34	1 Lap	1:38.785	249	25.529	1:37.893	20	5 Laps	1:49.260	220	2 Laps	1:40.512
6	3 Laps	1:43.544	249	23.466	1:37.087	34	1 Lap	1:41.158	42	29.162	1:37.113	90	4 Laps	3:16.892
249	23.326	1:37.385	90	3 Laps	1:44.758	42	28.205	1:37.645	220	2 Laps	1:41.207	5	1 Lap	1:37.912
42	25.603	1:37.371	42	26.390	1:37.734	90	3 Laps	1:41.379 P	325	1 Lap	1:39.211	325	1 Lap	1:40.599
969	1 Lap	1:40.918	6	3 Laps	1:42.265	325	1 Lap	1:39.129	6	3 Laps	1:40.400	20	5 Laps	1:49.969
5	1 Lap	1:37.342	325	1 Lap	3:04.362	6	3 Laps	1:41.620	5	1 Lap	1:37.223	6	3 Laps	1:40.942
31	1 Lap	1:38.719	5	1 Lap	1:36.984	5	1 Lap	1:37.402	252	43.113	1:36.655	252	43.932	1:36.610
22	1 Lap	1:38.507	969	1 Lap	1:39.861 P	31	1 Lap	1:37.422 P	22	1 Lap	1:39.491	83	1 Lap	2:18.611
252	41.979	1:36.570	31	1 Lap	1:39.130	252	42.614	1:36.614	333	2 Laps	1:38.158	333	2 Laps	1:38.078
333	2 Laps	1:38.527	252	41.830	1:36.798	22	1 Lap	1:38.680	1	1 Lap	1:38.203	22	1 Lap	1:40.078
1	1 Lap	1:37.252	22	1 Lap	1:40.746	333	2 Laps	1:38.420	232	1:03.451	1:38.097	1	1 Lap	1:38.366
635	2 Laps	1:40.949	333	2 Laps	1:38.540	1	1 Lap	1:38.349	17	1:04.593	1:38.531	232	1:05.306	1:37.646
232	59.202	1:38.021	1	1 Lap	1:38.293	635	2 Laps	1:40.851	635	2 Laps	1:41.977	17	1:06.696	1:37.894
17	59.631	1:37.338	635	2 Laps	1:40.860	232	1:01.510	1:37.246	31	1 Lap	2:06.286	635	2 Laps	1:39.347
86	1 Lap	1:36.881	232	1:00.094	1:37.839	17	1:02.218	1:37.407	151	1:13.362	1:35.942	151	1:13.519	1:35.948
9	3 Laps	1:41.732	17	1:00.641	1:37.957	86	1 Lap	1:36.372	86	1 Lap	1:38.309	31	1 Lap	1:38.804
33	1 Lap	1:39.652	86	1 Lap	1:36.686	151	1:13.576	1:35.820	969	2 Laps	3:48.480	86	1 Lap	1:37.440
151	1:14.132	1:37.603	151	1:13.586	1:36.401	187	1:18.301	1:36.643	187	1:18.861	1:36.716	969	2 Laps	1:39.476
187	1:16.225	1:36.592	187	1:17.488	1:38.210	173	1:19.116	1:36.507	173	1:19.543	1:36.583	187	1:19.041	1:35.971
200	3 Laps	1:42.738	33	1 Lap	1:41.031	33	1 Lap	1:39.064	33	1 Lap	1:38.666	173	1:20.390	1:36.638
173	1:18.110	1:37.397	173	1:18.439	1:37.276	9	3 Laps	1:38.902	9	3 Laps	1:38.393	33	1 Lap	1:39.467
55	1:29.995	1:39.022	9	3 Laps	1:43.177	200	3 Laps	1:41.993	55	1:34.161	1:37.335	9	3 Laps	1:39.437
78	1:36.644	3:06.901	200	3 Laps	1:42.846	55	1:32.982	1:37.920	200	3 Laps	1:40.680	78	1:35.208	1:35.789
			55	1:30.892	1:37.844	78	1:35.285	1:35.635	78	1:35.210	1:36.081			
			78	1:35.480	1:35.783									

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 36 @ 17:37:08.263			LAP 37 @ 17:38:44.006			LAP 38 @ 17:40:20.362			LAP 39 @ 17:41:56.666			LAP 40 @ 17:43:33.268		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:35.753	25		1:35.743	25		1:36.356	25		1:36.304	25		1:36.602
55	1 Lap	1:38.040	55	1 Lap	1:36.672	33	2 Laps	1:41.686	33	2 Laps	1:39.564	55	1 Lap	1:37.895
200	4 Laps	1:41.149	200	4 Laps	1:39.869	9	4 Laps	1:41.594	55	1 Lap	1:37.995	33	2 Laps	1:40.297
228	7.384	1:37.880	228	11.353	1:39.712	42	2 Laps	4:21.140	9	4 Laps	1:40.001	9	4 Laps	1:40.445
80	1 Lap	1:37.631	80	1 Lap	1:37.535	55	1 Lap	1:37.238	80	1 Lap	1:38.413	20	6 Laps	1:51.772
666	1 Lap	1:37.237	666	1 Lap	1:38.105	200	4 Laps	1:40.214	666	1 Lap	1:38.697	80	1 Lap	1:37.819
27	1 Lap	1:38.123	27	1 Lap	1:38.259	80	1 Lap	1:37.647	228	20.425	1:41.019	666	1 Lap	1:37.692
234	1 Lap	1:38.209	234	1 Lap	1:38.226	666	1 Lap	1:38.128	200	4 Laps	1:45.457	200	4 Laps	1:40.471
249	29.884	1:36.837	249	31.602	1:37.461	228	15.710	1:40.713	27	1 Lap	1:38.097	228	25.748	1:41.925
47	1 Lap	1:39.902	47	1 Lap	1:39.414	27	1 Lap	1:37.965	234	1 Lap	1:38.157	27	1 Lap	1:38.010
34	1 Lap	1:38.431	34	1 Lap	1:38.930	234	1 Lap	1:37.967	42	2 Laps	2:04.392	234	1 Lap	1:37.837
220	2 Laps	1:40.520	220	2 Laps	1:41.890	249	32.881	1:37.635	249	33.506	1:36.929	249	34.286	1:37.382
5	1 Lap	1:37.395	5	1 Lap	1:39.446	47	1 Lap	1:39.359	47	1 Lap	1:39.247	47	1 Lap	1:39.657
90	4 Laps	1:42.439	252	48.357	1:37.679	34	1 Lap	1:38.222	34	1 Lap	1:38.313	34	1 Lap	1:38.549
252	46.421	1:38.242	90	4 Laps	1:42.349	5	1 Lap	1:37.997	252	48.876	1:36.516	252	49.906	1:37.632
325	1 Lap	1:41.246	325	1 Lap	1:41.507	252	48.664	1:36.663	5	1 Lap	1:37.511	5	1 Lap	1:37.566
6	3 Laps	1:41.049	83	1 Lap	1:38.860	220	2 Laps	1:40.977	220	2 Laps	1:40.250	42	2 Laps	1:57.950
83	1 Lap	1:38.597	6	3 Laps	1:42.098	90	4 Laps	1:41.764	83	1 Lap	1:38.973	220	2 Laps	1:40.905
333	2 Laps	1:39.201	333	2 Laps	1:39.334	325	1 Lap	1:39.611	325	1 Lap	1:40.494	83	1 Lap	1:37.123 P
1	1 Lap	1:39.890	1	1 Lap	1:38.395	83	1 Lap	1:39.368	90	4 Laps	1:43.558	333	2 Laps	1:40.310
22	1 Lap	1:40.784	22	1 Lap	1:39.417	333	2 Laps	1:38.145	333	2 Laps	1:37.603	325	1 Lap	1:43.376
20	5 Laps	1:52.107	232	1:10.978	1:39.013	1	1 Lap	1:39.331	1	1 Lap	1:38.089	17	1 Lap	3:07.722
232	1:07.708	1:38.155	17	1:11.599	1:38.390	22	1 Lap	1:38.563	22	1 Lap	1:38.518	1	1 Lap	1:40.134
17	1:08.952	1:38.009	20	5 Laps	1:51.075	17	1:12.624	1:37.381 P	232	1:15.071	1:38.294	90	4 Laps	1:43.371
151	1:14.842	1:37.076	151	1:15.982	1:36.883	232	1:13.081	1:38.459	151	1:18.471	1:37.139	22	1 Lap	1:39.721
31	1 Lap	1:38.218	31	1 Lap	1:38.923	151	1:17.636	1:38.010	187	1:24.357	1:37.471	232	1:16.099	1:37.630
635	2 Laps	1:43.229	86	1 Lap	1:37.441	86	1 Lap	1:39.326	86	1 Lap	1:38.130	151	1:18.032	1:36.163
86	1 Lap	1:37.198	187	1:20.945	1:37.222	187	1:23.190	1:38.601	173	1:25.198	1:36.566	187	1:24.046	1:36.291
187	1:19.466	1:36.178	635	2 Laps	1:40.255	6	3 Laps	2:04.621 P	31	1 Lap	1:38.670	86	1 Lap	1:36.326
173	1:21.654	1:37.017	173	1:22.226	1:36.315	173	1:24.936	1:39.066	635	2 Laps	1:39.599	173	1:25.042	1:36.446
969	2 Laps	1:38.876	969	2 Laps	1:38.736	31	1 Lap	1:42.236	969	2 Laps	1:39.256	31	1 Lap	1:38.664
33	1 Lap	1:38.726	78	1:36.089	1:36.476	635	2 Laps	1:41.079	78	1:35.266	1:35.879	635	2 Laps	1:39.981
9	3 Laps	1:39.251				20	5 Laps	1:51.434				78	1:34.797	1:36.133
78	1:35.356	1:35.901				969	2 Laps	1:41.578						
						78	1:35.691	1:35.958						

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Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 41 @ 17:45:08.933			LAP 42 @ 17:46:44.662			LAP 43 @ 17:48:20.737			LAP 44 @ 17:49:56.533			LAP 45 @ 17:51:32.674		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:35.665	25		1:35.729	25		1:36.075	25		1:35.796	25		1:36.141
969	3 Laps	1:39.970	635	3 Laps	1:40.983	31	2 Laps	1:40.651	90	5 Laps	1:41.560	90	5 Laps	1:40.653
55	1 Lap	1:37.570	969	3 Laps	1:38.871	635	3 Laps	1:39.299	31	2 Laps	1:39.111	31	2 Laps	1:38.853
33	2 Laps	1:39.256	55	1 Lap	1:37.518	969	3 Laps	1:38.766	969	3 Laps	1:39.890	969	3 Laps	1:40.664
9	4 Laps	1:39.254	33	2 Laps	1:39.320	55	1 Lap	1:37.735	6	6 Laps	1:50.298	55	1 Lap	1:37.840
80	1 Lap	1:38.501	9	4 Laps	1:39.053	9	4 Laps	1:38.685	55	1 Lap	1:40.678	6	6 Laps	1:48.432
666	1 Lap	1:37.764	80	1 Lap	1:37.617	33	2 Laps	1:40.069	42	3 Laps	1:56.489	80	1 Lap	1:38.057
20	6 Laps	1:49.794	666	1 Lap	1:37.387	80	1 Lap	1:37.134	9	4 Laps	1:42.232	666	1 Lap	1:38.955
27	1 Lap	1:38.104	83	2 Laps	2:35.563	666	1 Lap	1:37.185	33	2 Laps	1:42.019	33	2 Laps	1:40.547
234	1 Lap	1:38.298	27	1 Lap	1:39.711	83	2 Laps	1:38.049	80	1 Lap	1:37.961	635	3 Laps	1:41.225
200	4 Laps	1:40.498	234	1 Lap	1:39.598	234	1 Lap	1:38.124	635	3 Laps	1:54.705	9	4 Laps	1:43.346
249	35.853	1:37.232	249	37.626	1:37.502	27	1 Lap	1:38.514	666	1 Lap	1:38.086	83	2 Laps	1:38.464
34	1 Lap	1:39.739	200	4 Laps	1:44.777	249	38.302	1:36.751	83	2 Laps	1:38.920	42	3 Laps	1:53.238
47	1 Lap	1:40.351	20	6 Laps	1:53.273	200	4 Laps	1:41.049	234	1 Lap	1:38.316	27	1 Lap	1:38.317
252	51.407	1:37.166	34	1 Lap	1:38.362	252	52.959	1:36.780	27	1 Lap	1:38.948	234	1 Lap	1:39.417
5	1 Lap	1:37.209	47	1 Lap	1:38.542	34	1 Lap	1:38.902	249	39.413	1:36.907	249	40.778	1:37.506
220	2 Laps	1:41.780	252	52.254	1:36.576	5	1 Lap	1:36.797	200	4 Laps	1:41.234	252	55.001	1:36.868
333	2 Laps	1:39.859	5	1 Lap	1:36.666	20	6 Laps	1:49.127	252	54.274	1:37.111	200	4 Laps	1:41.842
42	2 Laps	1:56.147	220	2 Laps	1:40.671	47	1 Lap	1:39.075	5	1 Lap	1:37.807	5	1 Lap	1:36.697
17	1 Lap	1:39.451	333	2 Laps	1:38.094	220	2 Laps	1:40.113	34	1 Lap	1:38.837	34	1 Lap	1:37.448
325	1 Lap	1:40.848	17	1 Lap	1:37.654	333	2 Laps	1:38.019	47	1 Lap	1:38.713	47	1 Lap	1:37.447
1	1 Lap	1:40.355	1	1 Lap	1:41.138	17	1 Lap	1:38.474	20	6 Laps	1:49.632	20	6 Laps	1:48.767
22	1 Lap	1:42.366	325	1 Lap	1:42.481	151	1:19.236	1:35.886	333	2 Laps	1:40.226	151	1:20.844	1:36.845
6	5 Laps	4:41.574	151	1:19.425	1:36.632	232	1:20.509	1:36.659	17	1 Lap	1:40.059	17	1 Lap	1:38.091
232	1:18.080	1:37.646	232	1:19.925	1:37.574	1	1 Lap	1:39.080	151	1:20.140	1:36.700	333	2 Laps	1:39.254
151	1:18.522	1:36.155	22	1 Lap	1:40.345	22	1 Lap	1:38.802	220	2 Laps	1:43.577	232	1:22.720	1:37.218
90	4 Laps	1:49.823	187	1:27.113	1:38.205	325	1 Lap	1:41.763	232	1:21.643	1:36.930	1	1 Lap	1:37.917
187	1:24.637	1:36.256	86	1 Lap	1:38.450	187	1:27.514	1:36.476	1	1 Lap	1:38.004	220	2 Laps	1:40.850
86	1 Lap	1:36.253	173	1:29.069	1:39.076	86	1 Lap	1:36.598	22	1 Lap	1:38.427	22	1 Lap	1:38.639
173	1:25.722	1:36.345	90	4 Laps	1:44.728	173	1:29.118	1:36.124	187	1:28.379	1:36.661	187	1:29.659	1:37.421
31	1 Lap	1:39.383	42	2 Laps	1:57.335	78	1:34.990	1:36.074	86	1 Lap	1:36.354	86	1 Lap	1:37.014
78	1:35.338	1:36.206	78	1:34.991	1:35.382				325	1 Lap	1:40.946	173	1:30.646	1:36.845
			6	5 Laps	1:54.686				173	1:29.942	1:36.620	78	1:34.429	1:35.865
									78	1:34.705	1:35.511	325	1 Lap	1:40.943

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RACE 20 - LAP CHART

LAP 46 @ 17:53:08.836			LAP 47 @ 17:54:45.582			LAP 48 @ 17:56:22.613			LAP 49 @ 17:57:59.100			LAP 50 @ 17:59:37.273		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:36.162	25		1:36.746	25		1:37.031	25		1:36.487	25		1:38.173
31	2 Laps	1:38.094	20	7 Laps	1:53.257	325	2 Laps	1:41.597	220	3 Laps	1:40.960	42	4 Laps	1:54.302
90	5 Laps	1:41.526	325	2 Laps	1:40.134	20	7 Laps	1:49.822	325	2 Laps	1:41.502	22	2 Laps	1:40.137
55	1 Lap	1:37.155	31	2 Laps	1:38.530	31	2 Laps	1:38.187	31	2 Laps	1:38.728	220	3 Laps	1:40.802
969	3 Laps	1:39.662	90	5 Laps	1:41.151	90	5 Laps	1:41.761	55	1 Lap	1:39.908	325	2 Laps	1:39.679
80	1 Lap	1:37.741	55	1 Lap	1:38.496	55	1 Lap	1:38.360	20	7 Laps	1:48.658	31	2 Laps	1:37.991
666	1 Lap	1:37.389	969	3 Laps	1:39.285	969	3 Laps	1:39.229	90	5 Laps	1:41.257	55	1 Lap	1:38.070
33	2 Laps	1:39.077	80	1 Lap	1:37.661	80	1 Lap	1:37.220	969	3 Laps	1:39.444	90	5 Laps	1:39.923
635	3 Laps	1:40.088	666	1 Lap	1:36.921	666	1 Lap	1:37.396	80	1 Lap	1:37.667	969	3 Laps	1:39.260
83	2 Laps	1:39.291	33	2 Laps	1:39.309	33	2 Laps	1:39.866	666	1 Lap	1:37.370	80	1 Lap	1:38.469
9	4 Laps	1:40.399	83	2 Laps	1:38.524	9	4 Laps	1:39.036	33	2 Laps	1:39.628	666	1 Lap	1:38.876
6	6 Laps	1:48.280	9	4 Laps	1:37.875	83	2 Laps	1:40.037	83	2 Laps	1:39.084	20	7 Laps	1:49.733
249	42.572	1:37.956	635	3 Laps	1:40.459	635	3 Laps	1:39.730	9	4 Laps	1:39.853	33	2 Laps	1:39.715
234	1 Lap	1:39.052	249	42.714	1:36.888	249	42.568	1:36.885	249	43.109	1:37.028	249	43.166	1:38.230
27	1 Lap	1:39.819	234	1 Lap	1:37.434	234	1 Lap	1:37.338	635	3 Laps	1:40.346	9	4 Laps	1:40.404
42	3 Laps	1:51.217	27	1 Lap	1:38.419	27	1 Lap	1:37.295	234	1 Lap	1:37.883	83	2 Laps	1:40.982
252	55.490	1:36.651	6	6 Laps	1:45.305	6	6 Laps	1:42.018	27	1 Lap	1:38.116	234	1 Lap	1:37.706
5	1 Lap	1:36.715	252	55.377	1:36.633	252	55.130	1:36.784	252	56.114	1:37.471	635	3 Laps	1:39.403
34	1 Lap	1:37.315	5	1 Lap	1:38.180	5	1 Lap	1:37.139	6	6 Laps	1:41.243	27	1 Lap	1:37.374
47	1 Lap	1:38.066	34	1 Lap	1:38.836	34	1 Lap	1:37.693	5	1 Lap	1:37.004	252	55.607	1:37.666
200	4 Laps	1:43.743	47	1 Lap	1:38.620	47	1 Lap	1:38.034	34	1 Lap	1:39.032	5	1 Lap	1:36.582
151	1:20.989	1:36.307	42	3 Laps	1:52.358	200	4 Laps	1:40.264	47	1 Lap	1:43.574	6	6 Laps	1:39.129
17	1 Lap	1:37.561	200	4 Laps	1:40.062	151	1:20.356	1:36.788	200	4 Laps	1:40.189	34	1 Lap	1:38.140
232	1:24.426	1:37.868	151	1:20.599	1:36.356	42	3 Laps	1:53.085	151	1:21.309	1:37.440	47	1 Lap	1:39.595
333	2 Laps	1:39.282	232	1:24.778	1:37.098	232	1:24.866	1:37.119	232	1:26.929	1:38.550	200	4 Laps	1:39.686
1	1 Lap	1:38.405	17	1 Lap	1:38.943	17	1 Lap	1:41.085	86	1 Lap	1:36.920	151	1:19.969	1:36.833
86	1 Lap	1:36.457	333	2 Laps	1:37.264	86	1 Lap	1:36.665	187	1:31.314	1:36.813	232	1:26.640	1:37.884
220	2 Laps	1:41.031	86	1 Lap	1:37.555	187	1:30.988	1:36.507	78	1:31.681	1:36.857	187	1:29.812	1:36.671
187	1:31.386	1:37.889	187	1:31.512	1:36.872	78	1:31.311	1:35.894	173	1:33.596	1:36.919	78	1:30.163	1:36.655
173	1:32.097	1:37.613	1	1 Lap	1:40.493	173	1:33.164	1:38.053	17	1 Lap	1:41.093	86	1 Lap	1:37.979
22	1 Lap	1:40.323	173	1:32.142	1:36.791	1	1 Lap	1:39.026	1	1 Lap	1:37.767	173	1:31.180	1:35.757
78	1:33.815	1:35.548	78	1:32.448	1:35.379	333	2 Laps	1:45.472				17	1 Lap	1:37.048
			22	1 Lap	1:38.655	22	1 Lap	1:38.914				1	1 Lap	1:36.850
			220	2 Laps	1:41.012									

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Gaz Shocks 116 Trophy

RACE 20 - LAP CHART

LAP 51 @ 18:01:14.285			LAP 52 @ 18:02:51.493		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
25		1:37.012	25		1:37.208
22	2 Laps	1:38.525	22	2 Laps	1:38.966
220	3 Laps	1:40.322	220	3 Laps	1:40.806
31	2 Laps	1:38.259	31	2 Laps	1:38.790
325	2 Laps	1:41.064	325	2 Laps	1:42.619
42	4 Laps	1:54.080	55	1 Lap	1:38.030
55	1 Lap	1:37.969	80	1 Lap	1:37.943
969	3 Laps	1:39.317	666	1 Lap	1:37.414
80	1 Lap	1:36.970	969	3 Laps	1:39.647
666	1 Lap	1:36.987	42	4 Laps	1:54.375
90	5 Laps	1:43.493	90	5 Laps	1:39.996
249	43.197	1:37.043	249	43.169	1:37.180
33	2 Laps	1:39.769	33	2 Laps	1:39.773
83	2 Laps	1:39.699	234	1 Lap	1:37.889
234	1 Lap	1:39.796	83	2 Laps	1:39.338
9	4 Laps	1:40.912	27	1 Lap	1:38.209
27	1 Lap	1:39.691	9	4 Laps	1:39.184
635	3 Laps	1:41.085	635	3 Laps	1:39.368
20	7 Laps	1:54.457	252	56.458	1:37.529
252	56.137	1:37.542	5	1 Lap	1:37.291
5	1 Lap	1:36.892	6	6 Laps	1:42.295
6	6 Laps	1:41.335	34	1 Lap	1:38.199
34	1 Lap	1:39.443	20	7 Laps	1:53.043
47	1 Lap	1:39.237	47	1 Lap	1:39.434
200	4 Laps	1:39.159	151	1:19.121	1:36.625
151	1:19.704	1:36.747	200	4 Laps	1:39.931
232	1:26.889	1:37.261	232	1:27.421	1:37.740
78	1:30.528	1:37.377	78	1:28.966	1:35.646
86	1 Lap	1:37.036	86	1 Lap	1:36.710
187	1:30.876	1:38.076	187	1:30.859	1:37.191
173	1:31.146	1:36.978	173	1:31.208	1:37.270
17	1 Lap	1:37.619	17	1 Lap	1:37.246
1	1 Lap	1:37.269	1	1 Lap	1:37.816

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - PIT STOP ANALYSIS

Race Start: 16:31:31.711

P1 25		Ethan HALL		BMW 116i			
D1: Ethan HALL		Total Stint: 52 Laps - 1:28:25.976 (96.82%)		Best Lap: 1:35.665 On Lap 41 @ 88.65 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:47:18.726	Ethan HALL	15:47.014	1:27.226	1:27.226	16:48:45.952	Ethan HALL
2 -	17:03:28.311	Ethan HALL	14:42.359	1:26.579	2:53.805	17:04:54.890	Ethan HALL
-	Finish	Ethan HALL	57:56.603				

P2 249		William ABRAHAM / Scott JEFFS		BMW 116i			
D1: William ABRAHAM		Total Stint: 52 Laps - 1:29:06.972 (96.81%)		Best Lap: 1:36.107 On Lap 3 @ 88.25 mph			
D2: Scott JEFFS		Total Stint: 0 Laps					
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:50:33.524	William ABRAHAM	19:01.812	1:29.598	1:29.598	16:52:03.122	William ABRAHAM
2 -	17:05:18.832	William ABRAHAM	13:15.710	1:26.380	2:55.978	17:06:45.212	William ABRAHAM
-	Finish	William ABRAHAM	56:49.450				

P3 252		James DUNNE		BMW 116i			
D1: James DUNNE		Total Stint: 52 Laps - 1:28:46.100 (96.20%)		Best Lap: 1:35.994 On Lap 3 @ 88.35 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:50:31.797	James DUNNE	19:00.085	1:27.030	1:27.030	16:51:58.827	James DUNNE
2 -	16:53:35.095	James DUNNE	1:36.268	1:27.332	2:54.362	16:55:02.427	James DUNNE
3 -	17:14:40.849	James DUNNE	19:38.422	35.777	3:30.139	17:15:16.626	James DUNNE
-	Finish	James DUNNE	48:31.325				

P4 151		Peter KEEN		BMW 116i			
D1: Peter KEEN		Total Stint: 52 Laps - 1:29:15.203 (96.33%)		Best Lap: 1:35.744 On Lap 30 @ 88.58 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:48:56.951	Peter KEEN	17:25.239	1:56.291	1:56.291	16:50:53.242	Peter KEEN
2 -	17:03:06.790	Peter KEEN	12:13.548	1:27.408	3:23.699	17:04:34.198	Peter KEEN
-	Finish	Peter KEEN	59:36.416				

P5 232		Jonathan BAKER		BMW 116i			
D1: Jonathan BAKER		Total Stint: 52 Laps - 1:29:10.510 (96.10%)		Best Lap: 1:36.614 On Lap 18 @ 87.78 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:50:43.328	Jonathan BAKER	19:11.616	1:25.971	1:25.971	16:52:09.299	Jonathan BAKER
2 -	16:53:45.536	Jonathan BAKER	1:36.237	1:27.122	2:53.093	16:55:12.658	Jonathan BAKER
3 -	17:09:49.306	Jonathan BAKER	14:36.648	43.599	3:36.692	17:10:32.905	Jonathan BAKER
-	Finish	Jonathan BAKER	53:46.009				

P6 187		George HELER		BMW 116i			
D1: George HELER		Total Stint: 52 Laps - 1:29:49.271 (96.74%)		Best Lap: 1:35.764 On Lap 25 @ 88.56 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:47:41.908	George HELER	16:10.196	1:35.468	1:35.468	16:49:17.376	George HELER
2 -	17:14:28.925	George HELER	25:11.549	1:25.901	3:01.369	17:15:54.826	George HELER
-	Finish	George HELER	48:27.526				

P7 173		Ben Dobbs		BMW 116i			
D1: Ben DOBBS		Total Stint: 52 Laps - 1:29:59.227 (96.91%)		Best Lap: 1:35.757 On Lap 50 @ 88.57 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:47:33.775	Ben DOBBS	16:02.063	1:25.627	1:25.627	16:48:59.402	Ben DOBBS
2 -	17:09:31.664	Ben DOBBS	20:32.262	1:26.135	2:51.762	17:10:57.799	Ben DOBBS
-	Finish	Ben DOBBS	53:24.902				

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Gaz Shocks 116 Trophy

RACE 20 - PIT STOP ANALYSIS

Race Start: 16:31:31.711

P8 78		James POOLE / Matthew HIGHCOCK		BMW 116i			
D1: James POOLE		Total Stint: 12 Laps - 21:31.407 (23.19%)		Best Lap: 1:38.311 On Lap 23 @ 86.27 mph			
D2: Matthew HIGHCOCK		Total Stint: 40 Laps - 1:11:17.340 (76.80%)		Best Lap: 1:35.379 On Lap 47 @ 88.92 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	17:06:02.563	Matthew HIGHCOCK	34:30.851	1:31.958	1:31.958	17:07:34.521	James POOLE
2 -	17:27:37.529	James POOLE	20:03.008	1:28.399	3:00.357	17:29:05.928	Matthew HIGHCOCK
-	Finish	Matthew HIGHCOCK	35:14.531				

P9 55		Lewis CHARLTON		BMW 116i			
D1: Lewis CHARLTON		Total Stint: 51 Laps - 1:28:52.762 (96.84%)		Best Lap: 1:36.672 On Lap 36 @ 87.73 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:49:14.548	Lewis CHARLTON	17:42.836	1:27.392	1:27.392	16:50:41.940	Lewis CHARLTON
2 -	17:06:19.725	Lewis CHARLTON	15:37.785	1:26.183	2:53.575	17:07:45.908	Lewis CHARLTON
-	Finish	Lewis CHARLTON	55:32.141				

P10 80		Theo MILLWARD / Chris BAYLISS		BMW 116i			
D1: Theo MILLWARD		Total Stint: 51 Laps - 1:28:59.077 (96.87%)		Best Lap: 1:36.446 On Lap 25 @ 87.94 mph			
D2: Chris BAYLISS		Total Stint: 0 Laps					
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:54:08.560	Theo MILLWARD	22:36.848	1:25.183	1:25.183	16:55:33.743	Theo MILLWARD
2 -	17:21:05.659	Theo MILLWARD	25:31.916	1:26.854	2:52.037	17:22:32.513	Theo MILLWARD
-	Finish	Theo MILLWARD	40:50.313				

P11 666		Ben WILLSHIRE		BMW 116i			
D1: Ben WILLSHIRE		Total Stint: 51 Laps - 1:28:48.397 (96.67%)		Best Lap: 1:36.921 On Lap 46 @ 87.51 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:52:29.347	Ben WILLSHIRE	20:57.635	1:32.497	1:32.497	16:54:01.844	Ben WILLSHIRE
2 -	17:04:42.118	Ben WILLSHIRE	10:40.274	1:30.574	3:03.071	17:06:12.692	Ben WILLSHIRE
-	Finish	Ben WILLSHIRE	57:10.488				

P12 234		Lee PEARCE		BMW 116i			
D1: Lee PEARCE		Total Stint: 51 Laps - 1:29:08.387 (96.74%)		Best Lap: 1:37.250 On Lap 3 @ 87.21 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	17:09:46.401	Lee PEARCE	38:14.689	1:31.992	1:31.992	17:11:18.393	Lee PEARCE
2 -	17:26:06.514	Lee PEARCE	14:48.121	1:28.135	3:00.127	17:27:34.649	Lee PEARCE
-	Finish	Lee PEARCE	36:05.577				

P13		5	Anthony SEDDON			BMW 116i	
D1: Anthony SEDDON		Total Stint: 51 Laps - 1:28:23.391 (95.78%)			Best Lap: 1:36.582 On Lap 49 @ 87.81 mph		
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:47:37.866	Anthony SEDDON	16:06.154	1:46.635	1:46.635	16:49:24.501	Anthony SEDDON
2 -	17:06:24.683	Anthony SEDDON	17:00.182	1:26.169	3:12.804	17:07:50.852	Anthony SEDDON
3 -	17:22:30.676	Anthony SEDDON	14:39.824	40.508	3:53.312	17:23:11.184	Anthony SEDDON
-	Finish	Anthony SEDDON	40:37.231				

P14 34		Toby OREILLY		BMW 116i			
D1: Toby OREILLY		Total Stint: 51 Laps - 1:29:21.284 (96.65%)		Best Lap: 1:37.315 On Lap 45 @ 87.15 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:47:40.453	Toby OREILLY	16:08.741	1:36.451	1:36.451	16:49:16.904	Toby OREILLY
2 -	17:06:36.142	Toby OREILLY	17:19.238	1:29.335	3:05.786	17:08:05.477	Toby OREILLY
-	Finish	Toby OREILLY	55:53.305				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - PIT STOP ANALYSIS

Race Start: 16:31:31.711

P15 47		Connor ANDERSON		BMW 116i			
D1: Connor ANDERSON		Total Stint: 51 Laps - 1:29:45.413 (96.93%)		Best Lap: 1:37.447 On Lap 44 @ 87.03 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:52:37.850	Connor ANDERSON	21:06.138	1:24.871	1:24.871	16:54:02.721	Connor ANDERSON
2 -	17:04:45.304	Connor ANDERSON	10:42.583	1:25.203	2:50.074	17:06:10.507	Connor ANDERSON
-	Finish	Connor ANDERSON	57:56.692				

P16 86		Pete BRAND		BMW 116i			
D1: Pete BRAND		Total Stint: 51 Laps - 1:28:24.275 (95.22%)		Best Lap: 1:36.253 On Lap 40 @ 88.11 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:40:59.681	Pete BRAND	9:27.969	1:28.829	1:28.829	16:42:28.510	Pete BRAND
2 -	16:48:58.232	Pete BRAND	6:29.722	1:29.609	2:58.438	16:50:27.841	Pete BRAND
3 -	17:04:31.402	Pete BRAND	14:03.561	1:27.299	4:25.737	17:05:58.701	Pete BRAND
-	Finish	Pete BRAND	58:23.023				

P17 17		Ross RILEY / Gary TAYLOR		BMW 116i			
D1: Ross RILEY		Total Stint: 28 Laps - 45:59.636 (49.51%)		Best Lap: 1:37.048 On Lap 49 @ 87.39 mph			
D2: Gary TAYLOR		Total Stint: 23 Laps - 45:26.463 (48.91%)		Best Lap: 1:38.578 On Lap 21 @ 86.03 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	17:15:06.302	Gary TAYLOR	43:34.590	1:51.873	1:51.873	17:16:58.175	Ross RILEY
2 -	17:41:32.986	Ross RILEY	24:34.811	1:27.221	3:19.094	17:43:00.207	Ross RILEY
-	Finish	Ross RILEY	21:24.825				

P18 1		Paul OFFORD		BMW 116i			
D1: Paul OFFORD		Total Stint: 51 Laps - 1:29:36.418 (96.45%)		Best Lap: 1:36.850 On Lap 49 @ 87.57 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:49:42.704	Paul OFFORD	18:10.992	1:44.191	1:44.191	16:51:26.895	Paul OFFORD
2 -	17:15:10.691	Paul OFFORD	23:43.796	1:33.587	3:17.778	17:16:44.278	Paul OFFORD
-	Finish	Paul OFFORD	47:41.630				

P19 27		Steve LLOYD		BMW 116i			
D1: Steve LLOYD		Total Stint: 51 Laps - 1:29:16.098 (96.85%)		Best Lap: 1:37.295 On Lap 47 @ 87.17 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:54:37.222	Steve LLOYD	23:05.510	1:27.386	1:27.386	16:56:04.608	Steve LLOYD
2 -	17:16:17.403	Steve LLOYD	20:12.795	1:26.457	2:53.843	17:17:43.860	Steve LLOYD
-	Finish	Steve LLOYD	45:57.793				

P20 22		Richard ROUNDELL / Ryan CEFFERTY	BMW 116i				
D1: Richard ROUNDELL		Total Stint: 26 Laps - 43:17.797 (47.36%)	Best Lap: 1:38.427 On Lap 43 @ 86.17 mph				
D2: Ryan CEFFERTY		Total Stint: 24 Laps - 46:38.506 (51.02%)	Best Lap: 1:38.101 On Lap 20 @ 86.45 mph				
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:51:19.063	Ryan CEFFERTY	19:47.351	1:28.677	1:28.677	16:52:47.740	Ryan CEFFERTY
2 -	17:18:10.748	Ryan CEFFERTY	25:23.008	1:28.147	2:56.824	17:19:38.895	Richard ROUNDELL
-	Finish	Richard ROUNDELL	43:17.797				

P21 31		Sam HOLMAN		BMW 116i			
D1: Sam HOLMAN		Total Stint: 50 Laps - 1:27:58.361 (96.00%)		Best Lap: 1:37.820 On Lap 3 @ 86.70 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:51:06.657	Sam HOLMAN	19:34.945	1:43.637	1:43.637	16:52:50.294	Sam HOLMAN
2 -	17:19:54.688	Sam HOLMAN	27:04.394	1:30.262	3:13.899	17:21:24.950	Sam HOLMAN
3 -	17:33:01.465	Sam HOLMAN	11:36.515	25.871	3:39.770	17:33:27.336	Sam HOLMAN
-	Finish	Sam HOLMAN	29:42.507				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - PIT STOP ANALYSIS

Race Start: 16:31:31.711

P22 325		Callum DAVIES		BMW 116i			
D1: Callum DAVIES		Total Stint: 50 Laps - 1:29:00.138 (97.05%)		Best Lap: 1:38.390 On Lap 21 @ 86.20 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	17:06:48.283	Callum DAVIES	35:16.571	1:18.178	1:18.178	17:08:06.461	Callum DAVIES
2 -	17:28:10.858	Callum DAVIES	20:04.397	1:23.941	2:42.119	17:29:34.799	Callum DAVIES
-	Finish	Callum DAVIES	33:39.170				

P23 33		Simon YOUDAN / Sean YOUDAN		BMW 116i			
D1: Simon YOUDAN		Total Stint: 50 Laps - 1:28:14.850 (95.79%)		Best Lap: 1:38.666 On Lap 33 @ 85.96 mph			
D2: Sean YOUDAN		Total Stint: 0 Laps					
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:54:44.758	Simon YOUDAN	23:13.046	20.451	20.451	16:55:05.209	Simon YOUDAN
2 -	17:03:24.031	Simon YOUDAN	8:18.822	1:58.647	2:19.098	17:05:22.678	Simon YOUDAN
3 -	17:18:49.446	Simon YOUDAN	13:26.768	1:33.048	3:52.146	17:20:22.494	Simon YOUDAN
-	Finish	Simon YOUDAN	43:16.214				

P24 83		Sammy WALTON		BMW 116i			
D1: Sammy WALTON		Total Stint: 50 Laps - 1:27:45.691 (95.22%)		Best Lap: 1:37.453 On Lap 32 @ 87.03 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:51:00.305	Sammy WALTON	19:28.593	1:26.169	1:26.169	16:52:26.474	Sammy WALTON
2 -	17:09:38.105	Sammy WALTON	17:11.631	1:26.270	2:52.439	17:11:04.375	Sammy WALTON
3 -	17:34:01.918	Sammy WALTON	22:57.543	36.288	3:28.727	17:34:38.206	Sammy WALTON
4 -	17:44:33.450	Sammy WALTON	9:55.244	55.271	4:23.998	17:45:28.721	Sammy WALTON
-	Finish	Sammy WALTON	18:12.680				

P25 220		Simon FOX / Andrew PARTRIDGE		BMW 116i			
D1: Simon FOX		Total Stint: 27 Laps - 45:37.485 (49.84%)		Best Lap: 1:40.113 On Lap 41 @ 84.72 mph			
D2: Andrew PARTRIDGE		Total Stint: 22 Laps - 44:30.203 (48.61%)		Best Lap: 1:38.753 On Lap 7 @ 85.88 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	17:14:03.884	Andrew PARTRIDGE	42:32.172	1:58.031	1:58.031	17:16:01.915	Simon FOX
2 -	17:22:53.958	Simon FOX	6:52.043	1:24.448	3:22.479	17:24:18.406	Simon FOX
-	Finish	Simon FOX	38:45.442				

P26 969		Simon MOSS / Bartholomew LANG		BMW 116i			
D1: Simon MOSS		Total Stint: 41 Laps - 1:10:57.987 (77.24%)		Best Lap: 1:38.736 On Lap 35 @ 85.90 mph			
D2: Bartholomew LANG		Total Stint: 8 Laps - 17:56.241 (19.52%)		Best Lap: 1:39.278 On Lap 7 @ 85.43 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:48:00.344	Bartholomew LANG	16:28.632	1:27.609	1:27.609	16:49:27.953	Simon MOSS
2 -	17:11:53.209	Simon MOSS	22:25.256	51.805	2:19.414	17:12:45.014	Simon MOSS
3 -	17:31:23.504	Simon MOSS	18:38.490	2:06.166	4:25.580	17:33:29.670	Simon MOSS
-	Finish	Simon MOSS	29:54.241				

P27 635		Ben MCCORMACK / Will TOWNROW		BMW 116i			
D1: Ben MCCORMACK		Total Stint: 8 Laps - 18:36.664 (20.18%)		Best Lap: 1:41.845 On Lap 6 @ 83.27 mph			
D2: Will TOWNROW		Total Stint: 41 Laps - 1:12:04.859 (78.18%)		Best Lap: 1:39.299 On Lap 40 @ 85.41 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:48:28.017	Ben MCCORMACK	16:56.305	1:40.359	1:40.359	16:50:08.376	Will TOWNROW
2 -	17:18:21.063	Will TOWNROW	28:12.687	1:29.873	3:10.232	17:19:50.936	Will TOWNROW
-	Finish	Will TOWNROW	43:52.172				

P28 42		Darren CONSTANT / David HORNSEY		BMW 116i			
D1: Darren CONSTANT		Total Stint: 13 Laps - 25:39.515 (27.91%)		Best Lap: 1:51.217 On Lap 43 @ 76.26 mph			
D2: David HORNSEY		Total Stint: 35 Laps - 1:04:18.135 (69.96%)		Best Lap: 1:37.113 On Lap 34 @ 87.33 mph			
STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT

1 -	16:49:15.820	David HORNSEY	17:44.108	1:56.982	1:56.982	16:51:12.802	David HORNSEY
2 -	17:36:00.236	David HORNSEY	44:47.434	1:46.593	3:43.575	17:37:46.829	Darren CONSTANT
-	Finish	Darren CONSTANT	25:39.515				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - PIT STOP ANALYSIS

Race Start: 16:31:31.711

P29 9	Julian HOWE / Michael LOVEAND	BMW 116i
D1: Julian HOWE	Total Stint: 21 Laps - 44:19.825 (48.09%)	Best Lap: 1:43.562 On Lap 19 @ 81.89 mph
D2: Michael LOVEAND	Total Stint: 27 Laps - 45:17.950 (49.14%)	Best Lap: 1:37.875 On Lap 43 @ 86.65 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	16:50:59.394	Julian HOWE	19:27.682	1:27.996	1:27.996	16:52:27.390	Julian HOWE
2 -	17:13:58.567	Julian HOWE	21:31.177	1:04.485	2:32.481	17:15:03.052	Julian HOWE
3 -	17:16:50.024	Julian HOWE	1:46.972	1:33.994	4:06.475	17:18:24.018	Michael LOVEAND
-	Finish	Michael LOVEAND	45:17.950				

P30 200	Giles CARTER	BMW 116i
D1: Giles CARTER	Total Stint: 48 Laps - 1:27:41.736 (94.64%)	Best Lap: 1:39.159 On Lap 47 @ 85.53 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	17:01:22.401	Giles CARTER	29:50.689	21.613	21.613	17:01:44.014	Giles CARTER
2 -	17:05:22.191	Giles CARTER	3:38.177	1:56.137	2:17.750	17:07:18.328	Giles CARTER
3 -	17:09:02.782	Giles CARTER	1:44.454	1:37.077	3:54.827	17:10:39.859	Giles CARTER
4 -	17:12:22.821	Giles CARTER	1:42.962	1:02.691	4:57.518	17:13:25.512	Giles CARTER
-	Finish	Giles CARTER	50:45.454				

P31 90	James NEVILLE / Jack JONES	BMW 116i
D1: James NEVILLE	Total Stint: 24 Laps - 50:39.751 (55.10%)	Best Lap: 1:47.017 On Lap 16 @ 79.25 mph
D2: Jack JONES	Total Stint: 23 Laps - 39:43.414 (43.20%)	Best Lap: 1:39.923 On Lap 45 @ 84.88 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	17:20:00.072	James NEVILLE	48:28.360	2:11.391	2:11.391	17:22:11.463	Jack JONES
2 -	17:32:51.856	Jack JONES	10:40.393	1:33.223	3:44.614	17:34:25.079	Jack JONES
-	Finish	Jack JONES	29:03.021				

P32 333	Ben SNEE / Damian SNEE	BMW 116i
D1: Ben SNEE	Total Stint: 7 Laps - 16:19.558 (18.89%)	Best Lap: 1:41.385 On Lap 10 @ 83.65 mph
D2: Damian SNEE	Total Stint: 39 Laps - 1:10:05.740 (81.10%)	Best Lap: 1:37.264 On Lap 45 @ 87.20 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	16:47:58.218	Damian SNEE	16:26.506	2:11.204	2:11.204	16:50:09.422	Ben SNEE
2 -	17:03:59.397	Ben SNEE	13:49.975	2:29.583	4:40.787	17:06:28.980	Damian SNEE
-	Finish	Damian SNEE	51:28.030				

P33 6	Simon MURRAY / Darran MILLWARD	BMW 116i
D1: Simon MURRAY	Total Stint: 22 Laps - 38:46.040 (41.93%)	Best Lap: 1:39.129 On Lap 44 @ 85.56 mph
D2: Darran Millward	Total Stint: 24 Laps - 49:19.941 (53.36%)	Best Lap: 1:42.020 On Lap 22 @ 83.13 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	17:05:10.009	Darran Millward	33:38.297	1:39.299	1:39.299	17:06:49.308	Darran Millward
2 -	17:20:35.921	Darran Millward	13:46.613	1:55.031	3:34.330	17:22:30.952	Simon MURRAY
3 -	17:41:43.851	Simon MURRAY	19:12.899	2:41.454	6:15.784	17:44:25.305	Simon MURRAY
-	Finish	Simon MURRAY	19:33.141				

P34 20	John MARTIN	BMW 116i
D1: John MARTIN	Total Stint: 45 Laps - 1:29:21.814 (96.61%)	Best Lap: 1:48.536 On Lap 18 @ 78.14 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	17:03:25.501	John MARTIN	31:53.789	1:31.206	1:31.206	17:04:56.707	John MARTIN
2 -	17:18:06.300	John MARTIN	13:09.593	1:36.937	3:08.143	17:19:43.237	John MARTIN
-	Finish	John MARTIN	44:18.432				

P35 228	James WAREING	BMW 116i
D1: James WAREING	Total Stint: 40 Laps - 1:09:28.904 (95.89%)	Best Lap: 1:35.567 On Lap 27 @ 88.75 mph

STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	16:50:32.510	James WAREING	19:00.798	1:31.382	1:31.382	16:52:03.892	James WAREING
2 -	16:53:39.625	James WAREING	1:35.733	1:27.018	2:58.400	16:55:06.643	James WAREING
-	Finish	James WAREING	48:52.373				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - PIT STOP ANALYSIS

Race Start: 16:31:31.711

P36 777 D1: Thomas LAW	Thomas LAW Total Stint: 17 Laps - 32:56.116 (91.99%)	BMW 116i Best Lap: 1:36.018 On Lap 6 @ 88.33 mph
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STOP	IN TIME	DRIVER IN	STINT TIME	STOP TIME	TOTAL STOP TIME	OUT TIME	DRIVER OUT
1 -	16:47:21.573	Thomas LAW	15:49.861	1:23.580	1:23.580	16:48:45.153	Thomas LAW
2 -	17:03:49.987	Thomas LAW	15:04.834	1:28.464	2:52.044	17:05:18.451	Thomas LAW
3 -	17:07:19.872	Thomas LAW					

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - POSITION CHART

		Lap																																	
No	Name	Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
777	Thomas LAW	1	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	234	234	17	17	17	78	78	78	78	25	25	25	25	25	
78	James POOLE / Matthe	2	777	25	777	777	777	777	777	25	151	252	666	80	234	234	234	234	234	234	17	17	220	220	78	25	25	25	25	228	228	228	228	228	
25	Ethan HALL	3	25	777	151	228	228	25	25	228	252	228	80	234	325	325	325	325	325	220	220	78	78	25	228	228	80	228	78	78	78	249	249		
121	AJ DUFFILL / Luke FOX	4	151	151	25	25	25	228	228	777	228	249	47	27	17	17	17	33	17	17	78	78	187	187	80	80	80	228	234	234	234	249	42	42	
151	Peter KEEN	5	121	228	228	151	252	252	252	252	249	232	234	33	33	33	33	17	249	220	173	187	234	25	27	234	234	234	249	249	249	42	252	252	
228	James WAREING	6	228	252	252	252	249	151	151	151	232	666	27	325	220	220	220	25	220	80	83	27	27	80	228	249	249	249	42	42	42	325	232	232	
187	George HELER	7	252	249	249	249	151	249	249	249	55	80	888	17	25	25	25	220	80	173	187	25	25	234	234	42	42	42	325	325	325	252	17	17	
232	Jonathan BAKER	8	249	121	232	232	232	232	232	232	666	83	325	220	777	777	777	249	173	187	27	80	80	228	325	325	325	325	252	252	252	232	151	151	
249	William ABRAHAM / Sc	9	187	187	121	121	173	173	173	173	42	47	33	25	249	249	249	777	55	83	80	228	228	252	42	22	31	252	232	232	232	17	187	187	
252	James DUNNE	10	232	232	187	187	55	55	55	666	80	234	17	777	80	80	80	80	187	27	25	325	325	27	249	31	252	232	17	17	17	151	173	173	
34	Toby OREILLY	11	666	666	666	666	666	666	666	5	234	31	220	249	200	200	173	173	83	25	325	252	252	325	22	252	232	17	151	151	151	187	55	55	
666	Ben WILLSHIRE	12	80	80	80	80	80	80	80	80	83	22	252	200	173	173	55	666	5	252	232	42	42	42	31	17	17	151	187	187	187	173	78	78	
42	Darren CONSTANT / Da	13	173	173	173	86	42	42	42	55	47	27	25	173	55	55	151	55	27	228	252	22	22	249	252	232	151	187	173	173	173	55	83	83	
55	Lewis CHARLTON	14	234	234	234	173	83	5	5	42	31	325	777	55	666	666	666	47	25	232	228	249	249	22	232	33	173	173	55	55	55	83	80	80	
888	David HUDSON	15	42	86	86	234	5	234	234	34	27	888	228	666	47	47	83	83	34	42	42	31	31	31	33	151	187	55	666	83	83	80	666	666	
173	Ben Dobbs	16	86	55	55	55	234	47	34	234	22	220	249	47	83	83	47	187	228	22	22	969	1	1	151	173	55	5	80	666	666	666	234	27	
80	Theo MILLWARD / Chri	17	55	42	83	83	47	34	47	187	325	33	232	83	27	27	187	27	252	31	31	1	232	232	173	187	5	666	83	80	80	234	27	234	
86	Pete BRAND	18	83	83	42	42	34	83	83	47	1	17	200	151	151	151	27	5	232	249	249	33	33	33	187	55	666	83	47	47	47	27	47	47	
83	Sammy WALTON	19	47	47	47	47	31	31	187	83	888	777	173	187	187	187	5	34	42	969	969	232	173	173	55	5	83	47	27	27	27	47	34	34	
234	Lee PEARCE	20	34	5	5	5	187	187	31	31	220	25	55	5	5	5	34	42	22	1	1	173	151	151	5	83	47	27	34	34	34	34	325	325	
47	Connor ANDERSON	21	5	34	34	34	27	22	22	333	33	200	83	34	34	34	42	228	31	33	33	151	55	55	83	666	27	34	969	969	969	969	5	5	
1	Paul OFFORD	22	31	31	31	31	22	27	27	22	17	173	151	22	22	22	252	969	90	90	90	83	83	666	47	34	220	22	22	31	5	969	31		
5	Anthony SEDDON	23	1	27	27	27	325	325	325	27	200	55	187	6	6	6	252	232	1	55	151	55	5	5	47	27	220	969	31	31	5	31	31	22	
31	Sam HOLMAN	24	27	1	325	325	333	333	333	969	25	151	5	42	42	42	228	22	33	151	55	83	666	666	220	220	969	22	5	5	22	22	22	1	
27	Steve LLOYD	25	888	888	888	22	888	888	888	325	777	187	34	31	31	31	232	31	90	5	5	5	47	47	969	969	22	31	1	1	1	1	1	86	
325	Callum DAVIES	26	333	325	22	888	220	220	220	888	173	34	22	969	969	969	31	969	777	47	666	666	969	969	34	34	1	1	33	33	33	86	86	33	
333	Ben SNEE / Damian SN	27	22	22	333	333	969	969	969	220	187	5	6	1	1	1	969	1	151	666	47	47	90	34	90	90	33	33	86	86	86	86	33	33	220
220	Simon FOX / Andrew P	28	325	333	1	220	33	33	33	33	9	6	42	252	252	252	6	6	47	34	34	34	34	90	635	1	86	86	220	220	220	220	220	333	
22	Richard ROUNDELL / R	29	220	969	969	969	1	1	1	1	34	42	31	228	228	228	1	200	666	635	635	635	635	635	1	6	333	333	333	333	333	333	333	635	
969	Simon MOSS / Bartholo	30	969	220	220	1	200	17	17	17	5	969	969	232	232	232	200	90	635	6	6	6	6	6	6	86	635	635	635	635	635	635	635	969	
200	Giles CARTER	31	33	33	33	33	17	200	200	635	6	1	1	90	90	90	90	151	6	9	9	9	86	86	86	635	90	90	90	90	90	90	6	6	
635	Ben MCCORMACK / W	32	200	200	200	200	635	635	635	200	969	90	90	333	333	333	635	9	86	86	86	333	333	333	333	6	6	6	6	6	6	6	9	9	
33	Simon YODAN / Sean	33	17	17	17	17	9	9	86	86	90	333	333	635	635	635	86	86	9	200	333	333	333	9	9	9	9	9	9	9	9	9	200	200	
17	Ross RILEY / Gary TAY	34	635	635	635	635	6	6	9	9	20	20	635	86	86	86	635	635	86	86	200	20	20	20	200	200	200	200	200	200	200	200	200	90	90
6	Simon MURRAY / Darra	35	9	9	9	9	90	86	6	6	635	635	86	20	20	20	9	9	333	333	20	200	200	200	20	20	20	20	20	20	20	20	20	20	
9	Julian HOWE / Michael	36	6	6	6	6	20	90	90	90	333	86	20	9	9	20	20	20	20																
20	John MARTIN	37	20	20	90	90	86	20	20	20	86	9	9																						
90	James NEVILLE / Jack	38	90	90	20	20																													

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

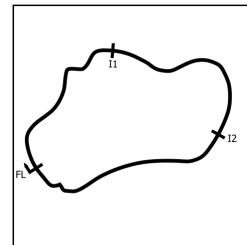
RACE 20 - POSITION CHART

No	Name	Lap																				
		Pos	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
777	Thomas LAW	1	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
78	James POOLE / Matthe	2	228	228	228	228	228	228	228	228	249	249	249	249	249	249	249	249	249	249	249	249
25	Ethan HALL	3	249	249	42	249	249	249	249	249	252	252	252	252	252	252	252	252	252	252	252	252
121	AJ DUFFILL / Luke FOX	4	42	42	249	252	252	252	252	252	232	151	151	151	151	151	151	151	151	151	151	151
151	Peter KEEN	5	252	252	252	232	232	17	232	232	151	232	232	232	232	232	232	232	232	232	232	232
228	James WAREING	6	232	232	232	17	17	232	151	151	187	187	187	187	187	187	187	187	187	187	78	78
187	George HELER	7	17	17	17	151	151	151	187	187	173	173	173	173	173	173	173	78	78	78	187	187
232	Jonathan BAKER	8	151	151	151	187	187	187	173	173	78	78	78	78	78	78	78	173	173	173	173	173
249	William ABRAHAM / Sc	9	187	187	187	173	173	173	78	78	55	55	55	55	55	55	55	55	55	55	55	55
252	James DUNNE	10	173	173	173	78	78	78	55	55	80	80	80	80	80	80	80	80	80	80	80	80
34	Toby OREILLY	11	55	55	78	55	55	55	80	80	666	666	666	666	666	666	666	666	666	666	666	666
666	Ben WILLSHIRE	12	78	78	55	80	80	80	666	666	27	234	234	27	234	234	234	234	234	234	234	234
42	Darren CONSTANT / Da	13	83	80	80	666	666	666	27	27	234	27	27	234	27	27	27	27	27	27	27	27
55	Lewis CHARLTON	14	80	666	666	27	27	27	234	234	34	34	5	5	5	5	5	5	5	5	5	5
888	David HUDSON	15	666	27	27	234	234	234	47	34	47	5	34	34	34	34	34	34	34	34	34	34
173	Ben Dobbs	16	27	234	234	47	47	47	34	47	5	47	47	47	47	47	47	47	47	47	47	47
80	Theo MILLWARD / Chri	17	234	47	47	34	34	34	5	5	17	17	17	17	17	17	17	86	86	86	86	86
86	Pete BRAND	18	47	34	34	5	5	5	83	17	1	1	1	1	1	86	86	17	17	17	17	17
83	Sammy WALTON	19	34	5	5	325	325	83	325	325	325	22	22	22	86	1	1	1	1	1	1	1
234	Lee PEARCE	20	325	325	325	83	83	325	17	1	22	325	86	86	22	22	22	22	22	22	22	22
47	Connor ANDERSON	21	5	83	83	1	1	1	1	22	86	86	325	325	325	325	325	325	31	31		
1	Paul OFFORD	22	22	22	1	22	22	22	22	86	31	31	31	31	31	31	31	31	325	325		
5	Anthony SEDDON	23	1	1	22	31	86	86	86	31	33	33	33	33	33	33	33	33	33	33	33	33
31	Sam HOLMAN	24	31	31	31	86	31	31	31	33	83	83	83	83	83	83	83	83	83	83	83	83
27	Steve LLOYD	25	86	86	86	33	33	33	33	83	220	333	333	333	333	333	220	220	220			
325	Callum DAVIES	26	33	33	33	42	42	42	220	220	333	220	220	220	220	220	969	969	969			
333	Ben SNEE / Damian SN	27	220	220	220	220	220	220	333	333	969	969	969	969	969	969	635	635	635			
220	Simon FOX / Andrew P	28	333	333	333	333	333	333	42	42	42	635	635	635	635	635	42	42				
22	Richard ROUNDELL / R	29	635	635	635	635	635	635	635	635	42	42	42	42	42	9	9					
969	Simon MOSS / Bartholo	30	969	969	969	969	969	969	969	969	9	9	9	9	9	9	200	200				
200	Giles CARTER	31	6	6	6	9	9	9	9	9	200	200	200	200	200	200	90					
635	Ben MCCORMACK / W	32	9	9	9	200	200	200	200	200	90	90	90	90	90	90						
33	Simon YUDAN / Sean	33	200	200	200	90	90	90	90	90	6	6	6	6	6	6						
17	Ross RILEY / Gary TAY	34	90	90	90	6	6	6	6	6	20	20	20	20	20							
6	Simon MURRAY / Darra	35	20	20	20	20	20	20	20	20												
9	Julian HOWE / Michael	36																				
20	John MARTIN	37																				
90	James NEVILLE / Jack	38																				

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



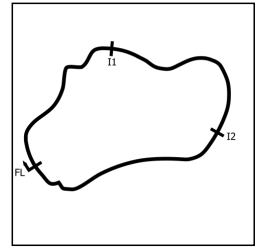
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P1 25		Ethan HALL		BMW 116i			
IDEAL LAP TIME : 1:35.060		BEST LAP TIME : 1:35.665		DIFFERENCE : 0.605			
D1: Ethan HALL							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.251	36.837	4:30.497	31.35	2:54.832	16:36:02.209
2 - D1	33.255	26.313	37.171	1:36.739	87.67	1.074	16:37:38.948
3 - D1	33.083	26.099	38.945	1:38.127	86.43	2.462	16:39:17.075
4 - D1	33.386	26.067	37.076	1:36.529	87.86	0.864	16:40:53.604
5 - D1	33.079	26.171	37.937	1:37.187	87.27	1.522	16:42:30.791
6 - D1	33.355	26.271	36.652	1:36.278	88.09	0.613	16:44:07.069
7 - D1	33.022	26.134	36.939	1:36.095	88.26	0.430	16:45:43.164
8 - D1	33.033	26.716	IN PIT	1:35.562	P 88.75		16:47:18.726
9 - D1	OUTLAP	26.052	37.535	3:04.660	45.93	1:28.995	16:50:23.386
10 - D1	32.845	26.208	38.548	1:37.601	86.90	1.936	16:52:00.987
11 - D1	32.970	26.382	37.431	1:36.783	87.63	1.118	16:53:37.770
12 - D1	34.147	26.643	44.221	1:45.011	80.76	9.346	16:55:22.781
13 - D1	43.026	51.597	1:20.018	2:54.641	48.56	1:18.976	16:58:17.422
14 - D1	49.567	26.557	38.304	1:54.428	74.12	18.763	17:00:11.850
15 - D1	33.120	26.576	39.034	1:38.730	85.90	3.065	17:01:50.580
16 - D1	35.605	26.369	IN PIT	1:37.731	P 86.78	2.066	17:03:28.311
17 - D1	OUTLAP	26.152	37.461	3:04.174	46.05	1:28.509	17:06:32.485
18 - D1	33.230	26.108	37.207	1:36.545	87.85	0.880	17:08:09.030
19 - D1	32.713	26.825	38.186	1:37.724	86.79	2.059	17:09:46.754
20 - D1	33.036	26.123	37.400	1:36.559	87.83	0.894	17:11:23.313
21 - D1	32.827	26.123	38.839	1:37.789	86.73	2.124	17:13:01.102
22 - D1	33.546	26.431	37.245	1:37.222	87.23	1.557	17:14:38.324
23 - D1	32.538	26.624	37.575	1:36.737	87.67	1.072	17:16:15.061
24 - D1	32.664	26.365	37.994	1:37.023	87.41	1.358	17:17:52.084
25 - D1	32.674	26.454	37.475	1:36.603	87.79	0.938	17:19:28.687
26 - D1	32.800	26.077	36.956	1:35.833	88.50	0.168	17:21:04.520
27 - D1	32.625	26.120	37.032	1:35.777	88.55	0.112	17:22:40.297
28 - D1	33.092	26.432	37.523	1:37.047	87.39	1.382	17:24:17.344
29 - D1	32.787	26.228	37.091	1:36.106	88.25	0.441	17:25:53.450
30 - D1	33.263	26.382	38.041	1:37.686	86.82	2.021	17:27:31.136
31 - D1	32.795	26.360	37.495	1:36.650	87.75	0.985	17:29:07.786
32 - D1	33.017	26.282	37.648	1:36.947	87.48	1.282	17:30:44.733
33 - D1	32.460	26.045	37.325	1:35.830	88.50	0.165	17:32:20.563
34 - D1	32.379	26.029	37.748	1:36.156	88.20	0.491	17:33:56.719
35 - D1	32.643	26.114	37.034	1:35.791	88.54	0.126	17:35:32.510
36 - D1	32.506	26.194	37.053	1:35.753	88.57	0.088	17:37:08.263
37 - D1	32.568	26.167	37.008	1:35.743	(3) 88.58	0.078	17:38:44.006
38 - D1	32.622	26.074	37.660	1:36.356	88.02	0.691	17:40:20.362
39 - D1	32.814	26.119	37.371	1:36.304	88.07	0.639	17:41:56.666
40 - D1	32.723	26.394	37.485	1:36.602	87.79	0.937	17:43:33.268
41 - D1	32.656	26.196	36.813	1:35.665	(1) 88.65		17:45:08.933
42 - D1	32.681	26.341	36.707	1:35.729	(2) 88.60	0.064	17:46:44.662
43 - D1	32.732	26.384	36.959	1:36.075	88.28	0.410	17:48:20.737
44 - D1	32.794	26.164	36.838	1:35.796	88.53	0.131	17:49:56.533
45 - D1	32.708	26.395	37.038	1:36.141	88.22	0.476	17:51:32.674
46 - D1	32.865	26.186	37.111	1:36.162	88.20	0.497	17:53:08.836
47 - D1	32.769	26.214	37.763	1:36.746	87.66	1.081	17:54:45.582
48 - D1	32.815	26.090	38.126	1:37.031	87.41	1.366	17:56:22.613
49 - D1	32.802	26.201	37.484	1:36.487	87.90	0.822	17:57:59.100
50 - D1	33.575	26.500	38.098	1:38.173	86.39	2.508	17:59:37.273
51 - D1	33.012	26.413	37.587	1:37.012	87.42	1.347	18:01:14.285
52 - D1	32.701	26.259	38.248	1:37.208	87.25	1.543	18:02:51.493

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Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



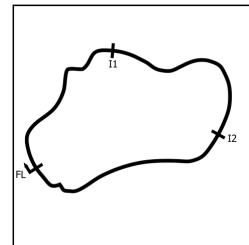
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P2 249		William ABRAHAM / Scott JEFFS		BMW 116i			
IDEAL LAP TIME : 1:35.932		BEST LAP TIME : 1:36.107		DIFFERENCE : 0.175			
D1: William ABRAHAM		D2: Scott JEFFS					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.759	37.322	4:33.162	31.04	2:57.055	16:36:04.874
2 - D1	33.256	26.555	37.170	1:36.981	87.45	0.874	16:37:41.855
3 - D1	32.890	26.318	36.899	1:36.107 (1)	88.25		16:39:17.962
4 - D1	33.057	26.441	37.538	1:37.036	87.40	0.929	16:40:54.998
5 - D1	33.399	26.258	36.958	1:36.615 (3)	87.78	0.508	16:42:31.613
6 - D1	32.973	27.171	36.929	1:37.073	87.37	0.966	16:44:08.686
7 - D1	32.884	26.284	37.957	1:37.125	87.32	1.018	16:45:45.811
8 - D1	32.876	26.437	38.026	1:37.339	87.13	1.232	16:47:23.150
9 - D1	32.822	26.319	37.208	1:36.349 (2)	88.03	0.242	16:48:59.499
10 - D1	32.951	26.384	IN PIT	1:34.025 P	90.20		16:50:33.524
11 - D1	OUTLAP	26.513	37.304	3:07.559	45.22	1:31.452	16:53:41.083
12 - D1	33.357	26.343	45.411	1:45.111	80.69	9.004	16:55:26.194
13 - D1	44.709	47.690	1:20.485	2:52.884	49.05	1:16.777	16:58:19.078
14 - D1	51.991	29.493	41.918	2:03.402	68.73	27.295	17:00:22.480
15 - D1	35.596	28.066	38.231	1:41.893	83.24	5.786	17:02:04.373
16 - D1	34.035	27.098	37.627	1:38.760	85.88	2.653	17:03:43.133
17 - D1	33.460	26.843	IN PIT	1:35.699 P	88.62		17:05:18.832
18 - D1	OUTLAP	26.673	37.799	3:05.927	45.61	1:29.820	17:08:24.759
19 - D1	32.932	26.479	37.490	1:36.901	87.52	0.794	17:10:01.660
20 - D1	32.775	26.515	37.770	1:37.060	87.38	0.953	17:11:38.720
21 - D1	32.933	26.405	37.503	1:36.841	87.58	0.734	17:13:15.561
22 - D1	33.187	26.710	37.425	1:37.322	87.15	1.215	17:14:52.883
23 - D1	32.884	26.510	37.721	1:37.115	87.33	1.008	17:16:29.998
24 - D1	32.851	26.386	39.290	1:38.527	86.08	2.420	17:18:08.525
25 - D1	33.358	26.604	38.355	1:38.317	86.26	2.210	17:19:46.842
26 - D1	33.509	26.588	37.714	1:37.811	86.71	1.704	17:21:24.653
27 - D1	33.047	26.962	38.049	1:38.058	86.49	1.951	17:23:02.711
28 - D1	32.985	26.400	37.421	1:36.806	87.61	0.699	17:24:39.517
29 - D1	32.883	26.431	37.526	1:36.840	87.58	0.733	17:26:16.357
30 - D1	33.055	26.492	37.823	1:37.370	87.10	1.263	17:27:53.727
31 - D1	32.994	26.481	37.910	1:37.385	87.09	1.278	17:29:31.112
32 - D1	33.013	26.523	37.551	1:37.087	87.36	0.980	17:31:08.199
33 - D1	32.812	26.416	38.665	1:37.893	86.64	1.786	17:32:46.092
34 - D1	33.016	26.591	38.057	1:37.664	86.84	1.557	17:34:23.756
35 - D1	32.988	26.435	38.131	1:37.554	86.94	1.447	17:36:01.310
36 - D1	32.811	26.403	37.623	1:36.837	87.58	0.730	17:37:38.147
37 - D1	32.923	26.590	37.948	1:37.461	87.02	1.354	17:39:15.608
38 - D1	33.072	26.619	37.944	1:37.635	86.87	1.528	17:40:53.243
39 - D1	32.817	26.473	37.639	1:36.929	87.50	0.822	17:42:30.172
40 - D1	33.122	26.445	37.815	1:37.382	87.09	1.275	17:44:07.554
41 - D1	32.862	26.500	37.870	1:37.232	87.23	1.125	17:45:44.786
42 - D1	32.793	26.402	38.307	1:37.502	86.98	1.395	17:47:22.288
43 - D1	32.918	26.408	37.425	1:36.751	87.66	0.644	17:48:59.039
44 - D1	32.987	26.375	37.545	1:36.907	87.52	0.800	17:50:35.946
45 - D1	32.798	26.404	38.304	1:37.506	86.98	1.399	17:52:13.452
46 - D1	33.068	27.107	37.781	1:37.956	86.58	1.849	17:53:51.408
47 - D1	32.863	26.303	37.722	1:36.888	87.54	0.781	17:55:28.296
48 - D1	32.803	26.273	37.809	1:36.885	87.54	0.778	17:57:05.181
49 - D1	32.795	26.336	37.897	1:37.028	87.41	0.921	17:58:42.209
50 - D1	33.779	26.334	38.117	1:38.230	86.34	2.123	18:00:20.439
51 - D1	32.890	26.513	37.640	1:37.043	87.40	0.936	18:01:57.482
52 - D1	33.024	26.433	37.723	1:37.180	87.27	1.073	18:03:34.662

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



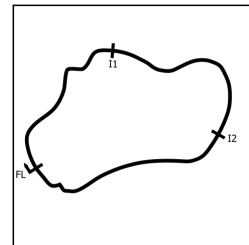
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P3 252		James DUNNE		BMW 116i			
IDEAL LAP TIME : 1:35.534		BEST LAP TIME : 1:35.994		DIFFERENCE : 0.460			
D1: James DUNNE							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.309	37.468	4:32.670	31.10	2:56.676	16:36:04.382
2 - D1	33.506	26.427	37.248	1:37.181	87.27	1.187	16:37:41.563
3 - D1	32.766	26.038	37.190	1:35.994 (1)	88.35		16:39:17.557
4 - D1	33.289	26.049	37.921	1:37.259	87.20	1.265	16:40:54.816
5 - D1	33.080	25.998	37.236	1:36.314	88.06	0.320	16:42:31.130
6 - D1	33.336	26.659	36.909	1:36.904	87.52	0.910	16:44:08.034
7 - D1	32.754	26.101	37.216	1:36.071 (2)	88.28	0.077	16:45:44.105
8 - D1	32.668	26.578	38.552	1:37.798	86.72	1.804	16:47:21.903
9 - D1	32.785	26.101	37.602	1:36.488	87.90	0.494	16:48:58.391
10 - D1	32.673	26.331	IN PIT	1:33.406 P	90.80		16:50:31.797
11 - D1	OUTLAP	26.497	IN PIT	3:03.298 P	46.27	1:27.304	16:53:35.095
12 - D1	OUTLAP	28.483	46.070	3:17.018	43.04	1:41.024	16:56:52.113
13 - D1	37.106	28.098	50.197	1:55.401	73.49	19.407	16:58:47.514
14 - D1	53.012	57.890	1:04.869	2:55.771	48.25	1:19.777	17:01:43.285
15 - D1	33.111	26.141	39.492	1:38.744	85.89	2.750	17:03:22.029
16 - D1	34.420	26.749	37.645	1:38.814	85.83	2.820	17:05:00.843
17 - D1	32.979	25.994	37.152	1:36.125	88.23	0.131	17:06:36.968
18 - D1	32.882	26.275	37.734	1:36.891	87.53	0.897	17:08:13.859
19 - D1	32.771	26.196	38.066	1:37.033	87.40	1.039	17:09:50.892
20 - D1	33.289	26.092	37.942	1:37.323	87.14	1.329	17:11:28.215
21 - D1	33.439	26.223	38.549	1:38.211	86.36	2.217	17:13:06.426
22 - D1	33.604	26.412	IN PIT	1:34.423 P	89.82		17:14:40.849
23 - D1	OUTLAP	26.504	37.565	2:14.548	63.03	38.554	17:16:55.397
24 - D1	33.062	26.386	37.617	1:37.065	87.38	1.071	17:18:32.462
25 - D1	32.949	26.167	38.059	1:37.175	87.28	1.181	17:20:09.637
26 - D1	32.935	26.284	38.592	1:37.811	86.71	1.817	17:21:47.448
27 - D1	33.205	26.276	37.451	1:36.932	87.50	0.938	17:23:24.380
28 - D1	33.025	26.045	37.350	1:36.420	87.96	0.426	17:25:00.800
29 - D1	32.781	25.957	37.337	1:36.075 (3)	88.28	0.081	17:26:36.875
30 - D1	32.835	26.189	37.296	1:36.320	88.05	0.326	17:28:13.195
31 - D1	32.866	26.172	37.532	1:36.570	87.82	0.576	17:29:49.765
32 - D1	32.743	26.261	37.794	1:36.798	87.62	0.804	17:31:26.563
33 - D1	32.801	26.035	37.778	1:36.614	87.78	0.620	17:33:03.177
34 - D1	32.932	26.175	37.548	1:36.655	87.75	0.661	17:34:39.832
35 - D1	32.988	26.100	37.522	1:36.610	87.79	0.616	17:36:16.442
36 - D1	33.182	26.274	38.786	1:38.242	86.33	2.248	17:37:54.684
37 - D1	33.659	26.305	37.715	1:37.679	86.83	1.685	17:39:32.363
38 - D1	32.964	26.081	37.618	1:36.663	87.74	0.669	17:41:09.026
39 - D1	32.838	26.163	37.515	1:36.516	87.87	0.522	17:42:45.542
40 - D1	32.832	26.300	38.500	1:37.632	86.87	1.638	17:44:23.174
41 - D1	32.867	26.475	37.824	1:37.166	87.28	1.172	17:46:00.340
42 - D1	32.700	26.416	37.460	1:36.576	87.82	0.582	17:47:36.916
43 - D1	32.787	26.258	37.735	1:36.780	87.63	0.786	17:49:13.696
44 - D1	33.075	26.449	37.587	1:37.111	87.33	1.117	17:50:50.807
45 - D1	33.003	26.459	37.406	1:36.868	87.55	0.874	17:52:27.675
46 - D1	32.861	26.350	37.440	1:36.651	87.75	0.657	17:54:04.326
47 - D1	32.823	26.242	37.568	1:36.633	87.77	0.639	17:55:40.959
48 - D1	32.753	26.287	37.744	1:36.784	87.63	0.790	17:57:17.743
49 - D1	33.051	26.497	37.923	1:37.471	87.01	1.477	17:58:55.214
50 - D1	33.081	26.769	37.816	1:37.666	86.84	1.672	18:00:32.880
51 - D1	33.196	26.534	37.812	1:37.542	86.95	1.548	18:02:10.422
52 - D1	33.115	26.596	37.818	1:37.529	86.96	1.535	18:03:47.951

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



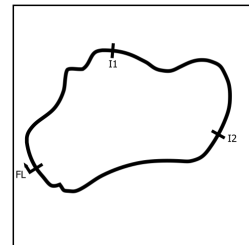
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P4 151		Peter KEEN		BMW 116i			
IDEAL LAP TIME : 1:35.290		BEST LAP TIME : 1:35.744		DIFFERENCE : 0.454			
D1: Peter KEEN							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.374	37.249	4:31.198	31.27	2:55.454	16:36:02.910
2 - D1	33.387	26.143	37.614	1:37.144	87.30	1.400	16:37:40.054
3 - D1	33.015	26.093	37.777	1:36.885	87.54	1.141	16:39:16.939
4 - D1	33.076	26.127	38.461	1:37.664	86.84	1.920	16:40:54.603
5 - D1	34.091	26.192	37.175	1:37.458	87.02	1.714	16:42:32.061
6 - D1	32.971	26.545	36.699	1:36.215	88.15	0.471	16:44:08.276
7 - D1	33.124	26.161	37.432	1:36.717	87.69	0.973	16:45:44.993
8 - D1	32.716	26.306	38.180	1:37.202	87.25	1.458	16:47:22.195
9 - D1	32.863	26.263	IN PIT	1:34.756	P 89.51		16:48:56.951
10 - D1	OUTLAP	26.215	38.266	3:35.696	39.32	1:59.952	16:52:32.647
11 - D1	33.033	26.589	37.676	1:37.298	87.17	1.554	16:54:09.945
12 - D1	33.161	26.299	53.196	1:52.656	75.28	16.912	16:56:02.601
13 - D1	45.843	35.401	1:09.860	2:31.104	56.13	55.360	16:58:33.705
14 - D1	54.044	51.720	1:09.591	2:55.355	48.36	1:19.611	17:01:29.060
15 - D1	33.941	26.763	IN PIT	1:37.730	P 86.78	1.986	17:03:06.790
16 - D1	OUTLAP	26.147	37.766	3:06.114	45.57	1:30.370	17:06:12.904
17 - D1	32.953	26.372	37.253	1:36.578	87.82	0.834	17:07:49.482
18 - D1	32.975	26.312	37.325	1:36.612	87.79	0.868	17:09:26.094
19 - D1	33.526	26.310	37.327	1:37.163	87.29	1.419	17:11:03.257
20 - D1	32.840	26.323	38.259	1:37.422	87.06	1.678	17:12:40.679
21 - D1	33.123	26.192	37.656	1:36.971	87.46	1.227	17:14:17.650
22 - D1	32.663	26.138	37.435	1:36.236	88.13	0.492	17:15:53.886
23 - D1	33.138	26.455	37.676	1:37.269	87.19	1.525	17:17:31.155
24 - D1	32.955	26.326	37.141	1:36.422	87.96	0.678	17:19:07.577
25 - D1	32.800	26.340	37.208	1:36.348	88.03	0.604	17:20:43.925
26 - D1	32.858	26.258	37.034	1:36.150	88.21	0.406	17:22:20.075
27 - D1	32.809	26.221	37.133	1:36.163	88.20	0.419	17:23:56.238
28 - D1	32.822	26.224	37.286	1:36.332	88.04	0.588	17:25:32.570
29 - D1	32.797	26.138	37.066	1:36.001	88.34	0.257	17:27:08.571
30 - D1	32.661	26.110	36.973	1:35.744 (1)	88.58		17:28:44.315
31 - D1	33.152	26.179	38.272	1:37.603	86.89	1.859	17:30:21.918
32 - D1	33.092	26.129	37.180	1:36.401	87.98	0.657	17:31:58.319
33 - D1	32.562	26.268	36.990	1:35.820 (2)	88.51	0.076	17:33:34.139
34 - D1	32.597	26.029	37.316	1:35.942	88.40	0.198	17:35:10.081
35 - D1	32.685	26.135	37.128	1:35.948	88.39	0.204	17:36:46.029
36 - D1	32.808	26.444	37.824	1:37.076	87.37	1.332	17:38:23.105
37 - D1	33.039	26.430	37.414	1:36.883	87.54	1.139	17:39:59.988
38 - D1	32.685	26.446	38.879	1:38.010	86.53	2.266	17:41:37.998
39 - D1	33.017	26.281	37.841	1:37.139	87.31	1.395	17:43:15.137
40 - D1	32.720	26.251	37.192	1:36.163	88.20	0.419	17:44:51.300
41 - D1	32.768	26.195	37.192	1:36.155	88.20	0.411	17:46:27.455
42 - D1	33.046	26.461	37.125	1:36.632	87.77	0.888	17:48:04.087
43 - D1	32.808	26.209	36.869	1:35.886 (3)	88.45	0.142	17:49:39.973
44 - D1	32.792	26.224	37.684	1:36.700	87.71	0.956	17:51:16.673
45 - D1	33.175	26.306	37.364	1:36.845	87.57	1.101	17:52:53.518
46 - D1	32.835	26.258	37.214	1:36.307	88.06	0.563	17:54:29.825
47 - D1	32.810	26.194	37.352	1:36.356	88.02	0.612	17:56:06.181
48 - D1	32.793	26.130	37.865	1:36.788	87.63	1.044	17:57:42.969
49 - D1	33.175	26.269	37.996	1:37.440	87.04	1.696	17:59:20.409
50 - D1	32.906	26.389	37.538	1:36.833	87.59	1.089	18:00:57.242
51 - D1	32.843	26.226	37.678	1:36.747	87.66	1.003	18:02:33.989
52 - D1	32.779	26.190	37.656	1:36.625	87.77	0.881	18:04:10.614

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



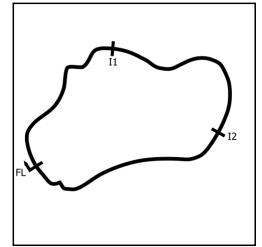
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P5 232 Jonathan BAKER		BMW 116i					
IDEAL LAP TIME : 1:36.203		BEST LAP TIME : 1:36.614		DIFFERENCE : 0.411			
D1: Jonathan BAKER							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.501	38.233	4:34.211	30.93	2:57.597	16:36:05.923
2 - D1	33.410	26.373	37.433	1:37.216	87.24	0.602	16:37:43.139
3 - D1	33.059	26.381	37.271	1:36.711 (3)	87.70	0.097	16:39:19.850
4 - D1	33.338	26.578	38.653	1:38.569	86.04	1.955	16:40:58.419
5 - D1	33.406	26.428	37.893	1:37.727	86.78	1.113	16:42:36.146
6 - D1	33.142	26.412	38.026	1:37.580	86.91	0.966	16:44:13.726
7 - D1	33.310	26.958	38.189	1:38.457	86.14	1.843	16:45:52.183
8 - D1	33.190	26.508	37.808	1:37.506	86.98	0.892	16:47:29.689
9 - D1	33.814	26.705	38.236	1:38.755	85.88	2.141	16:49:08.444
10 - D1	33.130	26.584	IN PIT	1:34.884 P	89.38		16:50:43.328
11 - D1	OUTLAP	26.431	IN PIT	3:02.208 P	46.54	1:25.594	16:53:45.536
12 - D1	OUTLAP	30.590	45.098	3:30.943	40.20	1:54.329	16:57:16.479
13 - D1	38.945	30.665	43.070	1:52.680	75.27	16.066	16:59:09.159
14 - D1	37.527	56.435	1:01.005	2:34.967	54.73	58.353	17:01:44.126
15 - D1	33.222	26.121	39.239	1:38.582	86.03	1.968	17:03:22.708
16 - D1	34.013	27.041	37.196	1:38.250	86.32	1.636	17:05:00.958
17 - D1	33.250	26.439	37.680	1:37.369	87.10	0.755	17:06:38.327
18 - D1	32.887	26.306	37.421	1:36.614 (1)	87.78		17:08:14.941
19 - D1	32.886	26.319	IN PIT	1:34.365 P	89.88		17:09:49.306
20 - D1	OUTLAP	26.532	37.779	2:22.613	59.47	45.999	17:12:11.919
21 - D1	33.195	26.444	37.913	1:37.552	86.94	0.938	17:13:49.471
22 - D1	33.241	26.591	37.961	1:37.793	86.73	1.179	17:15:27.264
23 - D1	33.102	26.558	38.132	1:37.792	86.73	1.178	17:17:05.056
24 - D1	33.220	26.477	37.867	1:37.564	86.93	0.950	17:18:42.620
25 - D1	32.941	26.598	37.719	1:37.258	87.20	0.644	17:20:19.878
26 - D1	33.209	26.440	37.514	1:37.163	87.29	0.549	17:21:57.041
27 - D1	33.070	26.518	37.984	1:37.572	86.92	0.958	17:23:34.613
28 - D1	33.269	26.425	38.826	1:38.520	86.09	1.906	17:25:13.133
29 - D1	33.383	26.564	37.859	1:37.806	86.71	1.192	17:26:50.939
30 - D1	33.287	26.756	37.985	1:38.028	86.52	1.414	17:28:28.967
31 - D1	33.217	26.603	38.201	1:38.021	86.52	1.407	17:30:06.988
32 - D1	33.275	26.405	38.159	1:37.839	86.68	1.225	17:31:44.827
33 - D1	33.143	26.256	37.847	1:37.246	87.21	0.632	17:33:22.073
34 - D1	33.488	26.591	38.018	1:38.097	86.46	1.483	17:35:00.170
35 - D1	33.294	26.413	37.939	1:37.646	86.86	1.032	17:36:37.816
36 - D1	33.406	26.615	38.134	1:38.155	86.41	1.541	17:38:15.971
37 - D1	33.458	26.597	38.958	1:39.013	85.66	2.399	17:39:54.984
38 - D1	33.257	26.397	38.805	1:38.459	86.14	1.845	17:41:33.443
39 - D1	33.417	26.690	38.187	1:38.294	86.28	1.680	17:43:11.737
40 - D1	33.091	26.508	38.031	1:37.630	86.87	1.016	17:44:49.367
41 - D1	33.402	26.542	37.702	1:37.646	86.86	1.032	17:46:27.013
42 - D1	33.351	26.979	37.244	1:37.574	86.92	0.960	17:48:04.587
43 - D1	33.015	26.336	37.308	1:36.659 (2)	87.74	0.045	17:49:41.246
44 - D1	32.899	26.366	37.665	1:36.930	87.50	0.316	17:51:18.176
45 - D1	33.570	26.390	37.258	1:37.218	87.24	0.604	17:52:55.394
46 - D1	33.785	26.343	37.740	1:37.868	86.66	1.254	17:54:33.262
47 - D1	32.929	26.651	37.518	1:37.098	87.35	0.484	17:56:10.360
48 - D1	33.133	26.279	37.707	1:37.119	87.33	0.505	17:57:47.479
49 - D1	33.571	26.774	38.205	1:38.550	86.06	1.936	17:59:26.029
50 - D1	33.246	26.682	37.956	1:37.884	86.64	1.270	18:01:03.913
51 - D1	33.146	26.373	37.742	1:37.261	87.20	0.647	18:02:41.174
52 - D1	33.126	26.446	38.168	1:37.740	86.77	1.126	18:04:18.914

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



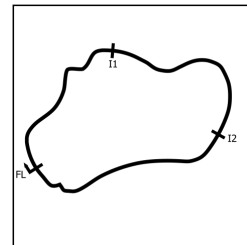
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P6 187		George HELER		BMW 116i			
IDEAL LAP TIME : 1:35.592		BEST LAP TIME : 1:35.764		DIFFERENCE : 0.172			
D1: George HELER							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.845	38.260	4:33.891	30.96	2:58.127	16:36:05.603
2 - D1	33.142	26.093	38.058	1:37.293	87.17	1.529	16:37:42.896
3 - D1	33.609	26.717	37.131	1:37.457	87.02	1.693	16:39:20.353
4 - D1	33.669	26.268	38.750	1:38.687	85.94	2.923	16:40:59.040
5 - D1	34.075	38.639	39.145	1:51.859	75.82	16.095	16:42:50.899
6 - D1	32.731	26.157	38.254	1:37.142	87.31	1.378	16:44:28.041
7 - D1	32.750	26.191	38.470	1:37.411	87.07	1.647	16:46:05.452
8 - D1	33.453	26.400	IN PIT	1:36.456	P 87.93	0.692	16:47:41.908
9 - D1	OUTLAP	26.660	38.110	3:15.411	43.40	1:39.647	16:50:57.319
10 - D1	32.789	26.175	37.611	1:36.575	87.82	0.811	16:52:33.894
11 - D1	33.071	26.554	38.294	1:37.919	86.61	2.155	16:54:11.813
12 - D1	33.271	26.610	51.604	1:51.485	76.07	15.721	16:56:03.298
13 - D1	45.545	35.457	1:10.025	2:31.027	56.15	55.263	16:58:34.325
14 - D1	54.175	53.315	1:08.563	2:56.053	48.17	1:20.289	17:01:30.378
15 - D1	33.137	26.665	39.707	1:39.509	85.23	3.745	17:03:09.887
16 - D1	33.031	26.154	37.981	1:37.166	87.28	1.402	17:04:47.053
17 - D1	32.757	26.018	37.550	1:36.325	88.05	0.561	17:06:23.378
18 - D1	32.938	26.399	38.316	1:37.653	86.85	1.889	17:08:01.031
19 - D1	32.869	26.445	38.240	1:37.554	86.94	1.790	17:09:38.585
20 - D1	32.874	26.286	38.201	1:37.361	87.11	1.597	17:11:15.946
21 - D1	32.886	26.303	38.070	1:37.259	87.20	1.495	17:12:53.205
22 - D1	32.992	26.077	IN PIT	1:35.720	P 88.60		17:14:28.925
23 - D1	OUTLAP	26.183	37.485	3:04.405	45.99	1:28.641	17:17:33.330
24 - D1	32.636	26.080	37.074	1:35.790	(2) 88.54	0.026	17:19:09.120
25 - D1	32.515	26.056	37.193	1:35.764	(1) 88.56		17:20:44.884
26 - D1	32.650	26.048	37.645	1:36.343	88.03	0.579	17:22:21.227
27 - D1	32.848	26.009	38.157	1:37.014	87.42	1.250	17:23:58.241
28 - D1	32.555	26.060	37.442	1:36.057	88.29	0.293	17:25:34.298
29 - D1	32.761	26.017	37.488	1:36.266	88.10	0.502	17:27:10.564
30 - D1	33.144	26.154	37.557	1:36.855	87.57	1.091	17:28:47.419
31 - D1	32.718	26.017	37.857	1:36.592	87.80	0.828	17:30:24.011
32 - D1	32.930	26.470	38.810	1:38.210	86.36	2.446	17:32:02.221
33 - D1	32.811	26.164	37.668	1:36.643	87.76	0.879	17:33:38.864
34 - D1	32.695	26.264	37.757	1:36.716	87.69	0.952	17:35:15.580
35 - D1	32.672	26.003	37.296	1:35.971	(3) 88.37	0.207	17:36:51.551
36 - D1	32.660	26.082	37.436	1:36.178	88.18	0.414	17:38:27.729
37 - D1	32.582	27.273	37.367	1:37.222	87.23	1.458	17:40:04.951
38 - D1	32.852	26.948	38.801	1:38.601	86.01	2.837	17:41:43.552
39 - D1	33.218	26.493	37.760	1:37.471	87.01	1.707	17:43:21.023
40 - D1	32.734	26.189	37.368	1:36.291	88.08	0.527	17:44:57.314
41 - D1	32.596	26.198	37.462	1:36.256	88.11	0.492	17:46:33.570
42 - D1	33.059	26.567	38.579	1:38.205	86.36	2.441	17:48:11.775
43 - D1	33.016	26.190	37.270	1:36.476	87.91	0.712	17:49:48.251
44 - D1	32.851	26.209	37.601	1:36.661	87.74	0.897	17:51:24.912
45 - D1	33.267	26.107	38.047	1:37.421	87.06	1.657	17:53:02.333
46 - D1	33.755	26.078	38.056	1:37.889	86.64	2.125	17:54:40.222
47 - D1	33.070	26.214	37.588	1:36.872	87.55	1.108	17:56:17.094
48 - D1	32.836	26.426	37.245	1:36.507	87.88	0.743	17:57:53.601
49 - D1	33.099	26.210	37.504	1:36.813	87.60	1.049	17:59:30.414
50 - D1	32.721	26.317	37.633	1:36.671	87.73	0.907	18:01:07.085
51 - D1	33.062	26.335	38.679	1:38.076	86.47	2.312	18:02:45.161
52 - D1	33.512	26.286	37.393	1:37.191	87.26	1.427	18:04:22.352

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



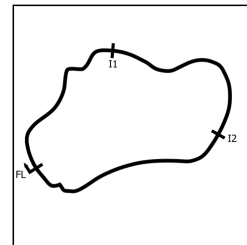
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P7 173 Ben Dobbs		BMW 116i					
IDEAL LAP TIME : 1:35.429		BEST LAP TIME : 1:35.757		DIFFERENCE : 0.328			
D1: Ben DOBBS							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.746	38.920	4:36.059	30.72	3:00.302	16:36:07.771
2 - D1	33.035	26.231	37.780	1:37.046	87.39	1.289	16:37:44.817
3 - D1	33.110	26.392	37.648	1:37.150	87.30	1.393	16:39:21.967
4 - D1	33.053	26.269	38.593	1:37.915	86.62	2.158	16:40:59.882
5 - D1	34.577	29.369	38.608	1:42.554	82.70	6.797	16:42:42.436
6 - D1	32.976	26.581	38.279	1:37.836	86.69	2.079	16:44:20.272
7 - D1	33.061	26.312	38.401	1:37.774	86.74	2.017	16:45:58.046
8 - D1	32.962	26.746	IN PIT	1:35.729 P	88.60		16:47:33.775
9 - D1	OUTLAP	26.461	37.810	3:04.795	45.89	1:29.038	16:50:38.570
10 - D1	32.920	26.260	37.816	1:36.996	87.44	1.239	16:52:15.566
11 - D1	32.956	26.280	38.344	1:37.580	86.91	1.823	16:53:53.146
12 - D1	34.083	29.475	59.223	2:02.781	69.07	27.024	16:55:55.927
13 - D1	47.353	36.823	1:06.685	2:30.861	56.22	55.104	16:58:26.788
14 - D1	56.647	51.376	1:10.855	2:58.878	47.41	1:23.121	17:01:25.666
15 - D1	33.626	26.256	38.301	1:38.183	86.38	2.426	17:03:03.849
16 - D1	32.909	26.781	37.804	1:37.494	86.99	1.737	17:04:41.343
17 - D1	33.361	26.376	37.962	1:37.699	86.81	1.942	17:06:19.042
18 - D1	32.896	26.262	37.926	1:37.084	87.36	1.327	17:07:56.126
19 - D1	32.824	26.734	IN PIT	1:35.538 P	88.77		17:09:31.664
20 - D1	OUTLAP	26.646	38.811	3:06.655	45.44	1:30.898	17:12:38.319
21 - D1	32.907	27.310	38.344	1:38.561	86.05	2.804	17:14:16.880
22 - D1	32.913	26.239	37.560	1:36.712	87.69	0.955	17:15:53.592
23 - D1	33.356	26.874	38.157	1:38.387	86.20	2.630	17:17:31.979
24 - D1	32.849	26.158	37.251	1:36.258	88.11	0.501	17:19:08.237
25 - D1	32.703	26.271	37.354	1:36.328	88.04	0.571	17:20:44.565
26 - D1	32.816	26.151	38.125	1:37.092	87.35	1.335	17:22:21.657
27 - D1	32.794	26.218	38.511	1:37.523	86.97	1.766	17:23:59.180
28 - D1	32.735	26.139	37.314	1:36.188 (3)	88.17	0.431	17:25:35.368
29 - D1	32.763	26.074	37.460	1:36.297	88.07	0.540	17:27:11.665
30 - D1	32.753	26.303	37.778	1:36.834	87.58	1.077	17:28:48.499
31 - D1	32.855	26.174	38.368	1:37.397	87.08	1.640	17:30:25.896
32 - D1	32.952	26.246	38.078	1:37.276	87.19	1.519	17:32:03.172
33 - D1	33.330	26.024	37.153	1:36.507	87.88	0.750	17:33:39.679
34 - D1	32.562	26.190	37.831	1:36.583	87.81	0.826	17:35:16.262
35 - D1	32.833	26.222	37.583	1:36.638	87.76	0.881	17:36:52.900
36 - D1	32.788	26.435	37.794	1:37.017	87.42	1.260	17:38:29.917
37 - D1	32.789	26.232	37.294	1:36.315	88.06	0.558	17:40:06.232
38 - D1	32.523	27.255	39.288	1:39.066	85.61	3.309	17:41:45.298
39 - D1	32.714	26.079	37.773	1:36.566	87.83	0.809	17:43:21.864
40 - D1	32.796	26.295	37.355	1:36.446	87.94	0.689	17:44:58.310
41 - D1	32.676	26.192	37.477	1:36.345	88.03	0.588	17:46:34.655
42 - D1	33.085	26.482	39.509	1:39.076	85.60	3.319	17:48:13.731
43 - D1	33.116	26.126	36.882	1:36.124 (2)	88.23	0.367	17:49:49.855
44 - D1	32.703	26.042	37.875	1:36.620	87.78	0.863	17:51:26.475
45 - D1	33.081	26.201	37.563	1:36.845	87.57	1.088	17:53:03.320
46 - D1	33.237	26.068	38.308	1:37.613	86.89	1.856	17:54:40.933
47 - D1	33.329	26.445	37.017	1:36.791	87.62	1.034	17:56:17.724
48 - D1	34.005	26.556	37.492	1:38.053	86.50	2.296	17:57:55.777
49 - D1	32.769	26.049	38.101	1:36.919	87.51	1.162	17:59:32.696
50 - D1	32.600	26.137	37.020	1:35.757 (1)	88.57		18:01:08.453
51 - D1	32.973	26.059	37.946	1:36.978	87.45	1.221	18:02:45.431
52 - D1	33.585	26.293	37.392	1:37.270	87.19	1.513	18:04:22.701

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



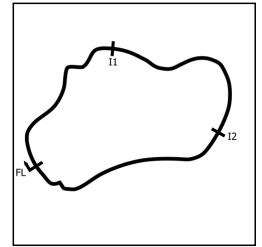
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P8 78		James POOLE / Matthew HIGHCOCK		BMW 116i			
IDEAL LAP TIME : 1:35.095		BEST LAP TIME : 1:35.379		DIFFERENCE : 0.284			
D1: James POOLE		D2: Matthew HIGHCOCK					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		26.351	37.411	4:30.050	31.40	2:54.671	16:36:01.762
2 - D2	33.448	26.272	37.288	1:37.008	87.43	1.629	16:37:38.770
3 - D2	32.926	26.151	37.968	1:37.045	87.39	1.666	16:39:15.815
4 - D2	33.056	26.076	37.268	1:36.400	87.98	1.021	16:40:52.215
5 - D2	32.899	26.022	37.409	1:36.330	88.04	0.951	16:42:28.545
6 - D2	32.834	26.109	37.413	1:36.356	88.02	0.977	16:44:04.901
7 - D2	33.082	26.451	37.127	1:36.660	87.74	1.281	16:45:41.561
8 - D2	32.743	26.167	37.042	1:35.952	88.39	0.573	16:47:17.513
9 - D2	32.569	26.044	36.863	1:35.476 (3)	88.83	0.097	16:48:52.989
10 - D2	32.552	26.040	37.995	1:36.587	87.81	1.208	16:50:29.576
11 - D2	32.884	26.094	36.981	1:35.959	88.38	0.580	16:52:05.535
12 - D2	32.895	26.305	36.757	1:35.957	88.38	0.578	16:53:41.492
13 - D2	33.103	26.337	46.136	1:45.576	80.33	10.197	16:55:27.068
14 - D2	44.229	47.961	1:21.273	2:53.463	48.89	1:18.084	16:58:20.531
15 - D2	57.813	50.844	1:07.540	2:56.197	48.13	1:20.818	17:01:16.728
16 - D2	32.864	26.163	37.097	1:36.124	88.23	0.745	17:02:52.852
17 - D2	32.952	26.129	37.092	1:36.173	88.19	0.794	17:04:29.025
18 - D2	32.768	26.003	IN PIT	1:33.538 P	90.67		17:06:02.563
19 - D1	OUTLAP	28.500	41.582	3:22.397	41.90	1:47.018	17:09:24.960
20 - D1	34.268	27.013	38.389	1:39.670	85.09	4.291	17:11:04.630
21 - D1	34.249	26.920	39.182	1:40.351	84.51	4.972	17:12:44.981
22 - D1	33.973	26.651	38.632	1:39.256	85.45	3.877	17:14:24.237
23 - D1	33.391	26.508	38.412	1:38.311	86.27	2.932	17:16:02.548
24 - D1	33.227	26.666	38.877	1:38.770	85.87	3.391	17:17:41.318
25 - D1	33.191	26.635	39.161	1:38.987	85.68	3.608	17:19:20.305
26 - D1	33.340	26.457	38.799	1:38.596	86.02	3.217	17:20:58.901
27 - D1	34.025	26.618	39.227	1:39.870	84.92	4.491	17:22:38.771
28 - D1	34.197	27.283	39.041	1:40.521	84.37	5.142	17:24:19.292
29 - D1	33.554	26.622	38.767	1:38.943	85.72	3.564	17:25:58.235
30 - D1	33.968	27.104	IN PIT	1:39.294 P	85.41	3.915	17:27:37.529
31 - D2	OUTLAP	26.014	37.115	3:06.901	45.38	1:31.522	17:30:44.430
32 - D2	32.499	26.074	37.210	1:35.783	88.55	0.404	17:32:20.213
33 - D2	32.460	25.983	37.192	1:35.635	88.68	0.256	17:33:55.848
34 - D2	32.457	26.075	37.549	1:36.081	88.27	0.702	17:35:31.929
35 - D2	32.704	25.971	37.114	1:35.789	88.54	0.410	17:37:07.718
36 - D2	32.645	26.070	37.186	1:35.901	88.44	0.522	17:38:43.619
37 - D2	32.519	25.990	37.967	1:36.476	87.91	1.097	17:40:20.095
38 - D2	32.699	26.040	37.219	1:35.958	88.38	0.579	17:41:56.053
39 - D2	32.572	26.074	37.233	1:35.879	88.46	0.500	17:43:31.932
40 - D2	32.410	26.470	37.253	1:36.133	88.22	0.754	17:45:08.065
41 - D2	32.801	26.319	37.086	1:36.206	88.16	0.827	17:46:44.271
42 - D2	32.517	26.121	36.744	1:35.382 (2)	88.92	0.003	17:48:19.653
43 - D2	32.740	26.111	37.223	1:36.074	88.28	0.695	17:49:55.727
44 - D2	32.621	26.046	36.844	1:35.511	88.80	0.132	17:51:31.238
45 - D2	32.599	25.941	37.325	1:35.865	88.47	0.486	17:53:07.103
46 - D2	32.685	25.989	36.874	1:35.548	88.76	0.169	17:54:42.651
47 - D2	32.589	25.979	36.811	1:35.379 (1)	88.92		17:56:18.030
48 - D2	32.965	25.995	36.934	1:35.894	88.44	0.515	17:57:53.924
49 - D2	33.036	26.362	37.459	1:36.857	87.56	1.478	17:59:30.781
50 - D2	32.964	26.208	37.483	1:36.655	87.75	1.276	18:01:07.436
51 - D2	32.915	26.143	38.319	1:37.377	87.10	1.998	18:02:44.813
52 - D2	32.685	26.045	36.916	1:35.646	88.67	0.267	18:04:20.459

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



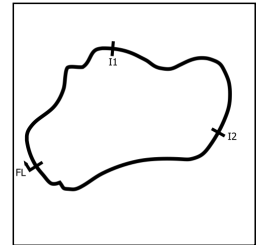
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P9 55		Lewis CHARLTON		BMW 116i			
IDEAL LAP TIME : 1:36.552		BEST LAP TIME : 1:36.672		DIFFERENCE : 0.120			
D1: Lewis CHARLTON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.654	38.804	4:37.759	30.53	3:01.087	16:36:09.471
2 - D1	33.218	26.452	38.051	1:37.721	86.79	1.049	16:37:47.192
3 - D1	33.469	26.483	37.875	1:37.827	86.70	1.155	16:39:25.019
4 - D1	33.103	26.380	37.966	1:37.449	87.03	0.777	16:41:02.468
5 - D1	32.957	28.949	38.769	1:40.675	84.24	4.003	16:42:43.143
6 - D1	32.883	26.327	38.310	1:37.520	86.97	0.848	16:44:20.663
7 - D1	33.016	26.273	38.774	1:38.063	86.49	1.391	16:45:58.726
8 - D1	33.914	26.726	39.656	1:40.296	84.56	3.624	16:47:39.022
9 - D1	33.056	26.302	IN PIT	1:35.526	P 88.78		16:49:14.548
10 - D1	OUTLAP	27.306	38.748	3:08.409	45.01	1:31.737	16:52:22.957
11 - D1	33.341	27.174	39.027	1:39.542	85.20	2.870	16:54:02.499
12 - D1	33.755	28.142	52.795	1:54.692	73.95	18.020	16:55:57.191
13 - D1	46.624	36.854	1:06.678	2:30.156	56.48	53.484	16:58:27.347
14 - D1	56.506	51.465	1:10.702	2:58.673	47.47	1:22.001	17:01:26.020
15 - D1	33.922	26.428	38.127	1:38.477	86.12	1.805	17:03:04.497
16 - D1	33.170	26.481	38.355	1:38.006	86.54	1.334	17:04:42.503
17 - D1	34.129	26.767	IN PIT	1:37.222	P 87.23	0.550	17:06:19.725
18 - D1	OUTLAP	26.679	38.025	3:05.585	45.70	1:28.913	17:09:25.310
19 - D1	34.666	26.398	38.368	1:39.432	85.30	2.760	17:11:04.742
20 - D1	32.745	26.167	37.764	1:36.676 (2)	87.73	0.004	17:12:41.418
21 - D1	32.744	26.357	38.714	1:37.815	86.71	1.143	17:14:19.233
22 - D1	32.639	26.216	37.949	1:36.804	87.61	0.132	17:15:56.037
23 - D1	33.173	26.243	38.250	1:37.666	86.84	0.994	17:17:33.703
24 - D1	32.696	26.340	37.834	1:36.870	87.55	0.198	17:19:10.573
25 - D1	32.726	26.239	37.773	1:36.738 (3)	87.67	0.066	17:20:47.311
26 - D1	33.235	26.640	37.933	1:37.808	86.71	1.136	17:22:25.119
27 - D1	32.872	26.621	38.598	1:38.091	86.46	1.419	17:24:03.210
28 - D1	32.952	26.645	38.814	1:38.411	86.18	1.739	17:25:41.621
29 - D1	33.277	26.549	38.801	1:38.627	85.99	1.955	17:27:20.248
30 - D1	33.143	26.668	38.700	1:38.511	86.09	1.839	17:28:58.759
31 - D1	33.800	26.632	38.590	1:39.022	85.65	2.350	17:30:37.781
32 - D1	33.191	26.372	38.281	1:37.844	86.68	1.172	17:32:15.625
33 - D1	33.030	26.559	38.331	1:37.920	86.61	1.248	17:33:53.545
34 - D1	32.837	26.329	38.169	1:37.335	87.13	0.663	17:35:30.880
35 - D1	33.077	26.364	38.599	1:38.040	86.51	1.368	17:37:08.920
36 - D1	32.759	26.153	37.760	1:36.672 (1)	87.73		17:38:45.592
37 - D1	32.822	26.217	38.199	1:37.238	87.22	0.566	17:40:22.830
38 - D1	33.669	26.416	37.910	1:37.995	86.55	1.323	17:42:00.825
39 - D1	33.122	26.260	38.513	1:37.895	86.63	1.223	17:43:38.720
40 - D1	32.935	26.544	38.091	1:37.570	86.92	0.898	17:45:16.290
41 - D1	32.903	26.607	38.008	1:37.518	86.97	0.846	17:46:53.808
42 - D1	32.888	26.742	38.105	1:37.735	86.78	1.063	17:48:31.543
43 - D1	32.901	28.078	39.699	1:40.678	84.24	4.006	17:50:12.221
44 - D1	33.370	26.575	37.895	1:37.840	86.68	1.168	17:51:50.061
45 - D1	33.025	26.318	37.812	1:37.155	87.29	0.483	17:53:27.216
46 - D1	33.126	26.713	38.657	1:38.496	86.11	1.824	17:55:05.712
47 - D1	33.221	26.580	38.559	1:38.360	86.23	1.688	17:56:44.072
48 - D1	33.986	26.453	39.469	1:39.908	84.89	3.236	17:58:23.980
49 - D1	33.249	26.745	38.076	1:38.070	86.48	1.398	18:00:02.050
50 - D1	33.079	26.561	38.329	1:37.969	86.57	1.297	18:01:40.019
51 - D1	33.033	26.790	38.207	1:38.030	86.52	1.358	18:03:18.049

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



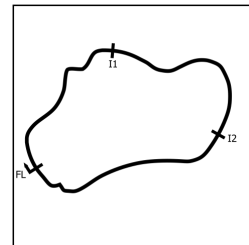
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P10 80		Theo MILLWARD / Chris BAYLISS		BMW 116i			
IDEAL LAP TIME : 1:36.064		BEST LAP TIME : 1:36.446		DIFFERENCE : 0.382			
D1: Theo MILLWARD		D2: Chris BAYLISS					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.356	38.288	4:35.498	30.78	2:59.052	16:36:07.210
2 - D1	33.275	26.215	37.690	1:37.180	87.27	0.734	16:37:44.390
3 - D1	33.000	26.423	37.775	1:37.198	87.26	0.752	16:39:21.588
4 - D1	33.050	26.174	38.699	1:37.923	86.61	1.477	16:40:59.511
5 - D1	34.447	30.541	39.710	1:44.698	81.01	8.252	16:42:44.209
6 - D1	32.905	26.232	38.293	1:37.430	87.05	0.984	16:44:21.639
7 - D1	33.335	26.329	37.851	1:37.515	86.97	1.069	16:45:59.154
8 - D1	33.942	26.737	38.191	1:38.870	85.78	2.424	16:47:38.024
9 - D1	33.607	26.476	38.014	1:38.097	86.46	1.651	16:49:16.121
10 - D1	33.614	26.561	38.145	1:38.320	86.26	1.874	16:50:54.441
11 - D1	33.255	26.559	38.327	1:38.141	86.42	1.695	16:52:32.582
12 - D1	34.123	26.308	IN PIT	1:35.978	P 88.37		16:54:08.560
13 - D1	OUTLAP	48.155	1:21.342	4:14.762	33.29	2:38.316	16:58:23.322
14 - D1	57.256	51.483	1:08.757	2:57.496	47.78	1:21.050	17:01:20.818
15 - D1	32.873	26.453	37.853	1:37.179	87.27	0.733	17:02:57.997
16 - D1	32.999	26.184	37.614	1:36.797	(2) 87.62	0.351	17:04:34.794
17 - D1	33.614	26.799	38.662	1:39.075	85.60	2.629	17:06:13.869
18 - D1	32.898	26.353	37.548	1:36.799	(3) 87.62	0.353	17:07:50.668
19 - D1	32.722	41.973	41.092	1:55.787	73.25	19.341	17:09:46.455
20 - D1	33.112	26.287	38.434	1:37.833	86.69	1.387	17:11:24.288
21 - D1	32.915	26.353	38.206	1:37.474	87.01	1.028	17:13:01.762
22 - D1	33.299	26.632	38.342	1:38.273	86.30	1.827	17:14:40.035
23 - D1	32.890	26.126	38.031	1:37.047	87.39	0.601	17:16:17.082
24 - D1	33.027	26.401	38.523	1:37.951	86.59	1.505	17:17:55.033
25 - D1	33.015	26.215	37.216	1:36.446	(1) 87.94		17:19:31.479
26 - D1	32.944	26.279	IN PIT	1:34.180	P 90.05		17:21:05.659
27 - D1	OUTLAP	26.556	38.723	3:07.440	45.24	1:30.994	17:24:13.099
28 - D1	33.473	26.315	39.892	1:39.680	85.08	3.234	17:25:52.779
29 - D1	33.673	26.488	38.963	1:39.124	85.56	2.678	17:27:31.903
30 - D1	33.324	26.320	38.356	1:38.000	86.54	1.554	17:29:09.903
31 - D1	33.142	26.531	38.447	1:38.120	86.44	1.674	17:30:48.023
32 - D1	33.053	26.437	37.554	1:37.044	87.39	0.598	17:32:25.067
33 - D1	33.087	26.339	38.126	1:37.552	86.94	1.106	17:34:02.619
34 - D1	33.184	26.630	38.407	1:38.221	86.35	1.775	17:35:40.840
35 - D1	33.181	26.339	38.111	1:37.631	86.87	1.185	17:37:18.471
36 - D1	33.379	26.421	37.735	1:37.535	86.95	1.089	17:38:56.006
37 - D1	33.102	26.722	37.823	1:37.647	86.85	1.201	17:40:33.653
38 - D1	33.223	26.960	38.230	1:38.413	86.18	1.967	17:42:12.066
39 - D1	33.278	26.595	37.946	1:37.819	86.70	1.373	17:43:49.885
40 - D1	33.210	26.814	38.477	1:38.501	86.10	2.055	17:45:28.386
41 - D1	33.115	26.621	37.881	1:37.617	86.88	1.171	17:47:06.003
42 - D1	33.134	26.477	37.523	1:37.134	87.31	0.688	17:48:43.137
43 - D1	33.345	26.980	37.636	1:37.961	86.58	1.515	17:50:21.098
44 - D1	33.357	26.718	37.982	1:38.057	86.49	1.611	17:51:59.155
45 - D1	33.276	26.621	37.844	1:37.741	86.77	1.295	17:53:36.896
46 - D1	33.345	26.475	37.841	1:37.661	86.84	1.215	17:55:14.557
47 - D1	33.168	26.403	37.649	1:37.220	87.24	0.774	17:56:51.777
48 - D1	33.163	26.465	38.039	1:37.667	86.84	1.221	17:58:29.444
49 - D1	33.234	26.826	38.409	1:38.469	86.13	2.023	18:00:07.913
50 - D1	33.192	26.476	37.302	1:36.970	87.46	0.524	18:01:44.883
51 - D1	33.206	26.577	38.160	1:37.943	86.59	1.497	18:03:22.826

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



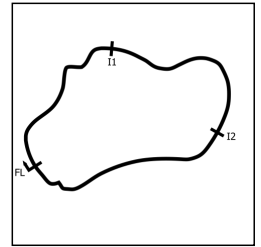
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P11 666 Ben WILLSHIRE		BMW 116i					
IDEAL LAP TIME : 1:36.256		BEST LAP TIME : 1:36.921		DIFFERENCE : 0.665			
D1: Ben WILLSHIRE							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.321	38.292	4:34.402	30.90	2:57.481	16:36:06.114
2 - D1	33.486	26.401	37.710	1:37.597	86.90	0.676	16:37:43.711
3 - D1	32.928	26.881	37.467	1:37.276	87.19	0.355	16:39:20.987
4 - D1	33.334	26.284	38.681	1:38.299	86.28	1.378	16:40:59.286
5 - D1	34.388	30.748	39.267	1:44.403	81.23	7.482	16:42:43.689
6 - D1	33.090	26.341	38.134	1:37.565	86.93	0.644	16:44:21.254
7 - D1	33.104	26.196	38.223	1:37.523	86.97	0.602	16:45:58.777
8 - D1	34.112	26.757	38.066	1:38.935	85.72	2.014	16:47:37.712
9 - D1	33.196	26.323	38.574	1:38.093	86.46	1.172	16:49:15.805
10 - D1	33.507	26.534	38.017	1:38.058	86.49	1.137	16:50:53.863
11 - D1	33.186	26.414	IN PIT	1:35.484	P 88.82		16:52:29.347
12 - D1	OUTLAP	28.254	52.922	3:28.812	40.61	1:51.891	16:55:58.159
13 - D1	46.643	36.585	1:07.583	2:30.811	56.24	53.890	16:58:28.970
14 - D1	56.188	50.777	1:11.808	2:58.773	47.44	1:21.852	17:01:27.743
15 - D1	34.137	26.746	38.320	1:39.203	85.49	2.282	17:03:06.946
16 - D1	33.023	26.400	IN PIT	1:35.172	P 89.11		17:04:42.118
17 - D1	OUTLAP	26.410	37.734	3:09.562	44.74	1:32.641	17:07:51.680
18 - D1	33.554	27.598	38.510	1:39.662	85.10	2.741	17:09:31.342
19 - D1	32.921	26.257	37.825	1:37.003	87.43	0.082	17:11:08.345
20 - D1	32.878	26.366	38.204	1:37.448	87.03	0.527	17:12:45.793
21 - D1	34.017	26.822	38.339	1:39.178	85.51	2.257	17:14:24.971
22 - D1	33.300	26.411	38.472	1:38.183	86.38	1.262	17:16:03.154
23 - D1	33.356	26.241	38.909	1:38.506	86.10	1.585	17:17:41.660
24 - D1	33.411	26.084	38.213	1:37.708	86.80	0.787	17:19:19.368
25 - D1	32.932	26.285	37.912	1:37.129	87.32	0.208	17:20:56.497
26 - D1	33.048	26.298	37.992	1:37.338	87.13	0.417	17:22:33.835
27 - D1	34.643	26.271	37.934	1:38.848	85.80	1.927	17:24:12.683
28 - D1	33.522	26.348	39.482	1:39.352	85.36	2.431	17:25:52.035
29 - D1	33.344	26.223	39.277	1:38.844	85.80	1.923	17:27:30.879
30 - D1	33.621	26.442	39.479	1:39.542	85.20	2.621	17:29:10.421
31 - D1	33.133	26.271	38.492	1:37.896	86.63	0.975	17:30:48.317
32 - D1	34.008	26.261	37.712	1:37.981	86.56	1.060	17:32:26.298
33 - D1	32.893	26.180	39.241	1:38.314	86.27	1.393	17:34:04.612
34 - D1	32.973	26.215	37.791	1:36.979	(2) 87.45	0.058	17:35:41.591
35 - D1	32.822	26.177	38.238	1:37.237	87.22	0.316	17:37:18.828
36 - D1	33.299	26.334	38.472	1:38.105	86.45	1.184	17:38:56.933
37 - D1	33.163	26.833	38.132	1:38.128	86.43	1.207	17:40:35.061
38 - D1	33.001	27.232	38.464	1:38.697	85.93	1.776	17:42:13.758
39 - D1	33.016	26.591	38.085	1:37.692	86.81	0.771	17:43:51.450
40 - D1	32.883	26.539	38.342	1:37.764	86.75	0.843	17:45:29.214
41 - D1	32.963	26.384	38.040	1:37.387	87.09	0.466	17:47:06.601
42 - D1	32.949	26.577	37.659	1:37.185	87.27	0.264	17:48:43.786
43 - D1	32.979	27.203	37.904	1:38.086	86.47	1.165	17:50:21.872
44 - D1	33.691	26.986	38.278	1:38.955	85.71	2.034	17:52:00.827
45 - D1	33.101	26.258	38.030	1:37.389	87.09	0.468	17:53:38.216
46 - D1	32.804	26.058	38.059	1:36.921	(1) 87.51		17:55:15.137
47 - D1	32.995	26.326	38.075	1:37.396	87.08	0.475	17:56:52.533
48 - D1	32.731	26.473	38.166	1:37.370	87.10	0.449	17:58:29.903
49 - D1	33.181	26.887	38.808	1:38.876	85.78	1.955	18:00:08.779
50 - D1	32.908	26.594	37.485	1:36.987	(3) 87.45	0.066	18:01:45.766
51 - D1	32.761	26.425	38.228	1:37.414	87.06	0.493	18:03:23.180

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



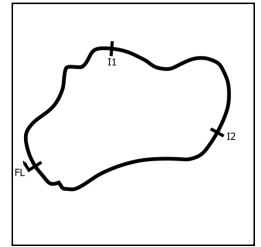
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P12 234		Lee PEARCE		BMW 116i			
IDEAL LAP TIME : 1:36.819		BEST LAP TIME : 1:37.250		DIFFERENCE : 0.431			
D1: Lee PEARCE							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.062	37.802	4:36.308	30.69	2:59.058	16:36:08.020
2 - D1	33.220	26.411	37.704	1:37.335 (2)	87.13	0.085	16:37:45.355
3 - D1	33.118	26.453	37.679	1:37.250 (1)	87.21		16:39:22.605
4 - D1	33.115	26.570	37.920	1:37.605	86.89	0.355	16:41:00.210
5 - D1	34.477	31.721	39.736	1:45.934	80.06	8.684	16:42:46.144
6 - D1	33.421	26.588	38.789	1:38.798	85.84	1.548	16:44:24.942
7 - D1	33.233	26.562	37.767	1:37.562	86.93	0.312	16:46:02.504
8 - D1	33.643	26.613	38.208	1:38.464	86.13	1.214	16:47:40.968
9 - D1	33.128	26.764	38.195	1:38.087	86.47	0.837	16:49:19.055
10 - D1	34.514	27.587	41.224	1:43.325	82.08	6.075	16:51:02.380
11 - D1	34.247	27.011	37.933	1:39.191	85.50	1.941	16:52:41.571
12 - D1	33.424	26.751	38.309	1:38.484	86.12	1.234	16:54:20.055
13 - D1	37.438	33.097	41.760	1:52.295	75.52	15.045	16:56:12.350
14 - D1	39.574	35.852	1:11.859	2:27.285	57.58	50.035	16:58:39.635
15 - D1	52.619	54.739	1:08.397	2:55.755	48.25	1:18.505	17:01:35.390
16 - D1	34.159	26.955	37.885	1:38.999	85.67	1.749	17:03:14.389
17 - D1	33.278	26.847	37.932	1:38.057	86.49	0.807	17:04:52.446
18 - D1	33.294	26.747	38.214	1:38.255	86.32	1.005	17:06:30.701
19 - D1	33.529	26.767	38.730	1:39.026	85.65	1.776	17:08:09.727
20 - D1	33.632	26.847	IN PIT	1:36.674 P	87.73		17:09:46.401
21 - D1	OUTLAP	27.022	39.643	3:14.576	43.59	1:37.326	17:13:00.977
22 - D1	33.536	27.342	38.478	1:39.356	85.36	2.106	17:14:40.333
23 - D1	32.902	26.659	38.502	1:38.063	86.49	0.813	17:16:18.396
24 - D1	32.981	26.607	37.934	1:37.522	86.97	0.272	17:17:55.918
25 - D1	33.786	27.166	38.850	1:39.802	84.98	2.552	17:19:35.720
26 - D1	33.322	26.730	38.244	1:38.296	86.28	1.046	17:21:14.016
27 - D1	33.291	26.724	38.039	1:38.054	86.49	0.804	17:22:52.070
28 - D1	33.424	26.643	37.860	1:37.927	86.61	0.677	17:24:29.997
29 - D1	33.455	26.715	IN PIT	1:36.517 P	87.87		17:26:06.514
30 - D1	OUTLAP	26.740	37.720	3:08.669	44.95	1:31.419	17:29:15.183
31 - D1	33.428	26.903	38.113	1:38.444	86.15	1.194	17:30:53.627
32 - D1	34.332	26.518	38.936	1:39.786	84.99	2.536	17:32:33.413
33 - D1	33.337	26.663	37.804	1:37.804	86.72	0.554	17:34:11.217
34 - D1	33.262	26.669	37.831	1:37.762	86.75	0.512	17:35:48.979
35 - D1	33.644	26.729	37.836	1:38.209	86.36	0.959	17:37:27.188
36 - D1	33.412	26.753	38.061	1:38.226	86.34	0.976	17:39:05.414
37 - D1	33.582	26.613	37.772	1:37.967	86.57	0.717	17:40:43.381
38 - D1	33.470	26.549	38.138	1:38.157	86.40	0.907	17:42:21.538
39 - D1	33.189	26.599	38.049	1:37.837	86.69	0.587	17:43:59.375
40 - D1	33.538	26.822	37.938	1:38.298	86.28	1.048	17:45:37.673
41 - D1	33.354	26.950	39.294	1:39.598	85.15	2.348	17:47:17.271
42 - D1	33.577	26.856	37.691	1:38.124	86.43	0.874	17:48:55.395
43 - D1	33.840	26.831	37.645	1:38.316	86.26	1.066	17:50:33.711
44 - D1	33.408	26.810	39.199	1:39.417	85.31	2.167	17:52:13.128
45 - D1	33.814	26.983	38.255	1:39.052	85.62	1.802	17:53:52.180
46 - D1	33.268	26.660	37.506	1:37.434	87.04	0.184	17:55:29.614
47 - D1	33.070	26.630	37.638	1:37.338 (3)	87.13	0.088	17:57:06.952
48 - D1	33.088	26.818	37.977	1:37.883	86.65	0.633	17:58:44.835
49 - D1	33.132	26.693	37.881	1:37.706	86.80	0.456	18:00:22.541
50 - D1	33.518	26.816	39.462	1:39.796	84.98	2.546	18:02:02.337
51 - D1	33.513	26.766	37.610	1:37.889	86.64	0.639	18:03:40.226

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



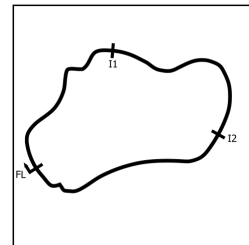
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P13 5		Anthony SEDDON		BMW 116i			
IDEAL LAP TIME : 1:36.053		BEST LAP TIME : 1:36.582		DIFFERENCE : 0.529			
D1: Anthony SEDDON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.646	40.556	4:40.982	30.18	3:04.400	16:36:12.694
2 - D1	33.488	26.258	37.646	1:37.392	87.08	0.810	16:37:50.086
3 - D1	33.304	26.498	38.975	1:38.777	85.86	2.195	16:39:28.863
4 - D1	33.748	26.515	37.760	1:38.023	86.52	1.441	16:41:06.886
5 - D1	33.540	27.239	38.204	1:38.983	85.68	2.401	16:42:45.869
6 - D1	33.751	26.805	38.097	1:38.653	85.97	2.071	16:44:24.522
7 - D1	33.335	26.294	37.876	1:37.505	86.98	0.923	16:46:02.027
8 - D1	33.300	26.297	IN PIT	1:35.839	P 88.49		16:47:37.866
9 - D1	OUTLAP	26.276	38.617	3:24.693	41.43	1:48.111	16:51:02.559
10 - D1	33.718	26.898	37.751	1:38.367	86.22	1.785	16:52:40.926
11 - D1	33.272	26.936	38.259	1:38.467	86.13	1.885	16:54:19.393
12 - D1	34.364	30.381	44.346	1:49.091	77.74	12.509	16:56:08.484
13 - D1	41.544	35.601	1:10.906	2:28.051	57.28	51.469	16:58:36.535
14 - D1	53.154	54.017	1:09.424	2:56.595	48.02	1:20.013	17:01:33.130
15 - D1	33.719	26.452	38.347	1:38.518	86.09	1.936	17:03:11.648
16 - D1	33.314	26.686	37.642	1:37.642	86.86	1.060	17:04:49.290
17 - D1	33.191	26.594	IN PIT	1:35.393	P 88.91		17:06:24.683
18 - D1	OUTLAP	26.668	38.170	3:04.868	45.87	1:28.286	17:09:29.551
19 - D1	33.105	26.212	38.114	1:37.431	87.05	0.849	17:11:06.982
20 - D1	33.174	26.225	38.917	1:38.316	86.26	1.734	17:12:45.298
21 - D1	33.988	26.470	38.900	1:39.358	85.36	2.776	17:14:24.656
22 - D1	33.201	26.580	38.439	1:38.220	86.35	1.638	17:16:02.876
23 - D1	33.232	26.322	37.758	1:37.312	87.15	0.730	17:17:40.188
24 - D1	33.134	26.238	37.788	1:37.160	87.29	0.578	17:19:17.348
25 - D1	33.282	26.285	37.920	1:37.487	87.00	0.905	17:20:54.835
26 - D1	33.843	26.797	IN PIT	1:35.841	P 88.49		17:22:30.676
27 - D1	OUTLAP	26.063	38.601	2:19.251	60.90	42.669	17:24:49.927
28 - D1	33.389	26.124	37.763	1:37.276	87.19	0.694	17:26:27.203
29 - D1	33.378	27.230	38.847	1:39.455	85.28	2.873	17:28:06.658
30 - D1	33.282	26.427	37.633	1:37.342	87.13	0.760	17:29:44.000
31 - D1	32.955	26.230	37.799	1:36.984	87.45	0.402	17:31:20.984
32 - D1	33.221	26.241	37.940	1:37.402	87.07	0.820	17:32:58.386
33 - D1	33.166	26.239	37.818	1:37.223	87.23	0.641	17:34:35.609
34 - D1	33.470	26.376	38.066	1:37.912	86.62	1.330	17:36:13.521
35 - D1	33.208	26.215	37.972	1:37.395	87.08	0.813	17:37:50.916
36 - D1	34.849	26.462	38.135	1:39.446	85.28	2.864	17:39:30.362
37 - D1	33.589	26.271	38.137	1:37.997	86.54	1.415	17:41:08.359
38 - D1	33.143	26.166	38.202	1:37.511	86.98	0.929	17:42:45.870
39 - D1	33.067	26.750	37.749	1:37.566	86.93	0.984	17:44:23.436
40 - D1	33.218	26.271	37.720	1:37.209	87.25	0.627	17:46:00.645
41 - D1	32.882	26.347	37.437	1:36.666	(2) 87.74	0.084	17:47:37.311
42 - D1	32.847	26.101	37.849	1:36.797	87.62	0.215	17:49:14.108
43 - D1	33.756	26.583	37.468	1:37.807	86.71	1.225	17:50:51.915
44 - D1	32.827	26.112	37.758	1:36.697	(3) 87.71	0.115	17:52:28.612
45 - D1	33.271	26.082	37.362	1:36.715	87.69	0.133	17:54:05.327
46 - D1	32.934	26.504	38.742	1:38.180	86.38	1.598	17:55:43.507
47 - D1	33.215	26.127	37.797	1:37.139	87.31	0.557	17:57:20.646
48 - D1	32.857	26.311	37.836	1:37.004	87.43	0.422	17:58:57.650
49 - D1	33.143	26.276	37.163	1:36.582	(1) 87.81		18:00:34.232
50 - D1	32.957	26.257	37.678	1:36.892	87.53	0.310	18:02:11.124
51 - D1	33.109	26.221	37.961	1:37.291	87.17	0.709	18:03:48.415

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



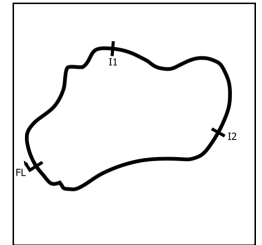
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P14 34		Toby OREILLY		BMW 116i			
IDEAL LAP TIME : 1:36.569		BEST LAP TIME : 1:37.315		DIFFERENCE : 0.746			
D1: Toby OREILLY							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.816	40.822	4:40.718	30.21	3:03.403	16:36:12.430
2 - D1	34.300	26.810	37.691	1:38.801	85.84	1.486	16:37:51.231
3 - D1	33.364	26.530	38.018	1:37.912	86.62	0.597	16:39:29.143
4 - D1	34.232	26.606	37.686	1:38.524	86.08	1.209	16:41:07.667
5 - D1	33.449	28.339	38.276	1:40.064	84.76	2.749	16:42:47.731
6 - D1	33.078	26.705	37.976	1:37.759	86.76	0.444	16:44:25.490
7 - D1	33.957	26.604	37.415	1:37.976	86.56	0.661	16:46:03.466
8 - D1	33.563	26.583	IN PIT	1:36.987	P 87.45		16:47:40.453
9 - D1	OUTLAP	27.816	40.568	3:21.072	42.18	1:43.757	16:51:01.525
10 - D1	33.686	26.694	38.000	1:38.380	86.21	1.065	16:52:39.905
11 - D1	33.522	27.417	38.954	1:39.893	84.90	2.578	16:54:19.798
12 - D1	36.360	30.337	43.056	1:49.753	77.27	12.438	16:56:09.551
13 - D1	41.570	36.067	1:11.706	2:29.343	56.79	52.028	16:58:38.894
14 - D1	52.662	54.640	1:08.815	2:56.117	48.15	1:18.802	17:01:35.011
15 - D1	34.885	28.171	41.605	1:44.661	81.03	7.346	17:03:19.672
16 - D1	34.156	26.883	38.234	1:39.273	85.43	1.958	17:04:58.945
17 - D1	33.390	26.651	IN PIT	1:37.197	P 87.26		17:06:36.142
18 - D1	OUTLAP	26.495	38.575	3:09.052	44.86	1:31.737	17:09:45.194
19 - D1	33.132	26.456	37.948	1:37.536	(3) 86.95	0.221	17:11:22.730
20 - D1	32.958	26.352	38.633	1:37.943	86.59	0.628	17:13:00.673
21 - D1	33.662	27.006	37.726	1:38.394	86.20	1.079	17:14:39.067
22 - D1	32.928	26.645	38.861	1:38.434	86.16	1.119	17:16:17.501
23 - D1	33.292	26.759	37.998	1:38.049	86.50	0.734	17:17:55.550
24 - D1	34.211	26.883	39.584	1:40.678	84.24	3.363	17:19:36.228
25 - D1	33.458	26.679	38.326	1:38.463	86.14	1.148	17:21:14.691
26 - D1	33.386	26.584	38.211	1:38.181	86.38	0.866	17:22:52.872
27 - D1	32.963	26.693	38.239	1:37.895	86.63	0.580	17:24:30.767
28 - D1	33.533	26.464	39.206	1:39.203	85.49	1.888	17:26:09.970
29 - D1	33.577	26.362	38.227	1:38.166	86.40	0.851	17:27:48.136
30 - D1	33.658	26.852	38.600	1:39.110	85.57	1.795	17:29:27.246
31 - D1	33.422	26.854	38.509	1:38.785	85.85	1.470	17:31:06.031
32 - D1	33.416	27.409	40.333	1:41.158	83.84	3.843	17:32:47.189
33 - D1	33.178	26.448	38.632	1:38.258	86.31	0.943	17:34:25.447
34 - D1	33.445	27.137	38.362	1:38.944	85.72	1.629	17:36:04.391
35 - D1	33.446	26.813	38.172	1:38.431	86.16	1.116	17:37:42.822
36 - D1	33.491	27.020	38.419	1:38.930	85.73	1.615	17:39:21.752
37 - D1	33.344	26.581	38.297	1:38.222	86.35	0.907	17:40:59.974
38 - D1	33.468	26.498	38.347	1:38.313	86.27	0.998	17:42:38.287
39 - D1	34.042	26.401	38.106	1:38.549	86.06	1.234	17:44:16.836
40 - D1	33.358	26.957	39.424	1:39.739	85.03	2.424	17:45:56.575
41 - D1	33.234	26.882	38.246	1:38.362	86.22	1.047	17:47:34.937
42 - D1	33.440	26.764	38.698	1:38.902	85.75	1.587	17:49:13.839
43 - D1	33.824	27.335	37.678	1:38.837	85.81	1.522	17:50:52.676
44 - D1	33.034	26.504	37.910	1:37.448	(2) 87.03	0.133	17:52:30.124
45 - D1	32.984	26.226	38.105	1:37.315	(1) 87.15		17:54:07.439
46 - D1	33.386	26.407	39.043	1:38.836	85.81	1.521	17:55:46.275
47 - D1	33.199	26.620	37.874	1:37.693	86.81	0.378	17:57:23.968
48 - D1	33.151	26.750	39.131	1:39.032	85.64	1.717	17:59:03.000
49 - D1	33.140	26.731	38.269	1:38.140	86.42	0.825	18:00:41.140
50 - D1	33.488	26.719	39.236	1:39.443	85.29	2.128	18:02:20.583
51 - D1	33.278	26.591	38.330	1:38.199	86.37	0.884	18:03:58.782

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



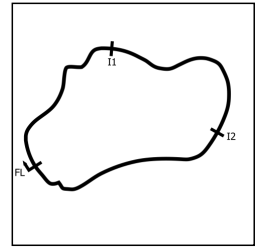
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P15 47		Connor ANDERSON		BMW 116i			
IDEAL LAP TIME : 1:36.875		BEST LAP TIME : 1:37.447		DIFFERENCE : 0.572			
D1: Connor ANDERSON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.687	39.168	4:39.356	30.36	3:01.909	16:36:11.068
2 - D1	33.791	26.617	38.167	1:38.575	86.04	1.128	16:37:49.643
3 - D1	34.267	26.424	38.256	1:38.947	85.71	1.500	16:39:28.590
4 - D1	33.619	26.429	37.773	1:37.821	86.70	0.374	16:41:06.411
5 - D1	34.338	27.305	38.342	1:39.985	84.82	2.538	16:42:46.396
6 - D1	33.616	26.618	38.506	1:38.740	85.89	1.293	16:44:25.136
7 - D1	34.784	26.408	37.557	1:38.749	85.89	1.302	16:46:03.885
8 - D1	33.405	26.488	39.727	1:39.620	85.13	2.173	16:47:43.505
9 - D1	34.300	26.438	38.453	1:39.191	85.50	1.744	16:49:22.696
10 - D1	33.660	26.517	39.320	1:39.497	85.24	2.050	16:51:02.193
11 - D1	33.824	26.622	IN PIT	1:35.657	P 88.66		16:52:37.850
12 - D1	OUTLAP	28.125	52.781	3:20.799	42.23	1:43.352	16:55:58.649
13 - D1	46.627	36.801	1:07.612	2:31.040	56.15	53.593	16:58:29.689
14 - D1	56.129	50.938	1:11.332	2:58.399	47.54	1:20.952	17:01:28.088
15 - D1	34.406	27.117	39.836	1:41.359	83.67	3.912	17:03:09.447
16 - D1	33.892	26.405	IN PIT	1:35.857	P 88.48		17:04:45.304
17 - D1	OUTLAP	27.227	38.074	3:05.629	45.69	1:28.182	17:07:50.933
18 - D1	33.300	27.566	38.458	1:39.324	85.39	1.877	17:09:30.257
19 - D1	33.454	26.325	38.676	1:38.455	86.14	1.008	17:11:08.712
20 - D1	33.275	26.497	37.939	1:37.711	(3) 86.80	0.264	17:12:46.423
21 - D1	33.720	26.862	38.487	1:39.069	85.61	1.622	17:14:25.492
22 - D1	33.654	26.553	37.999	1:38.206	86.36	0.759	17:16:03.698
23 - D1	33.681	26.617	38.215	1:38.513	86.09	1.066	17:17:42.211
24 - D1	33.649	26.391	38.427	1:38.467	86.13	1.020	17:19:20.678
25 - D1	33.544	26.218	38.785	1:38.547	86.06	1.100	17:20:59.225
26 - D1	33.931	26.569	39.383	1:39.883	84.91	2.436	17:22:39.108
27 - D1	34.034	26.347	38.631	1:39.012	85.66	1.565	17:24:18.120
28 - D1	33.796	26.158	37.631	1:37.585	(2) 86.91	0.138	17:25:55.705
29 - D1	33.350	26.481	38.120	1:37.951	86.59	0.504	17:27:33.656
30 - D1	33.262	28.272	41.691	1:43.225	82.16	5.778	17:29:16.881
31 - D1	33.324	26.984	38.202	1:38.510	86.09	1.063	17:30:55.391
32 - D1			39.242	1:43.614	81.85	6.167	17:32:39.005
33 - D1	33.891	27.175	39.156	1:40.222	84.62	2.775	17:34:19.227
34 - D1	33.976	26.808	38.921	1:39.705	85.06	2.258	17:35:58.932
35 - D1	33.867	26.828	39.207	1:39.902	84.89	2.455	17:37:38.834
36 - D1	33.485	26.993	38.936	1:39.414	85.31	1.967	17:39:18.248
37 - D1	33.656	26.637	39.066	1:39.359	85.36	1.912	17:40:57.607
38 - D1	33.753	26.969	38.525	1:39.247	85.45	1.800	17:42:36.854
39 - D1	33.495	27.073	39.089	1:39.657	85.10	2.210	17:44:16.511
40 - D1	33.942	27.193	39.216	1:40.351	84.51	2.904	17:45:56.862
41 - D1	33.397	26.771	38.374	1:38.542	86.07	1.095	17:47:35.404
42 - D1	33.392	26.856	38.827	1:39.075	85.60	1.628	17:49:14.479
43 - D1	33.716	27.072	37.925	1:38.713	85.92	1.266	17:50:53.192
44 - D1	33.160	26.551	37.736	1:37.447	(1) 87.03		17:52:30.639
45 - D1	33.312	26.520	38.234	1:38.066	86.48	0.619	17:54:08.705
46 - D1	33.299	26.506	38.815	1:38.620	86.00	1.173	17:55:47.325
47 - D1	33.281	26.449	38.304	1:38.034	86.51	0.587	17:57:25.359
48 - D1			39.306	1:43.574	81.88	6.127	17:59:08.933
49 - D1	33.950	27.025	38.620	1:39.595	85.16	2.148	18:00:48.528
50 - D1	33.688	26.855	38.694	1:39.237	85.46	1.790	18:02:27.765
51 - D1	33.995	26.881	38.558	1:39.434	85.29	1.987	18:04:07.199

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



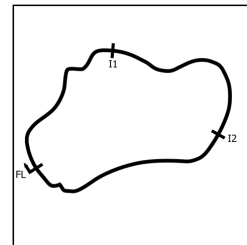
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P16 86		Pete BRAND		BMW 116i			
IDEAL LAP TIME : 1:35.843		BEST LAP TIME : 1:36.253		DIFFERENCE : 0.410			
D1: Pete BRAND							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.022	38.332	4:37.340	30.58	3:01.087	16:36:09.052
2 - D1	33.390	26.184	37.772	1:37.346	87.12	1.093	16:37:46.398
3 - D1	33.169	26.301	37.340	1:36.810	87.61	0.557	16:39:23.208
4 - D1	33.197	26.377	IN PIT	1:36.473	P 87.91	0.220	16:40:59.681
5 - D1	OUTLAP	26.988	38.338	3:09.912	44.66	1:33.659	16:44:09.593
6 - D1	33.102	26.253	37.603	1:36.958	87.47	0.705	16:45:46.551
7 - D1	32.826	26.329	38.066	1:37.221	87.24	0.968	16:47:23.772
8 - D1	32.849	26.182	IN PIT	1:34.460	P 89.79		16:48:58.232
9 - D1	OUTLAP	26.212	37.053	3:08.157	45.07	1:31.904	16:52:06.389
10 - D1	32.930	26.142	37.778	1:36.850	87.57	0.597	16:53:43.239
11 - D1	33.491	26.606	46.076	1:46.173	79.88	9.920	16:55:29.412
12 - D1	43.226	48.581	1:21.161	2:52.968	49.03	1:16.715	16:58:22.380
13 - D1	57.630	51.185	1:08.910	2:57.725	47.72	1:21.472	17:01:20.105
14 - D1	33.264	26.259	37.386	1:36.909	87.52	0.656	17:02:57.014
15 - D1	33.066	26.341	IN PIT	1:34.388	P 89.85		17:04:31.402
16 - D1	OUTLAP	26.369	37.553	3:05.908	45.62	1:29.655	17:07:37.310
17 - D1	33.213	26.471	37.908	1:37.592	86.90	1.339	17:09:14.902
18 - D1	33.137	26.534	38.246	1:37.917	86.62	1.664	17:10:52.819
19 - D1	33.337	26.476	37.789	1:37.602	86.89	1.349	17:12:30.421
20 - D1	33.377	26.406	37.946	1:37.729	86.78	1.476	17:14:08.150
21 - D1	33.185	26.224	37.632	1:37.041	87.40	0.788	17:15:45.191
22 - D1	33.056	26.222	37.876	1:37.154	87.30	0.901	17:17:22.345
23 - D1	33.277	26.447	37.735	1:37.459	87.02	1.206	17:18:59.804
24 - D1	33.152	26.368	38.270	1:37.790	86.73	1.537	17:20:37.594
25 - D1	33.334	26.362	37.748	1:37.444	87.04	1.191	17:22:15.038
26 - D1	33.533	26.489	37.706	1:37.728	86.78	1.475	17:23:52.766
27 - D1	33.167	26.362	37.522	1:37.051	87.39	0.798	17:25:29.817
28 - D1	33.122	26.248	37.715	1:37.085	87.36	0.832	17:27:06.902
29 - D1	33.043	26.234	37.445	1:36.722	87.69	0.469	17:28:43.624
30 - D1	33.031	26.147	37.703	1:36.881	87.54	0.628	17:30:20.505
31 - D1	33.048	26.327	37.311	1:36.686	87.72	0.433	17:31:57.191
32 - D1	32.791	26.232	37.349	1:36.372	88.00	0.119	17:33:33.563
33 - D1	32.912	26.555	38.842	1:38.309	86.27	2.056	17:35:11.872
34 - D1	33.411	26.179	37.850	1:37.440	87.04	1.187	17:36:49.312
35 - D1	32.979	26.455	37.764	1:37.198	87.26	0.945	17:38:26.510
36 - D1	33.228	26.746	37.467	1:37.441	87.04	1.188	17:40:03.951
37 - D1	33.209	27.412	38.705	1:39.326	85.39	3.073	17:41:43.277
38 - D1	33.933	26.265	37.932	1:38.130	86.43	1.877	17:43:21.407
39 - D1	32.752	26.113	37.461	1:36.326	(2) 88.05	0.073	17:44:57.733
40 - D1	32.849	26.273	37.131	1:36.253	(1) 88.11		17:46:33.986
41 - D1	32.856	27.082	38.512	1:38.450	86.15	2.197	17:48:12.436
42 - D1	33.079	26.297	37.222	1:36.598	87.80	0.345	17:49:49.034
43 - D1	32.871	26.206	37.277	1:36.354	(3) 88.02	0.101	17:51:25.388
44 - D1	33.112	26.163	37.739	1:37.014	87.42	0.761	17:53:02.402
45 - D1	33.049	26.284	37.124	1:36.457	87.93	0.204	17:54:38.859
46 - D1	33.004	26.526	38.025	1:37.555	86.94	1.302	17:56:16.414
47 - D1	33.001	26.203	37.461	1:36.665	87.74	0.412	17:57:53.079
48 - D1	33.258	26.284	37.378	1:36.920	87.51	0.667	17:59:29.999
49 - D1	34.135	26.530	37.314	1:37.979	86.56	1.726	18:01:07.978
50 - D1	33.125	26.044	37.867	1:37.036	87.40	0.783	18:02:45.014
51 - D1	33.438	26.225	37.047	1:36.710	87.70	0.457	18:04:21.724

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



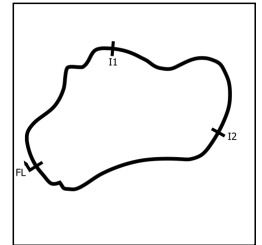
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P17 17		Ross RILEY / Gary TAYLOR		BMW 116i			
IDEAL LAP TIME : 1:36.240		BEST LAP TIME : 1:37.048		DIFFERENCE : 0.808			
D1: Ross RILEY		D2: Gary TAYLOR					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		29.202	41.377	4:49.501	29.29	3:12.453	16:36:21.213
2 - D2	34.854	27.938	41.668	1:44.460	81.19	7.412	16:38:05.673
3 - D2	34.847	27.966	40.083	1:42.896	82.42	5.848	16:39:48.569
4 - D2	34.313	27.353	40.753	1:42.419	82.81	5.371	16:41:30.988
5 - D2	34.837	26.952	39.951	1:41.740	83.36	4.692	16:43:12.728
6 - D2	34.626	27.436	39.932	1:41.994	83.15	4.946	16:44:54.722
7 - D2	33.794	27.332	39.615	1:40.741	84.19	3.693	16:46:35.463
8 - D2	33.677	26.850	39.057	1:39.584	85.17	2.536	16:48:15.047
9 - D2	33.606	26.912	39.184	1:39.702	85.06	2.654	16:49:54.749
10 - D2	33.647	27.051	38.981	1:39.679	85.08	2.631	16:51:34.428
11 - D2	33.409	26.746	40.419	1:40.574	84.33	3.526	16:53:15.002
12 - D2	34.971	27.068	40.407	1:42.446	82.79	5.398	16:54:57.448
13 - D2	35.209	27.224	42.424	1:44.857	80.88	7.809	16:56:42.305
14 - D2	36.161	28.070	1:00.157	2:04.388	68.18	27.340	16:58:46.693
15 - D2	53.196	57.475	1:05.202	2:55.873	48.22	1:18.825	17:01:42.566
16 - D2	33.668	26.993	41.482	1:42.143	83.03	5.095	17:03:24.709
17 - D2	35.154	28.662	41.118	1:44.934	80.82	7.886	17:05:09.643
18 - D2	34.719	27.703	39.813	1:42.235	82.96	5.187	17:06:51.878
19 - D2	33.741	26.814	38.496	1:39.051	85.62	2.003	17:08:30.929
20 - D2	33.447	26.784	39.027	1:39.258	85.45	2.210	17:10:10.187
21 - D2	33.538	26.367	38.673	1:38.578	86.03	1.530	17:11:48.765
22 - D2	33.171	26.593	38.982	1:38.746	85.89	1.698	17:13:27.511
23 - D2	33.865	27.103	IN PIT	1:38.791	P 85.85	1.743	17:15:06.302
24 - D1	OUTLAP	27.423	39.205	3:33.692	39.69	1:56.644	17:18:39.994
25 - D1	33.437	26.745	39.843	1:40.025	84.79	2.977	17:20:20.019
26 - D1	33.658	26.773	37.889	1:38.320	86.26	1.272	17:21:58.339
27 - D1	33.132	26.757	38.145	1:38.034	86.51	0.986	17:23:36.373
28 - D1	33.221	26.446	38.166	1:37.833	86.69	0.785	17:25:14.206
29 - D1	33.164	26.547	38.395	1:38.106	86.45	1.058	17:26:52.312
30 - D1	33.260	26.502	38.005	1:37.767	86.75	0.719	17:28:30.079
31 - D1	32.986	26.395	37.957	1:37.338	(3) 87.13	0.290	17:30:07.417
32 - D1	33.164	26.576	38.217	1:37.957	86.58	0.909	17:31:45.374
33 - D1	32.849	26.323	38.235	1:37.407	87.07	0.359	17:33:22.781
34 - D1	33.347	26.519	38.665	1:38.531	86.08	1.483	17:35:01.312
35 - D1	33.174	26.311	38.409	1:37.894	86.64	0.846	17:36:39.206
36 - D1	33.057	26.506	38.446	1:38.009	86.53	0.961	17:38:17.215
37 - D1	33.525	26.407	38.458	1:38.390	86.20	1.342	17:39:55.605
38 - D1	32.923	26.419	IN PIT	1:37.381	P 87.09	0.333	17:41:32.986
39 - D1	OUTLAP	26.412	38.949	3:07.722	45.18	1:30.674	17:44:40.708
40 - D1	33.135	26.611	39.705	1:39.451	85.28	2.403	17:46:20.159
41 - D1	33.079	27.075	37.500	1:37.654	86.85	0.606	17:47:57.813
42 - D1	33.594	26.826	38.054	1:38.474	86.13	1.426	17:49:36.287
43 - D1	33.429	28.071	38.559	1:40.059	84.76	3.011	17:51:16.346
44 - D1	34.136	26.155	37.800	1:38.091	86.46	1.043	17:52:54.437
45 - D1	33.108	26.287	38.166	1:37.561	86.93	0.513	17:54:31.998
46 - D1	33.120	26.604	39.219	1:38.943	85.72	1.895	17:56:10.941
47 - D1	32.970	26.414	41.701	1:41.085	83.90	4.037	17:57:52.026
48 - D1	35.509	26.651	38.933	1:41.093	83.89	4.045	17:59:33.119
49 - D1	32.585	26.398	38.065	1:37.048	(1) 87.39		18:01:10.167
50 - D1	32.914	26.529	38.176	1:37.619	86.88	0.571	18:02:47.786
51 - D1	33.009	26.527	37.710	1:37.246	(2) 87.21	0.198	18:04:25.032

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



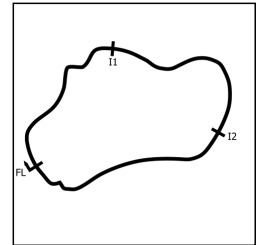
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P18 1 Paul OFFORD			BMW 116i				
IDEAL LAP TIME : 1:36.739			BEST LAP TIME : 1:36.850		DIFFERENCE : 0.111		
D1: Paul OFFORD							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.864	40.530	4:41.785	30.09	3:04.935	16:36:13.497
2 - D1	34.572	27.132	40.860	1:42.564	82.69	5.714	16:37:56.061
3 - D1	36.670	28.470	39.509	1:44.649	81.04	7.799	16:39:40.710
4 - D1	34.068	27.161	40.437	1:41.666	83.42	4.816	16:41:22.376
5 - D1	35.058	27.803	39.881	1:42.742	82.55	5.892	16:43:05.118
6 - D1	33.546	27.514	38.896	1:39.956	84.85	3.106	16:44:45.074
7 - D1	33.258	27.164	38.710	1:39.132	85.55	2.282	16:46:24.206
8 - D1	33.693	27.128	39.015	1:39.836	84.95	2.986	16:48:04.042
9 - D1	34.076	27.420	IN PIT	1:38.662	P 85.96	1.812	16:49:42.704
10 - D1	OUTLAP	26.571	38.971	3:25.035	41.36	1:48.185	16:53:07.739
11 - D1	33.792	26.901	41.508	1:42.201	82.98	5.351	16:54:49.940
12 - D1	39.009	29.519	43.140	1:51.668	75.95	14.818	16:56:41.608
13 - D1	34.568	26.660	1:03.124	2:04.352	68.20	27.502	16:58:45.960
14 - D1	53.550	57.102	1:06.334	2:56.986	47.92	1:20.136	17:01:42.946
15 - D1	35.214	26.436	40.589	1:42.239	82.95	5.389	17:03:25.185
16 - D1	34.783	28.336	41.202	1:44.321	81.30	7.471	17:05:09.506
17 - D1	34.033	28.091	40.213	1:42.337	82.87	5.487	17:06:51.843
18 - D1	34.230	27.782	39.959	1:41.971	83.17	5.121	17:08:33.814
19 - D1	33.177	27.151	39.429	1:39.757	85.02	2.907	17:10:13.571
20 - D1	33.268	27.881	39.566	1:40.715	84.21	3.865	17:11:54.286
21 - D1	33.969	26.716	39.225	1:39.910	84.89	3.060	17:13:34.196
22 - D1	33.526	26.822	IN PIT	1:36.495	P 87.89		17:15:10.691
23 - D1	OUTLAP	26.850	38.499	3:14.459	43.61	1:37.609	17:18:25.150
24 - D1	34.345	26.546	38.998	1:39.889	84.91	3.039	17:20:05.039
25 - D1	33.388	26.509	38.739	1:38.636	85.98	1.786	17:21:43.675
26 - D1	33.295	26.247	38.325	1:37.867	86.66	1.017	17:23:21.542
27 - D1	33.304	26.174	38.412	1:37.890	86.64	1.040	17:24:59.432
28 - D1	33.170	26.339	38.653	1:38.162	86.40	1.312	17:26:37.594
29 - D1	33.052	26.420	38.420	1:37.892	86.64	1.042	17:28:15.486
30 - D1	33.015	26.080	38.157	1:37.252	(2) 87.21	0.402	17:29:52.738
31 - D1	33.188	26.353	38.752	1:38.293	86.28	1.443	17:31:31.031
32 - D1	33.594	26.464	38.291	1:38.349	86.23	1.499	17:33:09.380
33 - D1	33.593	26.373	38.237	1:38.203	86.36	1.353	17:34:47.583
34 - D1	33.058	26.425	38.883	1:38.366	86.22	1.516	17:36:25.949
35 - D1	34.135	26.793	38.962	1:39.890	84.90	3.040	17:38:05.839
36 - D1	33.506	26.475	38.414	1:38.395	86.19	1.545	17:39:44.234
37 - D1	33.121	26.363	39.847	1:39.331	85.38	2.481	17:41:23.565
38 - D1	33.507	26.522	38.060	1:38.089	86.46	1.239	17:43:01.654
39 - D1	33.362	26.407	40.365	1:40.134	84.70	3.284	17:44:41.788
40 - D1	33.252	26.454	40.649	1:40.355	84.51	3.505	17:46:22.143
41 - D1	33.486	27.231	40.421	1:41.138	83.86	4.288	17:48:03.281
42 - D1	33.359	27.624	38.097	1:39.080	85.60	2.230	17:49:42.361
43 - D1	33.081	26.949	37.974	1:38.004	86.54	1.154	17:51:20.365
44 - D1	33.111	26.486	38.320	1:37.917	86.62	1.067	17:52:58.282
45 - D1	33.448	26.659	38.298	1:38.405	86.19	1.555	17:54:36.687
46 - D1	34.761	26.573	39.159	1:40.493	84.40	3.643	17:56:17.180
47 - D1	33.596	27.009	38.421	1:39.026	85.65	2.176	17:57:56.206
48 - D1	32.928	26.322	38.517	1:37.767	86.75	0.917	17:59:33.973
49 - D1	32.831	26.191	37.828	1:36.850	(1) 87.57		18:01:10.823
50 - D1	32.902	26.297	38.070	1:37.269	(3) 87.19	0.419	18:02:48.092
51 - D1	32.961	26.616	38.239	1:37.816	86.70	0.966	18:04:25.908

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



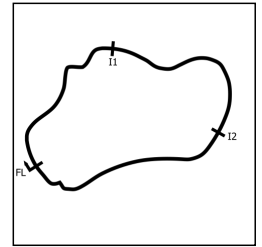
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P19 27		Steve LLOYD		BMW 116i			
IDEAL LAP TIME : 1:37.040		BEST LAP TIME : 1:37.295		DIFFERENCE : 0.255			
D1: Steve LLOYD							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		28.130	39.905	4:42.028	30.07	3:04.733	16:36:13.740
2 - D1	35.342	26.956	39.461	1:41.759	83.34	4.464	16:37:55.499
3 - D1	34.084	27.071	39.403	1:40.558	84.34	3.263	16:39:36.057
4 - D1	34.643	27.612	39.393	1:41.648	83.44	4.353	16:41:17.705
5 - D1	34.574	28.475	39.453	1:42.502	82.74	5.207	16:43:00.207
6 - D1	34.871	26.892	38.537	1:40.300	84.56	3.005	16:44:40.507
7 - D1	34.006	26.891	38.471	1:39.368	85.35	2.073	16:46:19.875
8 - D1	33.683	27.088	38.627	1:39.398	85.32	2.103	16:47:59.273
9 - D1	34.153	27.461	39.144	1:40.758	84.17	3.463	16:49:40.031
10 - D1	33.856	26.751	38.772	1:39.379	85.34	2.084	16:51:19.410
11 - D1	33.871	26.761	38.727	1:39.359	85.36	2.064	16:52:58.769
12 - D1	34.111	26.918	IN PIT	1:38.453	P 86.14	1.158	16:54:37.222
13 - D1	OUTLAP	36.972	1:08.514	3:54.769	36.12	2:17.474	16:58:31.991
14 - D1	55.047	51.391	1:10.509	2:56.947	47.93	1:19.652	17:01:28.938
15 - D1	34.375	26.656	40.253	1:41.284	83.74	3.989	17:03:10.222
16 - D1	33.494	26.599	37.915	1:38.008	86.54	0.713	17:04:48.230
17 - D1	33.455	26.779	38.356	1:38.590	86.02	1.295	17:06:26.820
18 - D1	33.404	26.624	38.391	1:38.419	86.17	1.124	17:08:05.239
19 - D1	33.361	26.457	38.361	1:38.179	86.38	0.884	17:09:43.418
20 - D1	33.360	26.668	38.225	1:38.253	86.32	0.958	17:11:21.671
21 - D1	33.410	26.548	39.408	1:39.366	85.35	2.071	17:13:01.037
22 - D1	35.129	26.508	38.423	1:40.060	84.76	2.765	17:14:41.097
23 - D1	32.937	26.507	IN PIT	1:36.306	P 88.06		17:16:17.403
24 - D1	OUTLAP	26.788	38.280	3:06.467	45.48	1:29.172	17:19:23.870
25 - D1	33.236	26.612	37.964	1:37.812	86.71	0.517	17:21:01.682
26 - D1	33.515	26.604	38.166	1:38.285	86.29	0.990	17:22:39.967
27 - D1	34.075	26.980	39.691	1:40.746	84.18	3.451	17:24:20.713
28 - D1	33.919	26.606	37.760	1:38.285	86.29	0.990	17:25:58.998
29 - D1	33.561	27.134	38.847	1:39.542	85.20	2.247	17:27:38.540
30 - D1	33.573	26.506	37.966	1:38.045	86.50	0.750	17:29:16.585
31 - D1	33.237	26.541	37.646	1:37.424	(3) 87.05	0.129	17:30:54.009
32 - D1	33.662	26.495	38.865	1:39.022	85.65	1.727	17:32:33.031
33 - D1	33.278	26.519	37.857	1:37.654	86.85	0.359	17:34:10.685
34 - D1	33.245	26.596	38.156	1:37.997	86.54	0.702	17:35:48.682
35 - D1	33.315	26.758	38.050	1:38.123	86.43	0.828	17:37:26.805
36 - D1	33.226	26.579	38.454	1:38.259	86.31	0.964	17:39:05.064
37 - D1	33.310	26.638	38.017	1:37.965	86.57	0.670	17:40:43.029
38 - D1	33.451	26.504	38.142	1:38.097	86.46	0.802	17:42:21.126
39 - D1	33.128	26.545	38.337	1:38.010	86.53	0.715	17:43:59.136
40 - D1	33.284	26.834	37.986	1:38.104	86.45	0.809	17:45:37.240
41 - D1	33.316	26.971	39.424	1:39.711	85.06	2.416	17:47:16.951
42 - D1	33.561	26.787	38.166	1:38.514	86.09	1.219	17:48:55.465
43 - D1	34.036	26.783	38.129	1:38.948	85.71	1.653	17:50:34.413
44 - D1	33.113	26.510	38.694	1:38.317	86.26	1.022	17:52:12.730
45 - D1	33.595	27.867	38.357	1:39.819	84.96	2.524	17:53:52.549
46 - D1	33.314	27.119	37.986	1:38.419	86.17	1.124	17:55:30.968
47 - D1	33.048	26.560	37.687	1:37.295	(1) 87.17		17:57:08.263
48 - D1	33.164	26.908	38.044	1:38.116	86.44	0.821	17:58:46.379
49 - D1	33.058	26.546	37.770	1:37.374	(2) 87.10	0.079	18:00:23.753
50 - D1	33.846	26.515	39.330	1:39.691	85.07	2.396	18:02:03.444
51 - D1	33.970	26.485	37.754	1:38.209	86.36	0.914	18:03:41.653

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



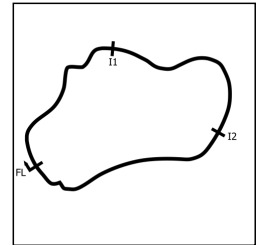
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P20 22		Richard ROUNDELL / Ryan CEFFERTY		BMW 116i			
IDEAL LAP TIME : 1:37.765		BEST LAP TIME : 1:38.101		DIFFERENCE : 0.336			
D1: Richard ROUNDELL		D2: Ryan CEFFERTY					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		28.014	41.011	4:43.774	29.88	3:05.673	16:36:15.486
2 - D2	34.697	27.393	39.429	1:41.519	83.54	3.418	16:37:57.005
3 - D2	34.343	27.545	38.875	1:40.763	84.17	2.662	16:39:37.768
4 - D2	33.777	26.942	39.588	1:40.307	84.55	2.206	16:41:18.075
5 - D2	35.765	27.312	39.288	1:42.365	82.85	4.264	16:43:00.440
6 - D2	34.318	26.787	38.559	1:39.664	85.10	1.563	16:44:40.104
7 - D2	34.072	26.789	38.529	1:39.390	85.33	1.289	16:46:19.494
8 - D2	33.819	26.901	38.764	1:39.484	85.25	1.383	16:47:58.978
9 - D2	34.249	27.996	39.296	1:41.541	83.52	3.440	16:49:40.519
10 - D2	34.050	26.852	IN PIT	1:38.544	P 86.06	0.443	16:51:19.063
11 - D2	OUTLAP	27.096	39.440	3:11.162	44.36	1:33.061	16:54:30.225
12 - D2	35.393	27.716	40.587	1:43.696	81.79	5.595	16:56:13.921
13 - D2	38.744	36.080	1:11.928	2:26.752	57.79	48.651	16:58:40.673
14 - D2	52.277	55.369	1:07.743	2:55.389	48.35	1:17.288	17:01:36.062
15 - D2	34.214	27.823	42.767	1:44.804	80.92	6.703	17:03:20.866
16 - D2	35.513	28.034	38.058	1:41.605	83.47	3.504	17:05:02.471
17 - D2	33.847	26.655	38.252	1:38.754	85.88	0.653	17:06:41.225
18 - D2	33.586	26.723	38.291	1:38.600	86.02	0.499	17:08:19.825
19 - D2	33.989	26.604	38.275	1:38.868	85.78	0.767	17:09:58.693
20 - D2	33.481	26.557	38.063	1:38.101 (1)	86.45		17:11:36.794
21 - D2	33.318	26.570	38.341	1:38.229 (2)	86.34	0.128	17:13:15.023
22 - D2	33.581	27.410	38.350	1:39.341	85.37	1.240	17:14:54.364
23 - D2	33.461	27.024	38.743	1:39.228	85.47	1.127	17:16:33.592
24 - D2	33.419	26.586	IN PIT	1:37.156	P 87.29		17:18:10.748
25 - D1	OUTLAP	27.847	40.216	3:11.741	44.23	1:33.640	17:21:22.489
26 - D1	34.475	27.816	39.616	1:41.907	83.22	3.806	17:23:04.396
27 - D1	34.074	26.878	39.695	1:40.647	84.27	2.546	17:24:45.043
28 - D1	34.009	27.026	39.679	1:40.714	84.21	2.613	17:26:25.757
29 - D1	34.245	27.643	40.443	1:42.331	82.88	4.230	17:28:08.088
30 - D1	33.457	26.493	38.557	1:38.507	86.10	0.406	17:29:46.595
31 - D1	33.633	27.010	40.103	1:40.746	84.18	2.645	17:31:27.341
32 - D1	33.404	26.585	38.691	1:38.680	85.95	0.579	17:33:06.021
33 - D1	33.588	26.573	39.330	1:39.491	85.25	1.390	17:34:45.512
34 - D1	33.874	26.731	39.473	1:40.078	84.75	1.977	17:36:25.590
35 - D1	34.199	26.738	39.847	1:40.784	84.15	2.683	17:38:06.374
36 - D1	33.738	26.695	38.984	1:39.417	85.31	1.316	17:39:45.791
37 - D1	33.654	26.561	38.348	1:38.563	86.05	0.462	17:41:24.354
38 - D1	33.425	26.634	38.459	1:38.518	86.09	0.417	17:43:02.872
39 - D1	33.571	26.811	39.339	1:39.721	85.05	1.620	17:44:42.593
40 - D1	36.006	27.154	39.206	1:42.366	82.85	4.265	17:46:24.959
41 - D1	34.217	27.122	39.006	1:40.345	84.52	2.244	17:48:05.304
42 - D1	33.367	27.069	38.366	1:38.802	85.84	0.701	17:49:44.106
43 - D1	33.323	26.805	38.299	1:38.427 (3)	86.17	0.326	17:51:22.533
44 - D1	33.561	26.686	38.392	1:38.639	85.98	0.538	17:53:01.172
45 - D1	33.559	26.858	39.906	1:40.323	84.54	2.222	17:54:41.495
46 - D1	33.508	27.161	37.986	1:38.655	85.97	0.554	17:56:20.150
47 - D1	33.364	26.461	39.089	1:38.914	85.74	0.813	17:57:59.064
48 - D1	34.381	26.722	39.034	1:40.137	84.70	2.036	17:59:39.201
49 - D1	33.410	26.720	38.395	1:38.525	86.08	0.424	18:01:17.726
50 - D1	33.656	26.598	38.712	1:38.966	85.70	0.865	18:02:56.692

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



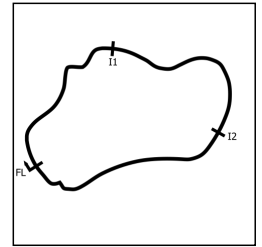
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P21 31		Sam HOLMAN		BMW 116i			
IDEAL LAP TIME : 1:37.344		BEST LAP TIME : 1:37.820		DIFFERENCE : 0.476			
D1: Sam HOLMAN							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.428	40.557	4:41.533	30.12	3:03.713	16:36:13.245
2 - D1	33.861	26.609	38.103	1:38.573	86.04	0.753	16:37:51.818
3 - D1	33.355	26.707	37.758	1:37.820 (1)	86.70		16:39:29.638
4 - D1	34.126	26.703	37.759	1:38.588	86.03	0.768	16:41:08.226
5 - D1	33.560	28.322	38.165	1:40.047	84.77	2.227	16:42:48.273
6 - D1	33.497	26.661	38.468	1:38.626	85.99	0.806	16:44:26.899
7 - D1	33.484	27.065	38.055	1:38.604	86.01	0.784	16:46:05.503
8 - D1	34.104	26.808	39.420	1:40.332	84.53	2.512	16:47:45.835
9 - D1	34.172	27.141	40.828	1:42.141	83.03	4.321	16:49:27.976
10 - D1	34.574	27.355	IN PIT	1:38.681	P 85.94	0.861	16:51:06.657
11 - D1	OUTLAP	27.676	38.579	3:26.115	41.14	1:48.295	16:54:32.772
12 - D1	38.212	31.294	45.878	1:55.384	73.50	17.564	16:56:28.156
13 - D1	38.548	30.983	1:06.007	2:15.538	62.57	37.718	16:58:43.694
14 - D1	52.651	55.691	1:06.917	2:55.259	48.39	1:17.439	17:01:38.953
15 - D1	34.086	27.583	42.542	1:44.211	81.38	6.391	17:03:23.164
16 - D1	34.632	26.996	38.130	1:39.758	85.02	1.938	17:05:02.922
17 - D1	33.736	26.721	38.265	1:38.722	85.91	0.902	17:06:41.644
18 - D1	33.542	26.861	38.405	1:38.808	85.83	0.988	17:08:20.452
19 - D1	34.081	26.977	38.824	1:39.882	84.91	2.062	17:10:00.334
20 - D1	33.972	26.947	38.842	1:39.761	85.01	1.941	17:11:40.095
21 - D1	33.945	26.604	37.963	1:38.512	86.09	0.692	17:13:18.607
22 - D1	33.595	26.643	38.598	1:38.836	85.81	1.016	17:14:57.443
23 - D1	33.944	26.880	38.464	1:39.288	85.42	1.468	17:16:36.731
24 - D1	33.929	27.085	38.742	1:39.756	85.02	1.936	17:18:16.487
25 - D1	33.718	27.221	IN PIT	1:38.201	P 86.36	0.381	17:19:54.688
26 - D1	OUTLAP	26.729	38.858	3:11.060	44.39	1:33.240	17:23:05.748
27 - D1	33.937	26.646	39.077	1:39.660	85.10	1.840	17:24:45.408
28 - D1	34.320	26.866	39.532	1:40.718	84.21	2.898	17:26:26.126
29 - D1	34.116	26.914	39.038	1:40.068	84.75	2.248	17:28:06.194
30 - D1	34.120	26.659	37.940	1:38.719	85.91	0.899	17:29:44.913
31 - D1	33.636	26.773	38.721	1:39.130	85.56	1.310	17:31:24.043
32 - D1	33.763	27.078	IN PIT	1:37.422	P 87.06		17:33:01.465
33 - D1	OUTLAP	26.860	38.389	2:06.286	67.16	28.466	17:35:07.751
34 - D1	33.407	26.683	38.714	1:38.804	85.84	0.984	17:36:46.555
35 - D1	32.997	26.688	38.533	1:38.218	86.35	0.398	17:38:24.773
36 - D1	33.435	27.171	38.317	1:38.923	85.73	1.103	17:40:03.696
37 - D1	33.908	27.213	41.115	1:42.236	82.96	4.416	17:41:45.932
38 - D1	33.335	27.016	38.319	1:38.670	85.95	0.850	17:43:24.602
39 - D1	33.628	26.784	38.252	1:38.664	85.96	0.844	17:45:03.266
40 - D1	33.668	27.075	38.640	1:39.383	85.34	1.563	17:46:42.649
41 - D1	34.332	28.325	37.994	1:40.651	84.26	2.831	17:48:23.300
42 - D1	34.053	26.927	38.131	1:39.111	85.57	1.291	17:50:02.411
43 - D1	33.799	26.991	38.063	1:38.853	85.80	1.033	17:51:41.264
44 - D1	33.544	26.619	37.931	1:38.094	(3) 86.46	0.274	17:53:19.358
45 - D1	33.780	26.836	37.914	1:38.530	86.08	0.710	17:54:57.888
46 - D1	33.550	26.716	37.921	1:38.187	86.38	0.367	17:56:36.075
47 - D1	33.820	26.917	37.991	1:38.728	85.90	0.908	17:58:14.803
48 - D1	33.370	26.878	37.743	1:37.991	(2) 86.55	0.171	17:59:52.794
49 - D1	33.424	26.678	38.157	1:38.259	86.31	0.439	18:01:31.053
50 - D1	33.615	26.829	38.346	1:38.790	85.85	0.970	18:03:09.843

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



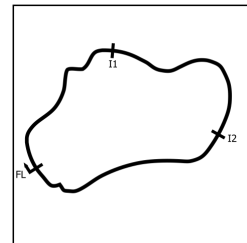
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P22 325		Callum DAVIES		BMW 116i			
IDEAL LAP TIME : 1:37.969		BEST LAP TIME : 1:38.390		DIFFERENCE : 0.421			
D1: Callum DAVIES							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.801	41.045	4:44.063	29.85	3:05.673	16:36:15.775
2 - D1	34.732	26.644	39.509	1:40.885	84.07	2.495	16:37:56.660
3 - D1	34.271	26.933	38.936	1:40.140	84.69	1.750	16:39:36.800
4 - D1	33.754	27.223	40.109	1:41.086	83.90	2.696	16:41:17.886
5 - D1	34.929	28.318	40.332	1:43.579	81.88	5.189	16:43:01.465
6 - D1	33.803	26.927	38.754	1:39.484	85.25	1.094	16:44:40.949
7 - D1	33.881	26.859	38.695	1:39.435	85.29	1.045	16:46:20.384
8 - D1	33.719	27.017	40.444	1:41.180	83.82	2.790	16:48:01.564
9 - D1	34.065	27.019	39.583	1:40.667	84.25	2.277	16:49:42.231
10 - D1	33.460	27.238	39.648	1:40.346	84.52	1.956	16:51:22.577
11 - D1	33.848	27.263	39.693	1:40.804	84.13	2.414	16:53:03.381
12 - D1	34.396	27.627	40.351	1:42.374	82.84	3.984	16:54:45.755
13 - D1	34.825	27.387	42.292	1:44.504	81.16	6.114	16:56:30.259
14 - D1	37.316	31.107	1:06.409	2:14.832	62.90	36.442	16:58:45.091
15 - D1	52.637	56.957	1:02.915	2:52.509	49.16	1:14.119	17:01:37.600
16 - D1	33.721	27.459	43.962	1:45.142	80.66	6.752	17:03:22.742
17 - D1				1:39.334	85.38	0.944	17:05:02.076
18 - D1	33.048	26.636	IN PIT	1:46.207 P	79.85	7.817	17:06:48.283
19 - D1	OUTLAP	27.055	39.108	2:59.321	47.29	1:20.931	17:09:47.604
20 - D1	33.519	26.912	39.904	1:40.335	84.53	1.945	17:11:27.939
21 - D1	33.413	26.407	38.570	1:38.390 (1)	86.20		17:13:06.329
22 - D1	34.426	26.665	38.904	1:39.995	84.82	1.605	17:14:46.324
23 - D1	34.690	27.070	40.008	1:41.768	83.34	3.378	17:16:28.092
24 - D1	33.982	26.618	40.610	1:41.210	83.80	2.820	17:18:09.302
25 - D1	34.761	26.815	38.912	1:40.488	84.40	2.098	17:19:49.790
26 - D1	33.998	26.980	38.940	1:39.918	84.88	1.528	17:21:29.708
27 - D1	33.913	26.766	39.490	1:40.169	84.67	1.779	17:23:09.877
28 - D1	34.383	26.929	41.196	1:42.508	82.74	4.118	17:24:52.385
29 - D1	33.897	26.750	39.987	1:40.634	84.28	2.244	17:26:33.019
30 - D1	34.183	26.887	IN PIT	1:37.839 P	86.68		17:28:10.858
31 - D1	OUTLAP	26.748	38.801	3:04.362	46.00	1:25.972	17:31:15.220
32 - D1	33.336	26.577	39.216	1:39.129 (2)	85.56	0.739	17:32:54.349
33 - D1	33.858	26.786	38.567	1:39.211 (3)	85.49	0.821	17:34:33.560
34 - D1	33.586	27.367	39.646	1:40.599	84.31	2.209	17:36:14.159
35 - D1	33.989	27.308	39.949	1:41.246	83.77	2.856	17:37:55.405
36 - D1	35.029	27.174	39.304	1:41.507	83.55	3.117	17:39:36.912
37 - D1	33.836	26.910	38.865	1:39.611	85.14	1.221	17:41:16.523
38 - D1	34.169	26.979	39.346	1:40.494	84.39	2.104	17:42:57.017
39 - D1	34.511	27.790	41.075	1:43.376	82.04	4.986	17:44:40.393
40 - D1	33.908	26.607	40.333	1:40.848	84.10	2.458	17:46:21.241
41 - D1	34.065	27.517	40.899	1:42.481	82.76	4.091	17:48:03.722
42 - D1	34.685	27.851	39.227	1:41.763	83.34	3.373	17:49:45.485
43 - D1	34.245	27.731	38.970	1:40.946	84.02	2.556	17:51:26.431
44 - D1	34.175	27.431	39.337	1:40.943	84.02	2.553	17:53:07.374
45 - D1	34.296	27.324	38.514	1:40.134	84.70	1.744	17:54:47.508
46 - D1	34.227	27.586	39.784	1:41.597	83.48	3.207	17:56:29.105
47 - D1	34.719	27.611	39.172	1:41.502	83.56	3.112	17:58:10.607
48 - D1	33.845	26.688	39.146	1:39.679	85.08	1.289	17:59:50.286
49 - D1	34.360	26.953	39.751	1:41.064	83.92	2.674	18:01:31.350
50 - D1	34.992	27.538	40.089	1:42.619	82.65	4.229	18:03:13.969

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



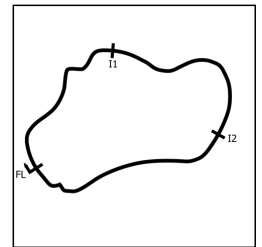
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P23 33		Simon YOUDAN / Sean YOUDAN		BMW 116i			
IDEAL LAP TIME : 1:37.861		BEST LAP TIME : 1:38.666		DIFFERENCE : 0.805			
D1: Simon YOUDAN		D2: Sean YOUDAN					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		28.122	40.667	4:45.934	29.66	3:07.268	16:36:17.646
2 - D1	34.675	27.711	40.037	1:42.423	82.80	3.757	16:38:00.069
3 - D1	34.279	27.469	39.933	1:41.681	83.41	3.015	16:39:41.750
4 - D1	34.325	27.256	39.238	1:40.819	84.12	2.153	16:41:22.569
5 - D1	34.427	28.016	39.201	1:41.644	83.44	2.978	16:43:04.213
6 - D1	34.193	27.063	38.933	1:40.189	84.65	1.523	16:44:44.402
7 - D1	33.625	27.026	38.771	1:39.422	85.30	0.756	16:46:23.824
8 - D1	33.745	26.742	39.344	1:39.831	84.95	1.165	16:48:03.655
9 - D1	33.724	27.264	39.944	1:40.932	84.03	2.266	16:49:44.587
10 - D1	33.839	27.033	40.274	1:41.146	83.85	2.480	16:51:25.733
11 - D1	33.784	26.634	38.772	1:39.190	85.50	0.524	16:53:04.923
12 - D1	34.930	27.213	IN PIT	1:39.835	P 84.95	1.169	16:54:44.758
13 - D1	OUTLAP	30.721	47.513	2:16.190	62.27	37.524	16:57:00.948
14 - D1	38.817	30.854	45.672	1:55.343	73.53	16.677	16:58:56.291
15 - D1	46.286	57.445	1:03.714	2:47.445	50.65	1:08.779	17:01:43.736
16 - D1	34.961	26.820	IN PIT	1:40.295	P 84.56	1.629	17:03:24.031
17 - D1	OUTLAP	27.722	39.603	3:41.614	38.27	2:02.948	17:07:05.645
18 - D1	33.942	26.964	39.716	1:40.622	84.29	1.956	17:08:46.267
19 - D1	34.163	27.227	39.187	1:40.577	84.32	1.911	17:10:26.844
20 - D1	34.140	27.516	40.040	1:41.696	83.40	3.030	17:12:08.540
21 - D1	34.262	27.081	39.657	1:41.000	83.97	2.334	17:13:49.540
22 - D1	34.019	26.856	38.711	1:39.586	85.16	0.920	17:15:29.126
23 - D1	33.762	27.232	39.729	1:40.723	84.20	2.057	17:17:09.849
24 - D1	34.270	27.692	IN PIT	1:39.597	P 85.15	0.931	17:18:49.446
25 - D1	OUTLAP	26.821	39.074	3:14.781	43.54	1:36.115	17:22:04.227
26 - D1	33.769	26.579	39.221	1:39.569	85.18	0.903	17:23:43.796
27 - D1	33.775	26.365	38.903	1:39.043	(3) 85.63	0.377	17:25:22.839
28 - D1	33.744	26.546	40.025	1:40.315	84.54	1.649	17:27:03.154
29 - D1	33.952	26.584	38.517	1:39.053	85.62	0.387	17:28:42.207
30 - D1	33.569	26.490	39.593	1:39.652	85.11	0.986	17:30:21.859
31 - D1	34.729	26.737	39.565	1:41.031	83.95	2.365	17:32:02.890
32 - D1	34.201	26.510	38.353	1:39.064	85.61	0.398	17:33:41.954
33 - D1	33.143	26.549	38.974	1:38.666	(1) 85.96		17:35:20.620
34 - D1	33.380	26.774	39.313	1:39.467	85.27	0.801	17:37:00.087
35 - D1	33.789	26.454	38.483	1:38.726	(2) 85.91	0.060	17:38:38.813
36 - D1	33.710	26.624	41.352	1:41.686	83.40	3.020	17:40:20.499
37 - D1	33.777	26.484	39.303	1:39.564	85.18	0.898	17:42:00.063
38 - D1	34.930	26.583	38.784	1:40.297	84.56	1.631	17:43:40.360
39 - D1	33.629	26.777	38.850	1:39.256	85.45	0.590	17:45:19.616
40 - D1	33.532	26.886	38.902	1:39.320	85.39	0.654	17:46:58.936
41 - D1	33.795	26.703	39.571	1:40.069	84.75	1.403	17:48:39.005
42 - D1	35.028	26.953	40.038	1:42.019	83.13	3.353	17:50:21.024
43 - D1	34.135	27.578	38.834	1:40.547	84.35	1.881	17:52:01.571
44 - D1	33.784	26.710	38.583	1:39.077	85.60	0.411	17:53:40.648
45 - D1	33.639	26.749	38.921	1:39.309	85.40	0.643	17:55:19.957
46 - D1	33.979	26.588	39.299	1:39.866	84.92	1.200	17:56:59.823
47 - D1	33.833	26.739	39.056	1:39.628	85.13	0.962	17:58:39.451
48 - D1	34.108	26.794	38.813	1:39.715	85.05	1.049	18:00:19.166
49 - D1	33.930	27.421	38.418	1:39.769	85.01	1.103	18:01:58.935
50 - D1	33.414	26.679	39.680	1:39.773	85.00	1.107	18:03:38.708

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



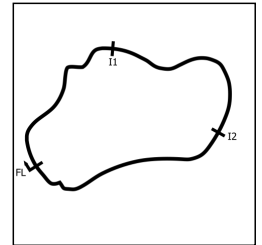
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P24 83		Sammy WALTON		BMW 116i			
IDEAL LAP TIME : 1:37.035		BEST LAP TIME : 1:37.453		DIFFERENCE : 0.418			
D1: Sammy WALTON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		27.722	38.836	4:39.071	30.39	3:01.618	16:36:10.783
2 - D1	33.441	26.434	38.283	1:38.158	86.40	0.705	16:37:48.941
3 - D1	33.310	26.725	38.404	1:38.439	86.16	0.986	16:39:27.380
4 - D1	33.410	26.418	38.541	1:38.369	86.22	0.916	16:41:05.749
5 - D1	34.394	27.055	38.382	1:39.831	84.95	2.378	16:42:45.580
6 - D1	34.670	27.634	38.384	1:40.688	84.23	3.235	16:44:26.268
7 - D1	33.903	26.657	38.010	1:38.570	86.04	1.117	16:46:04.838
8 - D1	33.783	26.609	38.855	1:39.247	85.45	1.794	16:47:44.085
9 - D1	33.481	26.478	38.141	1:38.100	86.45	0.647	16:49:22.185
10 - D1	33.205	26.543	IN PIT	1:38.120	P 86.44	0.667	16:51:00.305
11 - D1	OUTLAP	26.574	38.213	3:05.818	45.64	1:28.365	16:54:06.123
12 - D1	33.476	28.111	51.913	1:53.500	74.72	16.047	16:55:59.623
13 - D1	46.290	36.960	1:08.346	2:31.596	55.94	54.143	16:58:31.219
14 - D1	55.204	51.263	1:10.732	2:57.199	47.86	1:19.746	17:01:28.418
15 - D1	34.386	26.828	38.290	1:39.504	85.23	2.051	17:03:07.922
16 - D1	33.175	26.360	38.159	1:37.694	(3) 86.81	0.241	17:04:45.616
17 - D1	33.228	26.778	38.368	1:38.374	86.21	0.921	17:06:23.990
18 - D1	33.595	26.524	37.921	1:38.040	86.51	0.587	17:08:02.030
19 - D1	33.145	26.698	IN PIT	1:36.075	P 88.28		17:09:38.105
20 - D1	OUTLAP	26.578	38.428	3:06.497	45.47	1:29.044	17:12:44.602
21 - D1	33.434	27.345	38.524	1:39.303	85.41	1.850	17:14:23.905
22 - D1	33.397	26.602	38.349	1:38.348	86.24	0.895	17:16:02.253
23 - D1	33.022	26.716	38.509	1:38.247	86.32	0.794	17:17:40.500
24 - D1	33.562	26.597	38.088	1:38.247	86.32	0.794	17:19:18.747
25 - D1	33.247	26.436	38.169	1:37.852	86.67	0.399	17:20:56.599
26 - D1	33.492	26.279	37.734	1:37.505	(2) 86.98	0.052	17:22:34.104
27 - D1	34.776	26.570	37.992	1:39.338	85.38	1.885	17:24:13.442
28 - D1	33.738	26.420	37.856	1:38.014	86.53	0.561	17:25:51.456
29 - D1	33.560	26.514	38.796	1:38.870	85.78	1.417	17:27:30.326
30 - D1	33.452	27.050	37.810	1:38.312	86.27	0.859	17:29:08.638
31 - D1	34.243	26.414	38.218	1:38.875	85.78	1.422	17:30:47.513
32 - D1	33.075	26.390	37.988	1:37.453	(1) 87.03		17:32:24.966
33 - D1	33.629	26.398	IN PIT	1:36.952	P 87.48		17:34:01.918
34 - D1	OUTLAP	28.093	38.691	2:18.611	61.19	41.158	17:36:20.529
35 - D1	33.304	26.582	38.711	1:38.597	86.02	1.144	17:37:59.126
36 - D1	33.792	26.779	38.289	1:38.860	85.79	1.407	17:39:37.986
37 - D1	33.422	26.968	38.978	1:39.368	85.35	1.915	17:41:17.354
38 - D1	33.633	27.031	38.309	1:38.973	85.69	1.520	17:42:56.327
39 - D1	33.451	26.950	IN PIT	1:37.123	P 87.32		17:44:33.450
40 - D1	OUTLAP	26.492	38.615	2:35.563	54.52	58.110	17:47:09.013
41 - D1	33.190	26.738	38.121	1:38.049	86.50	0.596	17:48:47.062
42 - D1	33.280	27.259	38.381	1:38.920	85.74	1.467	17:50:25.982
43 - D1	33.477	26.702	38.285	1:38.464	86.13	1.011	17:52:04.446
44 - D1	33.482	27.728	38.081	1:39.291	85.42	1.838	17:53:43.737
45 - D1	33.440	26.841	38.243	1:38.524	86.08	1.071	17:55:22.261
46 - D1	33.170	26.544	40.323	1:40.037	84.78	2.584	17:57:02.298
47 - D1	33.342	27.068	38.674	1:39.084	85.60	1.631	17:58:41.382
48 - D1	34.131	26.785	40.066	1:40.982	83.99	3.529	18:00:22.364
49 - D1	33.952	26.961	38.786	1:39.699	85.07	2.246	18:02:02.063
50 - D1	34.472	26.506	38.360	1:39.338	85.38	1.885	18:03:41.401

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



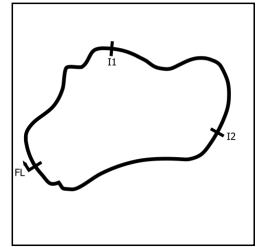
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P25 220		Simon FOX / Andrew PARTRIDGE		BMW 116i			
IDEAL LAP TIME : 1:38.623		BEST LAP TIME : 1:38.753		DIFFERENCE : 0.130			
D1: Simon FOX		D2: Andrew PARTRIDGE					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		27.980	40.762	4:44.288	29.83	3:05.535	16:36:16.000
2 - D2	36.037	27.012	39.050	1:42.099	83.07	3.346	16:37:58.099
3 - D2	35.078	28.297	39.655	1:43.030	82.32	4.277	16:39:41.129
4 - D2	34.158	26.919	39.782	1:40.859	84.09	2.106	16:41:21.988
5 - D2	33.710	27.368	39.837	1:40.915	84.04	2.162	16:43:02.903
6 - D2	34.803	26.571	38.645	1:40.019 (2)	84.80	1.266	16:44:42.922
7 - D2	33.594	26.577	38.582	1:38.753 (1)	85.88		16:46:21.675
8 - D2	34.364	26.784	39.565	1:40.713	84.21	1.960	16:48:02.388
9 - D2	34.727	27.214	39.869	1:41.810	83.30	3.057	16:49:44.198
10 - D2	33.816	27.147	39.401	1:40.364	84.50	1.611	16:51:24.562
11 - D2	34.177	27.104	50.764	1:52.045	75.69	13.292	16:53:16.607
12 - D2	40.707	30.515	45.561	1:56.783	72.62	18.030	16:55:13.390
13 - D2	48.626	30.505	45.043	2:04.174	68.30	25.421	16:57:17.564
14 - D2	38.383	30.813	42.822	1:52.018	75.71	13.265	16:59:09.582
15 - D2	37.983	56.308	1:03.105	2:37.396	53.88	58.643	17:01:46.978
16 - D2	36.849	33.095	42.264	1:52.208	75.58	13.455	17:03:39.186
17 - D2	35.777	28.870	41.044	1:45.691	80.24	6.938	17:05:24.877
18 - D2	35.471	28.544	40.901	1:44.916	80.84	6.163	17:07:09.793
19 - D2	35.082	28.071	40.640	1:43.793	81.71	5.040	17:08:53.586
20 - D2	34.943	29.451	40.972	1:45.366	80.49	6.613	17:10:38.952
21 - D2	34.636	27.849	40.628	1:43.113	82.25	4.360	17:12:22.065
22 - D2	34.657	28.472	IN PIT	1:41.819 P	83.30	3.066	17:14:03.884
23 - D1	OUTLAP	28.778	41.248	3:45.831	37.55	2:07.078	17:17:49.715
24 - D1	34.807	28.463	40.323	1:43.593	81.87	4.840	17:19:33.308
25 - D1	34.309	27.921	39.986	1:42.216	82.97	3.463	17:21:15.524
26 - D1	34.133	27.312	IN PIT	1:38.434 P	86.16		17:22:53.958
27 - D1	OUTLAP	27.429	39.318	3:08.077	45.09	1:29.324	17:26:02.035
28 - D1	34.219	27.443	39.505	1:41.167	83.83	2.414	17:27:43.202
29 - D1	34.360	27.074	39.142	1:40.576	84.33	1.823	17:29:23.778
30 - D1	34.534	27.289	39.356	1:41.179	83.82	2.426	17:31:04.957
31 - D1	34.058	27.349	39.299	1:40.706	84.22	1.953	17:32:45.663
32 - D1	34.107	26.985	40.115	1:41.207	83.80	2.454	17:34:26.870
33 - D1	33.944	27.242	39.326	1:40.512	84.38	1.759	17:36:07.382
34 - D1	34.109	27.082	39.329	1:40.520	84.37	1.767	17:37:47.902
35 - D1	34.549	27.399	39.942	1:41.890	83.24	3.137	17:39:29.792
36 - D1	35.007	27.512	38.458	1:40.977	83.99	2.224	17:41:10.769
37 - D1	34.035	27.094	39.121	1:40.250	84.60	1.497	17:42:51.019
38 - D1	34.161	27.624	39.120	1:40.905	84.05	2.152	17:44:31.924
39 - D1	34.538	27.730	39.512	1:41.780	83.33	3.027	17:46:13.704
40 - D1	34.135	27.349	39.187	1:40.671	84.25	1.918	17:47:54.375
41 - D1	34.175	27.193	38.745	1:40.113 (3)	84.72	1.360	17:49:34.488
42 - D1	34.489	27.964	41.124	1:43.577	81.88	4.824	17:51:18.065
43 - D1	34.655	26.999	39.196	1:40.850	84.10	2.097	17:52:58.915
44 - D1	33.931	27.848	39.252	1:41.031	83.95	2.278	17:54:39.946
45 - D1	34.116	27.728	39.168	1:41.012	83.96	2.259	17:56:20.958
46 - D1	34.119	27.587	39.254	1:40.960	84.00	2.207	17:58:01.918
47 - D1	34.456	27.337	39.009	1:40.802	84.14	2.049	17:59:42.720
48 - D1	34.102	27.088	39.132	1:40.322	84.54	1.569	18:01:23.042
49 - D1	34.592	27.315	38.899	1:40.806	84.13	2.053	18:03:03.848

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



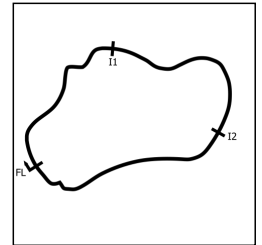
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P26 969		Simon MOSS / Bartholomew LANG		BMW 116i			
IDEAL LAP TIME : 1:38.213		BEST LAP TIME : 1:38.736		DIFFERENCE : 0.523			
D1: Simon MOSS		D2: Bartholomew LANG					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		27.429	41.000	4:44.694	29.79	3:05.958	16:36:16.406
2 - D2	35.256	27.079	39.086	1:41.421	83.62	2.685	16:37:57.827
3 - D2	34.904	27.351	40.809	1:43.064	82.29	4.328	16:39:40.891
4 - D2	34.941	26.944	39.400	1:41.285	83.74	2.549	16:41:22.176
5 - D2	34.015	27.155	40.028	1:41.198	83.81	2.462	16:43:03.374
6 - D2	34.561	26.817	38.591	1:39.969	84.84	1.233	16:44:43.343
7 - D2	33.988	26.826	38.464	1:39.278	85.43	0.542	16:46:22.621
8 - D2	33.609	26.857	IN PIT	1:37.723	P 86.79		16:48:00.344
9 - D1	OUTLAP	28.059	41.291	3:13.092	43.92	1:34.356	16:51:13.436
10 - D1	35.871	28.068	40.444	1:44.383	81.25	5.647	16:52:57.819
11 - D1	36.155	27.770	40.532	1:44.457	81.19	5.721	16:54:42.276
12 - D1	37.430	27.523	42.495	1:47.448	78.93	8.712	16:56:29.724
13 - D1	37.527	31.032	1:06.272	2:14.831	62.90	36.095	16:58:44.555
14 - D1	52.528	56.448	1:06.504	2:55.480	48.33	1:16.744	17:01:40.035
15 - D1	35.069	27.351	41.062	1:43.482	81.96	4.746	17:03:23.517
16 - D1	35.164	27.257	39.892	1:42.313	82.89	3.577	17:05:05.830
17 - D1	34.807	27.722	40.094	1:42.623	82.64	3.887	17:06:48.453
18 - D1	34.897	27.274	39.385	1:41.556	83.51	2.820	17:08:30.009
19 - D1	34.847	27.163	39.540	1:41.550	83.52	2.814	17:10:11.559
20 - D1	34.862	27.903	IN PIT	1:41.650	P 83.43	2.914	17:11:53.209
21 - D1	OUTLAP	27.655	42.351	2:37.849	53.73	59.113	17:14:31.058
22 - D1	34.363	27.275	39.309	1:40.947	84.02	2.211	17:16:12.005
23 - D1	34.767	27.347	39.672	1:41.786	83.32	3.050	17:17:53.791
24 - D1	35.425	27.203	39.440	1:42.068	83.09	3.332	17:19:35.859
25 - D1	34.893	27.741	39.418	1:42.052	83.11	3.316	17:21:17.911
26 - D1	34.194	27.722	39.820	1:41.736	83.36	3.000	17:22:59.647
27 - D1	34.610	27.280	39.226	1:41.116	83.88	2.380	17:24:40.763
28 - D1	34.866	27.064	39.043	1:40.973	83.99	2.237	17:26:21.736
29 - D1	34.457	27.102	39.430	1:40.989	83.98	2.253	17:28:02.725
30 - D1	34.344	27.241	39.333	1:40.918	84.04	2.182	17:29:43.643
31 - D1	35.941	26.991	IN PIT	1:39.861	P 84.93	1.125	17:31:23.504
32 - D1	OUTLAP	26.836	40.174	3:48.480	37.12	2:09.744	17:35:11.984
33 - D1	33.968	26.861	38.647	1:39.476	85.26	0.740	17:36:51.460
34 - D1	33.626	26.736	38.514	1:38.876	85.78	0.140	17:38:30.336
35 - D1	33.350	26.911	38.475	1:38.736	(1) 85.90		17:40:09.072
36 - D1	33.669	26.722	41.187	1:41.578	83.49	2.842	17:41:50.650
37 - D1	33.738	26.832	38.686	1:39.256	85.45	0.520	17:43:29.906
38 - D1	33.696	27.363	38.911	1:39.970	84.84	1.234	17:45:09.876
39 - D1	33.554	26.728	38.589	1:38.871	(3) 85.78	0.135	17:46:48.747
40 - D1	33.796	26.829	38.141	1:38.766	(2) 85.87	0.030	17:48:27.513
41 - D1	33.424	26.982	39.484	1:39.890	84.90	1.154	17:50:07.403
42 - D1	34.054	26.921	39.689	1:40.664	84.25	1.928	17:51:48.067
43 - D1	34.023	26.915	38.724	1:39.662	85.10	0.926	17:53:27.729
44 - D1	33.861	26.955	38.469	1:39.285	85.42	0.549	17:55:07.014
45 - D1	33.912	26.927	38.390	1:39.229	85.47	0.493	17:56:46.243
46 - D1	33.770	26.821	38.853	1:39.444	85.29	0.708	17:58:25.687
47 - D1	33.642	26.842	38.776	1:39.260	85.44	0.524	18:00:04.947
48 - D1	33.693	26.922	38.702	1:39.317	85.39	0.581	18:01:44.264
49 - D1	33.962	27.286	38.399	1:39.647	85.11	0.911	18:03:23.911

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



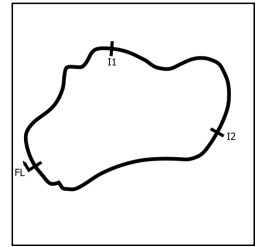
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P27 635		Ben MCCORMACK / Will TOWNROW		BMW 116i			
IDEAL LAP TIME : 1:38.486		BEST LAP TIME : 1:39.299		DIFFERENCE : 0.813			
D1: Ben MCCORMACK		D2: Will TOWNROW					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		30.377	43.573	4:52.730	28.97	3:13.431	16:36:24.442
2 - D1	36.501	28.494	41.404	1:46.399	79.71	7.100	16:38:10.841
3 - D1	35.573	27.923	40.511	1:44.007	81.54	4.708	16:39:54.848
4 - D1	34.868	27.346	40.756	1:42.970	82.36	3.671	16:41:37.818
5 - D1	34.981	27.516	40.042	1:42.539	82.71	3.240	16:43:20.357
6 - D1	34.729	27.315	39.801	1:41.845	83.27	2.546	16:45:02.202
7 - D1	34.782	27.293	39.817	1:41.892	83.24	2.593	16:46:44.094
8 - D1	34.904	28.787	IN PIT	1:43.923 P	81.61	4.624	16:48:28.017
9 - D2	OUTLAP	27.296	39.453	3:24.292	41.51	1:44.993	16:51:52.309
10 - D2	36.395	28.021	40.520	1:44.936	80.82	5.637	16:53:37.245
11 - D2	37.326	28.318	45.328	1:50.972	76.43	11.673	16:55:28.217
12 - D2	43.806	48.296	1:21.486	2:53.588	48.86	1:14.289	16:58:21.805
13 - D2	57.539	51.035	1:09.436	2:58.010	47.64	1:18.711	17:01:19.815
14 - D2	35.533	27.110	39.383	1:42.026	83.13	2.727	17:03:01.841
15 - D2	34.412	27.033	38.940	1:40.385	84.49	1.086	17:04:42.226
16 - D2	34.047	26.764	39.506	1:40.317	84.54	1.018	17:06:22.543
17 - D2	35.859	29.367	40.134	1:45.360	80.50	6.061	17:08:07.903
18 - D2	36.067	28.053	39.913	1:44.033	81.52	4.734	17:09:51.936
19 - D2	34.169	27.107	39.534	1:40.810	84.13	1.511	17:11:32.746
20 - D2	34.144	27.808	39.299	1:41.251	83.76	1.952	17:13:13.997
21 - D2	35.897	27.412	39.206	1:42.515	82.73	3.216	17:14:56.512
22 - D2	35.895	27.734	41.354	1:44.983	80.79	5.684	17:16:41.495
23 - D2	34.428	27.021	IN PIT	1:39.568 P	85.18	0.269	17:18:21.063
24 - D2	OUTLAP	27.523	39.670	3:12.607	44.03	1:33.308	17:21:33.670
25 - D2	34.446	27.867	40.694	1:43.007	82.34	3.708	17:23:16.677
26 - D2	34.265	26.622	39.323	1:40.210	84.63	0.911	17:24:56.887
27 - D2	34.399	26.849	39.912	1:41.160	83.84	1.861	17:26:38.047
28 - D2	33.775	26.611	39.857	1:40.243	84.61	0.944	17:28:18.290
29 - D2	33.855	27.001	40.093	1:40.949	84.01	1.650	17:29:59.239
30 - D2	34.238	26.993	39.629	1:40.860	84.09	1.561	17:31:40.099
31 - D2	34.263	27.131	39.457	1:40.851	84.10	1.552	17:33:20.950
32 - D2	35.411	27.161	39.405	1:41.977	83.17	2.678	17:35:02.927
33 - D2	33.709	26.499	39.139	1:39.347 (2)	85.37	0.048	17:36:42.274
34 - D2	35.735	27.853	39.641	1:43.229	82.16	3.930	17:38:25.503
35 - D2	33.820	27.400	39.035	1:40.255	84.60	0.956	17:40:05.758
36 - D2	34.099	26.635	40.345	1:41.079	83.91	1.780	17:41:46.837
37 - D2	34.015	26.805	38.779	1:39.599	85.15	0.300	17:43:26.436
38 - D2	34.120	26.836	39.025	1:39.981	84.83	0.682	17:45:06.417
39 - D2	35.233	27.235	38.515	1:40.983	83.99	1.684	17:46:47.400
40 - D2	33.680	26.903	38.716	1:39.299 (1)	85.41		17:48:26.699
41 - D2	33.782	37.333	43.590	1:54.705	73.94	15.406	17:50:21.404
42 - D2	35.059	26.840	39.326	1:41.225	83.78	1.926	17:52:02.629
43 - D2	34.210	26.906	38.972	1:40.088	84.74	0.789	17:53:42.717
44 - D2	34.091	26.786	39.582	1:40.459	84.42	1.160	17:55:23.176
45 - D2	34.027	26.484	39.219	1:39.730	85.04	0.431	17:57:02.906
46 - D2	33.942	26.942	39.462	1:40.346	84.52	1.047	17:58:43.252
47 - D2	33.575	26.720	39.108	1:39.403	85.32	0.104	18:00:22.655
48 - D2	34.241	26.673	40.171	1:41.085	83.90	1.786	18:02:03.740
49 - D2	34.205	26.736	38.427	1:39.368 (3)	85.35	0.069	18:03:43.108

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



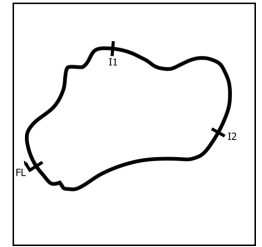
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P28 42		Darren CONSTANT / David HORNSEY			BMW 116i		
IDEAL LAP TIME : 1:36.944		BEST LAP TIME : 1:37.113			DIFFERENCE : 0.169		
D1: Darren CONSTANT		D2: David HORNSEY					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		27.408	38.358	4:37.114	30.60	3:00.001	16:36:08.826
2 - D2	33.297	26.556	39.006	1:38.859	85.79	1.746	16:37:47.685
3 - D2	34.369	27.171	38.682	1:40.222	84.62	3.109	16:39:27.907
4 - D2	33.465	26.475	37.989	1:37.929	86.60	0.816	16:41:05.836
5 - D2	33.802	26.873	38.358	1:39.033	85.64	1.920	16:42:44.869
6 - D2	33.072	26.444	37.825	1:37.341	87.13	0.228	16:44:22.210
7 - D2	33.189	26.314	37.832	1:37.335 (2)	87.13	0.222	16:45:59.545
8 - D2	33.990	26.661	39.298	1:39.949	84.85	2.836	16:47:39.494
9 - D2	34.043	26.682	IN PIT	1:36.326 P	88.05		16:49:15.820
10 - D2	OUTLAP	26.782	37.906	3:38.090	38.89	2:00.977	16:52:53.910
11 - D2	33.405	26.528	38.124	1:38.057	86.49	0.944	16:54:31.967
12 - D2	37.358	30.307	44.464	1:52.129	75.64	15.016	16:56:24.096
13 - D2	38.290	30.260	1:09.372	2:17.922	61.49	40.809	16:58:42.018
14 - D2	52.228	56.326	1:06.699	2:55.253	48.39	1:18.140	17:01:37.271
15 - D2	33.518	27.465	42.579	1:43.562	81.89	6.449	17:03:20.833
16 - D2	34.578	26.761	38.333	1:39.672	85.09	2.559	17:05:00.505
17 - D2	34.237	26.521	37.870	1:38.628	85.99	1.515	17:06:39.133
18 - D2	33.089	26.462	39.302	1:38.853	85.80	1.740	17:08:17.986
19 - D2	33.751	26.513	38.018	1:38.282	86.29	1.169	17:09:56.268
20 - D2	33.379	26.552	37.728	1:37.659	86.84	0.546	17:11:33.927
21 - D2	33.355	26.690	38.300	1:38.345	86.24	1.232	17:13:12.272
22 - D2	33.566	26.656	37.974	1:38.196	86.37	1.083	17:14:50.468
23 - D2	33.775	26.628	38.133	1:38.536	86.07	1.423	17:16:29.004
24 - D2	33.289	26.584	40.030	1:39.903	84.89	2.790	17:18:08.907
25 - D2	33.890	26.682	37.791	1:38.363	86.22	1.250	17:19:47.270
26 - D2	33.829	26.580	37.604	1:38.013	86.53	0.900	17:21:25.283
27 - D2	33.176	26.567	38.486	1:38.229	86.34	1.116	17:23:03.512
28 - D2	33.206	26.399	37.734	1:37.339 (3)	87.13	0.226	17:24:40.851
29 - D2	33.123	26.537	37.866	1:37.526	86.96	0.413	17:26:18.377
30 - D2	33.307	26.522	37.812	1:37.641	86.86	0.528	17:27:56.018
31 - D2	33.178	26.396	37.797	1:37.371	87.10	0.258	17:29:33.389
32 - D2	33.172	26.498	38.064	1:37.734	86.78	0.621	17:31:11.123
33 - D2	33.244	26.498	37.903	1:37.645	86.86	0.532	17:32:48.768
34 - D2	33.102	26.453	37.558	1:37.113 (1)	87.33		17:34:25.881
35 - D2	33.240	26.709	IN PIT	1:34.355 P	89.89		17:36:00.236
36 - D1	OUTLAP	40.263	50.495	4:21.140	32.47	2:44.027	17:40:21.376
37 - D1	43.160	34.736	46.496	2:04.392	68.18	27.279	17:42:25.768
38 - D1	41.024	32.285	44.641	1:57.950	71.90	20.837	17:44:23.718
39 - D1	39.574	31.922	44.651	1:56.147	73.02	19.034	17:46:19.865
40 - D1	40.714	31.747	44.874	1:57.335	72.28	20.222	17:48:17.200
41 - D1	40.164	31.315	45.010	1:56.489	72.81	19.376	17:50:13.689
42 - D1	39.507	30.805	42.926	1:53.238	74.90	16.125	17:52:06.927
43 - D1	37.829	29.957	43.431	1:51.217	76.26	14.104	17:53:58.144
44 - D1	38.565	30.916	42.877	1:52.358	75.48	15.245	17:55:50.502
45 - D1	38.656	30.945	43.484	1:53.085	75.00	15.972	17:57:43.587
46 - D1	38.988	30.607	44.707	1:54.302	74.20	17.189	17:59:37.889
47 - D1	39.041	31.201	43.838	1:54.080	74.34	16.967	18:01:31.969
48 - D1	39.236	32.393	42.746	1:54.375	74.15	17.262	18:03:26.344

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



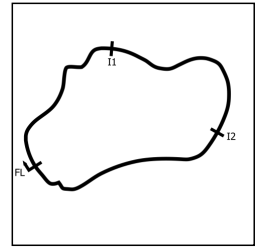
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P29 9		Julian HOWE / Michael LOVEAND		BMW 116i			
IDEAL LAP TIME : 1:37.519		BEST LAP TIME : 1:37.875		DIFFERENCE : 0.356			
D1: Julian HOWE		D2: Michael LOVEAND					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		30.097	42.886	4:54.703	28.78	3:16.828	16:36:26.415
2 - D1	36.780	29.393	43.435	1:49.608	77.38	11.733	16:38:16.023
3 - D1	37.329	29.974	43.254	1:50.557	76.71	12.682	16:40:06.580
4 - D1	37.497	29.878	43.432	1:50.807	76.54	12.932	16:41:57.387
5 - D1	36.800	30.032	42.766	1:49.598	77.38	11.723	16:43:46.985
6 - D1	36.954	29.970	42.879	1:49.803	77.24	11.928	16:45:36.788
7 - D1	36.875	30.484	42.075	1:49.434	77.50	11.559	16:47:26.222
8 - D1	36.981	29.870	41.025	1:47.876	78.62	10.001	16:49:14.098
9 - D1	37.245	28.076	IN PIT	1:45.296	P 80.55	7.421	16:50:59.394
10 - D1	OUTLAP	28.972	41.755	3:15.575	43.36	1:37.700	16:54:14.969
11 - D1	38.182	30.613	44.253	1:53.048	75.02	15.173	16:56:08.017
12 - D1	41.509	35.369	1:10.454	2:27.332	57.56	49.457	16:58:35.349
13 - D1	53.780	53.874	1:09.804	2:57.458	47.79	1:19.583	17:01:32.807
14 - D1	36.539	30.293	42.551	1:49.383	77.54	11.508	17:03:22.190
15 - D1	37.397	28.521	43.187	1:49.105	77.73	11.230	17:05:11.295
16 - D1	35.211	28.553	42.074	1:45.838	80.13	7.963	17:06:57.133
17 - D1	36.103	28.594	41.051	1:45.748	80.20	7.873	17:08:42.881
18 - D1	35.056	28.610	41.267	1:44.933	80.82	7.058	17:10:27.814
19 - D1	34.601	28.115	40.846	1:43.562	81.89	5.687	17:12:11.376
20 - D1	37.210	28.614	IN PIT	1:47.191	P 79.12	9.316	17:13:58.567
21 - D1	OUTLAP	29.483	IN PIT	2:51.457	P 49.46	1:13.582	17:16:50.024
22 - D2	OUTLAP	27.515	40.787	3:19.285	42.56	1:41.410	17:20:09.309
23 - D2	35.623	27.158	39.977	1:42.758	82.53	4.883	17:21:52.067
24 - D2	34.977	27.452	40.380	1:42.809	82.49	4.934	17:23:34.876
25 - D2	34.533	27.542	39.281	1:41.356	83.68	3.481	17:25:16.232
26 - D2	34.131	27.030	39.882	1:41.043	83.94	3.168	17:26:57.275
27 - D2	34.571	27.096	39.861	1:41.528	83.53	3.653	17:28:38.803
28 - D2	34.237	27.538	39.957	1:41.732	83.37	3.857	17:30:20.535
29 - D2	35.636	27.064	40.477	1:43.177	82.20	5.302	17:32:03.712
30 - D2	33.803	26.709	38.390	1:38.902	85.75	1.027	17:33:42.614
31 - D2	33.146	26.530	38.717	1:38.393	(2) 86.20	0.518	17:35:21.007
32 - D2	33.451	26.616	39.370	1:39.437	85.29	1.562	17:37:00.444
33 - D2	33.957	26.704	38.590	1:39.251	85.45	1.376	17:38:39.695
34 - D2	33.476	26.464	41.654	1:41.594	83.48	3.719	17:40:21.289
35 - D2	34.676	26.592	38.733	1:40.001	84.81	2.126	17:42:01.290
36 - D2	34.694	26.962	38.789	1:40.445	84.44	2.570	17:43:41.735
37 - D2	33.944	26.414	38.896	1:39.254	85.45	1.379	17:45:20.989
38 - D2	33.530	26.610	38.913	1:39.053	85.62	1.178	17:47:00.042
39 - D2	33.307	26.349	39.029	1:38.685	(3) 85.94	0.810	17:48:38.727
40 - D2	35.006	26.761	40.465	1:42.232	82.96	4.357	17:50:20.959
41 - D2	35.047	26.859	41.440	1:43.346	82.07	5.471	17:52:04.305
42 - D2	34.438	27.358	38.603	1:40.399	84.47	2.524	17:53:44.704
43 - D2	33.485	26.234	38.156	1:37.875	(1) 86.65		17:55:22.579
44 - D2	33.283	26.217	39.536	1:39.036	85.64	1.161	17:57:01.615
45 - D2	33.754	26.705	39.394	1:39.853	84.94	1.978	17:58:41.468
46 - D2	33.717	26.564	40.123	1:40.404	84.47	2.529	18:00:21.872
47 - D2	33.464	27.018	40.430	1:40.912	84.04	3.037	18:02:02.784
48 - D2	34.078	26.310	38.796	1:39.184	85.51	1.309	18:03:41.968

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



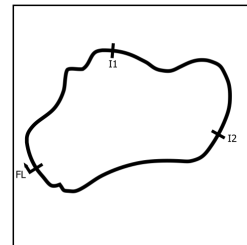
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P30 200		Giles CARTER		BMW 116i			
IDEAL LAP TIME : 1:38.826		BEST LAP TIME : 1:39.159		DIFFERENCE : 0.333			
D1: Giles CARTER							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		28.177	41.267	4:46.213	29.63	3:07.054	16:36:17.925
2 - D1	34.732	28.300	39.561	1:42.593	82.67	3.434	16:38:00.518
3 - D1	34.533	28.118	39.994	1:42.645	82.63	3.486	16:39:43.163
4 - D1	34.226	28.071	41.174	1:43.471	81.97	4.312	16:41:26.634
5 - D1	34.695	28.742	41.388	1:44.825	80.91	5.666	16:43:11.459
6 - D1	36.237	28.758	40.343	1:45.338	80.51	6.179	16:44:56.797
7 - D1	35.522	28.792	42.231	1:46.545	79.60	7.386	16:46:43.342
8 - D1	35.206	28.644	41.239	1:45.089	80.70	5.930	16:48:28.431
9 - D1	35.388	30.024	42.905	1:48.317	78.30	9.158	16:50:16.748
10 - D1	35.337	29.461	40.677	1:45.475	80.41	6.316	16:52:02.223
11 - D1	34.261	28.832	40.963	1:44.056	81.51	4.897	16:53:46.279
12 - D1	35.257	29.517	1:04.111	2:08.885	65.80	29.726	16:55:55.164
13 - D1	47.491	37.061	1:05.982	2:30.534	56.34	51.375	16:58:25.698
14 - D1	57.057	51.205	IN PIT	2:56.703	P 47.99	1:17.544	17:01:22.401
15 - D1	OUTLAP	28.991	44.431	2:12.714	63.90	33.555	17:03:35.115
16 - D1	38.115	28.895	IN PIT	1:47.076	P 79.21	7.917	17:05:22.191
17 - D1	OUTLAP	28.681	IN PIT	3:40.591	P 38.44	2:01.432	17:09:02.782
18 - D1	OUTLAP	27.902	IN PIT	3:20.039	P 42.39	1:40.880	17:12:22.821
19 - D1	OUTLAP	27.696	39.748	2:47.144	50.74	1:07.985	17:15:09.965
20 - D1	34.181	27.340	40.661	1:42.182	83.00	3.023	17:16:52.147
21 - D1	34.271	27.420	39.602	1:41.293	83.73	2.134	17:18:33.440
22 - D1	33.594	27.190	39.454	1:40.238	84.61	1.079	17:20:13.678
23 - D1	34.094	27.575	39.969	1:41.638	83.44	2.479	17:21:55.316
24 - D1	34.889	28.333	40.130	1:43.352	82.06	4.193	17:23:38.668
25 - D1	33.926	27.683	39.928	1:41.537	83.53	2.378	17:25:20.205
26 - D1	34.146	28.079	39.606	1:41.831	83.29	2.672	17:27:02.036
27 - D1	33.851	27.335	39.893	1:41.079	83.91	1.920	17:28:43.115
28 - D1	34.989	27.444	40.305	1:42.738	82.55	3.579	17:30:25.853
29 - D1	35.189	27.754	39.903	1:42.846	82.46	3.687	17:32:08.699
30 - D1	34.285	27.753	39.955	1:41.993	83.15	2.834	17:33:50.692
31 - D1	33.743	27.372	39.565	1:40.680	84.24	1.521	17:35:31.372
32 - D1	35.129	26.979	39.041	1:41.149	83.85	1.990	17:37:12.521
33 - D1	33.862	27.052	38.955	1:39.869	(3) 84.92	0.710	17:38:52.390
34 - D1	33.864	27.301	39.049	1:40.214	84.63	1.055	17:40:32.604
35 - D1	35.423	29.557	40.477	1:45.457	80.42	6.298	17:42:18.061
36 - D1	33.677	27.528	39.266	1:40.471	84.41	1.312	17:43:58.532
37 - D1	35.150	26.892	38.456	1:40.498	84.39	1.339	17:45:39.030
38 - D1	33.657	28.323	42.797	1:44.777	80.94	5.618	17:47:23.807
39 - D1	34.261	27.495	39.293	1:41.049	83.93	1.890	17:49:04.856
40 - D1	34.202	27.804	39.228	1:41.234	83.78	2.075	17:50:46.090
41 - D1	34.210	27.325	40.307	1:41.842	83.28	2.683	17:52:27.932
42 - D1	37.329	27.092	39.322	1:43.743	81.75	4.584	17:54:11.675
43 - D1	33.842	27.205	39.015	1:40.062	84.76	0.903	17:55:51.737
44 - D1	34.073	27.372	38.819	1:40.264	84.59	1.105	17:57:32.001
45 - D1	33.840	27.133	39.216	1:40.189	84.65	1.030	17:59:12.190
46 - D1	33.773	27.133	38.780	1:39.686	(2) 85.08	0.527	18:00:51.876
47 - D1	33.539	27.010	38.610	1:39.159	(1) 85.53		18:02:31.035
48 - D1	33.673	26.831	39.427	1:39.931	84.87	0.772	18:04:10.966

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



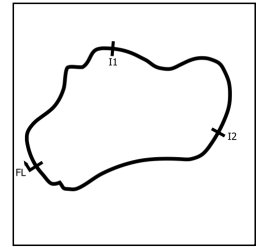
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P31 90		James NEVILLE / Jack JONES		BMW 116i			
IDEAL LAP TIME : 1:39.840		BEST LAP TIME : 1:39.923		DIFFERENCE : 0.083			
D1: James NEVILLE		D2: Jack JONES					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		31.380	44.113	5:01.995	28.08	3:22.072	16:36:33.707
2 - D1	37.992	30.617	44.735	1:53.344	74.83	13.421	16:38:27.051
3 - D1	37.477	30.372	42.949	1:50.798	76.55	10.875	16:40:17.849
4 - D1	36.444	30.068	42.909	1:49.421	77.51	9.498	16:42:07.270
5 - D1	36.548	29.749	42.863	1:49.160	77.69	9.237	16:43:56.430
6 - D1	38.375	31.803	45.007	1:55.185	73.63	15.262	16:45:51.615
7 - D1	37.997	31.119	45.353	1:54.469	74.09	14.546	16:47:46.084
8 - D1	36.354	30.092	43.170	1:49.616	77.37	9.693	16:49:35.700
9 - D1	36.788	30.820	43.273	1:50.881	76.49	10.958	16:51:26.581
10 - D1	37.415	29.524	44.149	1:51.088	76.35	11.165	16:53:17.669
11 - D1	40.192	30.650	46.605	1:57.447	72.21	17.524	16:55:15.116
12 - D1	48.425	31.332	44.231	2:03.988	68.40	24.065	16:57:19.104
13 - D1	37.863	32.738	43.859	1:54.460	74.10	14.537	16:59:13.564
14 - D1	37.319	55.082	1:03.956	2:36.357	54.24	56.434	17:01:49.921
15 - D1	38.073	29.980	42.262	1:50.315	76.88	10.392	17:03:40.236
16 - D1	36.391	28.754	41.872	1:47.017	79.25	7.094	17:05:27.253
17 - D1	36.152	29.672	42.459	1:48.283	78.32	8.360	17:07:15.536
18 - D1	35.973	29.253	42.433	1:47.659	78.78	7.736	17:09:03.195
19 - D1	37.455	30.045	42.412	1:49.912	77.16	9.989	17:10:53.107
20 - D1	35.868	29.597	42.240	1:47.705	78.74	7.782	17:12:40.812
21 - D1	36.573	30.597	43.889	1:51.059	76.37	11.136	17:14:31.871
22 - D1	36.322	30.219	43.799	1:50.340	76.86	10.417	17:16:22.211
23 - D1	36.286	30.057	43.450	1:49.793	77.25	9.870	17:18:12.004
24 - D1	36.187	29.664	IN PIT	1:48.068 P	78.48	8.145	17:20:00.072
25 - D2	OUTLAP	29.221	43.941	4:02.874	34.92	2:22.951	17:24:02.946
26 - D2	37.059	28.770	43.348	1:49.177	77.68	9.254	17:25:52.123
27 - D2	36.888	28.162	41.750	1:46.800	79.41	6.877	17:27:38.923
28 - D2	36.071	28.075	42.650	1:46.796	79.41	6.873	17:29:25.719
29 - D2	36.004	27.529	41.225	1:44.758	80.96	4.835	17:31:10.477
30 - D2	35.650	27.140	IN PIT	1:41.379 P	83.66	1.456	17:32:51.856
31 - D2	OUTLAP	26.955	40.072	3:16.892	43.07	1:36.969	17:36:08.748
32 - D2	34.843	27.120	40.476	1:42.439	82.79	2.516	17:37:51.187
33 - D2	35.979	26.863	39.507	1:42.349	82.86	2.426	17:39:33.536
34 - D2	34.452	27.249	40.063	1:41.764	83.34	1.841	17:41:15.300
35 - D2	35.223	28.476	39.859	1:43.558	81.90	3.635	17:42:58.858
36 - D2	35.449	26.896	41.026	1:43.371	82.05	3.448	17:44:42.229
37 - D2	40.345	28.606	40.872	1:49.823	77.22	9.900	17:46:32.052
38 - D2	34.530	28.933	41.265	1:44.728	80.98	4.805	17:48:16.780
39 - D2	34.266	27.060	40.234	1:41.560	83.51	1.637	17:49:58.340
40 - D2	34.130	26.923	39.600	1:40.653 (3)	84.26	0.730	17:51:38.993
41 - D2	34.517	26.988	40.021	1:41.526	83.54	1.603	17:53:20.519
42 - D2	34.293	27.068	39.790	1:41.151	83.85	1.228	17:55:01.670
43 - D2	34.427	27.019	40.315	1:41.761	83.34	1.838	17:56:43.431
44 - D2	33.906	26.757	40.594	1:41.257	83.76	1.334	17:58:24.688
45 - D2	33.954	26.792	39.177	1:39.923 (1)	84.88		18:00:04.611
46 - D2	35.984	27.927	39.582	1:43.493	81.95	3.570	18:01:48.104
47 - D2	33.981	26.763	39.252	1:39.996 (2)	84.81	0.073	18:03:28.100

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



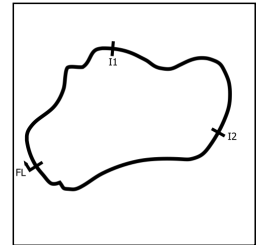
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P32 333		Ben SNEE / Damian SNEE		BMW 116i			
IDEAL LAP TIME : 1:36.763		BEST LAP TIME : 1:37.264		DIFFERENCE : 0.501			
D1: Ben SNEE		D2: Damian SNEE					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		27.961	41.066	4:43.356	29.93	3:06.092	16:36:15.068
2 - D2	34.712	27.209	40.593	1:42.514	82.73	5.250	16:37:57.582
3 - D2	34.718	27.462	38.900	1:41.080	83.90	3.816	16:39:38.662
4 - D2	34.022	27.070	39.273	1:40.365	84.50	3.101	16:41:19.027
5 - D2	35.144	27.696	40.275	1:43.115	82.25	5.851	16:43:02.142
6 - D2	33.998	26.701	38.925	1:39.624	85.13	2.360	16:44:41.766
7 - D2	33.553	26.676	38.695	1:38.924	85.73	1.660	16:46:20.690
8 - D2	33.756	26.767	IN PIT	1:37.528	P 86.96	0.264	16:47:58.218
9 - D1	OUTLAP	27.264	39.376	3:54.272	36.20	2:17.008	16:51:52.490
10 - D1	34.440	27.463	39.482	1:41.385	83.65	4.121	16:53:33.875
11 - D1	34.374	26.964	41.838	1:43.176	82.20	5.912	16:55:17.051
12 - D1	47.337	31.223	44.116	2:02.676	69.13	25.412	16:57:19.727
13 - D1	38.564	31.990	44.435	1:54.989	73.76	17.725	16:59:14.716
14 - D1	36.411	56.283	1:02.986	2:35.680	54.48	58.416	17:01:50.396
15 - D1	49.375	34.671	IN PIT	2:09.001	P 65.74	31.737	17:03:59.397
16 - D2	OUTLAP	27.898	44.241	4:19.661	32.66	2:42.397	17:08:19.058
17 - D2	34.921	27.217	38.810	1:40.948	84.01	3.684	17:10:00.006
18 - D2	33.690	26.816	39.014	1:39.520	85.22	2.256	17:11:39.526
19 - D2	33.278	26.447	38.910	1:38.635	85.98	1.371	17:13:18.161
20 - D2	33.285	26.634	38.720	1:38.639	85.98	1.375	17:14:56.800
21 - D2	35.816	27.484	38.935	1:42.235	82.96	4.971	17:16:39.035
22 - D2	33.385	26.554	38.321	1:38.260	86.31	0.996	17:18:17.295
23 - D2	33.380	26.892	39.642	1:39.914	84.88	2.650	17:19:57.209
24 - D2	33.679	26.630	38.217	1:38.526	86.08	1.262	17:21:35.735
25 - D2	33.666	26.809	39.901	1:40.376	84.49	3.112	17:23:16.111
26 - D2	33.838	26.733	38.217	1:38.788	85.85	1.524	17:24:54.899
27 - D2	33.615	26.504	38.392	1:38.511	86.09	1.247	17:26:33.410
28 - D2	34.234	26.702	38.878	1:39.814	84.97	2.550	17:28:13.224
29 - D2	33.901	26.428	38.198	1:38.527	86.08	1.263	17:29:51.751
30 - D2	33.665	26.623	38.252	1:38.540	86.07	1.276	17:31:30.291
31 - D2	33.757	26.381	38.282	1:38.420	86.17	1.156	17:33:08.711
32 - D2	33.715	26.405	38.038	1:38.158	86.40	0.894	17:34:46.869
33 - D2	33.250	26.373	38.455	1:38.078	86.47	0.814	17:36:24.947
34 - D2	33.574	26.679	38.948	1:39.201	85.49	1.937	17:38:04.148
35 - D2	34.215	26.732	38.387	1:39.334	85.38	2.070	17:39:43.482
36 - D2	33.497	26.452	38.196	1:38.145	86.41	0.881	17:41:21.627
37 - D2	33.431	26.307	37.865	1:37.603	(2) 86.89	0.339	17:42:59.230
38 - D2	33.916	26.411	39.983	1:40.310	84.55	3.046	17:44:39.540
39 - D2	33.710	26.995	39.154	1:39.859	84.93	2.595	17:46:19.399
40 - D2	33.558	26.892	37.644	1:38.094	86.46	0.830	17:47:57.493
41 - D2	33.375	26.799	37.845	1:38.019	(3) 86.53	0.755	17:49:35.512
42 - D2	33.759	28.043	38.424	1:40.226	84.62	2.962	17:51:15.738
43 - D2	33.548	26.674	39.032	1:39.254	85.45	1.990	17:52:54.992
44 - D2	35.087	26.709	37.486	1:39.282	85.42	2.018	17:54:34.274
45 - D2	33.239	26.339	37.686	1:37.264	(1) 87.20		17:56:11.538
46 - D2	33.077	26.200	46.195	1:45.472	80.41	8.208	17:57:57.010

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



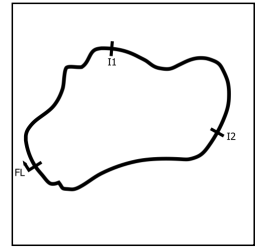
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P33 6 Simon MURRAY / Darran MILLWARD BMW 116i IDEAL LAP TIME : 1:38.963 BEST LAP TIME : 1:39.129 DIFFERENCE : 0.166 D1: Simon MURRAY D2: Darran Millward							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D2		32.031	43.890	4:57.592	28.50	3:18.463	16:36:29.304
2 - D2	37.497	29.340	44.356	1:51.193	76.27	12.064	16:38:20.497
3 - D2	37.479	30.439	43.825	1:51.743	75.90	12.614	16:40:12.240
4 - D2	36.893	29.778	44.243	1:50.914	76.47	11.785	16:42:03.154
5 - D2	36.825	29.153	43.189	1:49.167	77.69	10.038	16:43:52.321
6 - D2	36.196	28.715	42.716	1:47.627	78.80	8.498	16:45:39.948
7 - D2	36.868	29.280	41.545	1:47.693	78.75	8.564	16:47:27.641
8 - D2	36.483	29.348	42.100	1:47.931	78.58	8.802	16:49:15.572
9 - D2	36.629	28.655	43.013	1:48.297	78.31	9.168	16:51:03.869
10 - D2	34.754	27.774	41.057	1:43.585	81.88	4.456	16:52:47.454
11 - D2	34.774	27.824	41.292	1:43.890	81.64	4.761	16:54:31.344
12 - D2	37.476	30.265	44.610	1:52.351	75.49	13.222	16:56:23.695
13 - D2	37.659	30.766	1:09.344	2:17.769	61.56	38.640	16:58:41.464
14 - D2	52.092	56.039	1:07.338	2:55.469	48.33	1:16.340	17:01:36.933
15 - D2	35.230	28.448	43.763	1:47.441	78.94	8.312	17:03:24.374
16 - D2	36.062	28.856	IN PIT	1:45.635	P 80.29	6.506	17:05:10.009
17 - D2	OUTLAP	28.501	41.271	3:25.168	41.33	1:46.039	17:08:35.177
18 - D2	34.398	27.813	41.456	1:43.667	81.81	4.538	17:10:18.844
19 - D2	35.020	28.011	41.216	1:44.247	81.36	5.118	17:12:03.091
20 - D2	34.827	27.769	41.426	1:44.022	81.53	4.893	17:13:47.113
21 - D2	34.802	27.671	40.090	1:42.563	82.69	3.434	17:15:29.676
22 - D2	34.153	27.314	40.553	1:42.020	83.13	2.891	17:17:11.696
23 - D2	34.559	28.094	40.511	1:43.164	82.21	4.035	17:18:54.860
24 - D2	34.651	27.605	IN PIT	1:41.061	P 83.92	1.932	17:20:35.921
25 - D1	OUTLAP	28.235	42.717	3:45.285	37.64	2:06.156	17:24:21.206
26 - D1	35.351	27.555	40.379	1:43.285	82.11	4.156	17:26:04.491
27 - D1	35.211	27.411	40.199	1:42.821	82.48	3.692	17:27:47.312
28 - D1	35.573	27.302	40.669	1:43.544	81.91	4.415	17:29:30.856
29 - D1	35.164	27.512	39.589	1:42.265	82.93	3.136	17:31:13.121
30 - D1	34.815	27.381	39.424	1:41.620	83.46	2.491	17:32:54.741
31 - D1	34.295	26.773	39.332	1:40.400	(2) 84.47	1.271	17:34:35.141
32 - D1	34.621	26.763	39.558	1:40.942	(3) 84.02	1.813	17:36:16.083
33 - D1	34.920	26.824	39.305	1:41.049	83.93	1.920	17:37:57.132
34 - D1	35.823	27.391	38.884	1:42.098	83.07	2.969	17:39:39.230
35 - D1	34.932	27.095	IN PIT	2:04.621	P 68.05	25.492	17:41:43.851
36 - D1	OUTLAP	31.387	46.425	4:41.574	30.12	3:02.445	17:46:25.425
37 - D1	39.871	29.897	44.918	1:54.686	73.95	15.557	17:48:20.111
38 - D1	38.845	28.726	42.727	1:50.298	76.89	11.169	17:50:10.409
39 - D1	37.706	28.721	42.005	1:48.432	78.22	9.303	17:51:58.841
40 - D1	37.857	29.777	40.646	1:48.280	78.33	9.151	17:53:47.121
41 - D1	36.267	27.881	41.157	1:45.305	80.54	6.176	17:55:32.426
42 - D1	35.188	26.927	39.903	1:42.018	83.13	2.889	17:57:14.444
43 - D1	34.591	27.051	39.601	1:41.243	83.77	2.114	17:58:55.687
44 - D1	33.836	26.839	38.454	1:39.129	(1) 85.56		18:00:34.816
45 - D1	34.740	26.673	39.922	1:41.335	83.69	2.206	18:02:16.151
46 - D1	35.405	27.028	39.862	1:42.295	82.91	3.166	18:03:58.446

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



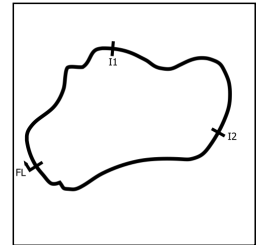
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P34 20		John MARTIN		BMW 116i			
IDEAL LAP TIME : 1:47.046		BEST LAP TIME : 1:48.536		DIFFERENCE : 1.490			
D1: John MARTIN							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		32.247	44.633	4:59.683	28.30	3:11.147	16:36:31.395
2 - D1	38.296	30.604	44.270	1:53.170	74.94	4.634	16:38:24.565
3 - D1	38.759	31.084	44.909	1:54.752	73.91	6.216	16:40:19.317
4 - D1	37.369	30.426	44.264	1:52.059	75.68	3.523	16:42:11.376
5 - D1	37.071	29.802	44.249	1:51.122	76.32	2.586	16:44:02.498
6 - D1	39.896	32.560	45.142	1:57.598	72.12	9.062	16:46:00.096
7 - D1	41.355	30.454	44.826	1:56.635	72.71	8.099	16:47:56.731
8 - D1	40.723	31.526	44.171	1:56.420	72.85	7.884	16:49:53.151
9 - D1	38.272	30.032	43.958	1:52.262	75.55	3.726	16:51:45.413
10 - D1	37.383	29.974	44.292	1:51.649	75.96	3.113	16:53:37.062
11 - D1	41.407	31.488	1:03.879	2:16.774	62.01	28.238	16:55:53.836
12 - D1	48.191	36.092	1:06.544	2:30.827	56.23	42.291	16:58:24.663
13 - D1	56.884	51.601	1:10.737	2:59.222	47.32	1:10.686	17:01:23.885
14 - D1	42.427	33.118	IN PIT	2:01.616	P 69.74	13.080	17:03:25.501
15 - D1	OUTLAP	31.738	46.461	3:33.462	39.73	1:44.926	17:06:58.963
16 - D1	37.363	30.194	44.712	1:52.269	75.54	3.733	17:08:51.232
17 - D1	36.891	29.648	45.725	1:52.264	75.55	3.728	17:10:43.496
18 - D1	36.483	29.495	42.558	1:48.536 (1)	78.14		17:12:32.032
19 - D1	37.303	29.644	46.019	1:52.966	75.08	4.430	17:14:24.998
20 - D1	37.542	28.903	44.056	1:50.501	76.75	1.965	17:16:15.499
21 - D1	39.330	29.632	IN PIT	1:50.801	P 76.54	2.265	17:18:06.300
22 - D1	OUTLAP	29.794	42.527	3:28.713	40.63	1:40.177	17:21:35.013
23 - D1	36.929	29.334	42.770	1:49.033	77.78	0.497	17:23:24.046
24 - D1	37.447	29.055	45.040	1:51.542	76.03	3.006	17:25:15.588
25 - D1	37.833	29.141	44.706	1:51.680	75.94	3.144	17:27:07.268
26 - D1	37.051	29.929	43.344	1:50.324	76.87	1.788	17:28:57.592
27 - D1	36.697	29.381	43.398	1:49.476	77.47	0.940	17:30:47.068
28 - D1	37.624	28.953	42.844	1:49.421	77.51	0.885	17:32:36.489
29 - D1	36.179	29.966	43.115	1:49.260	77.62	0.724	17:34:25.749
30 - D1	37.707	29.357	42.905	1:49.969	77.12	1.433	17:36:15.718
31 - D1	37.649	30.827	43.631	1:52.107	75.65	3.571	17:38:07.825
32 - D1	37.976	29.669	43.430	1:51.075	76.35	2.539	17:39:58.900
33 - D1	36.201	29.314	45.919	1:51.434	76.11	2.898	17:41:50.334
34 - D1	38.163	30.260	43.349	1:51.772	75.88	3.236	17:43:42.106
35 - D1	36.632	29.961	43.201	1:49.794	77.25	1.258	17:45:31.900
36 - D1	36.038	31.129	46.106	1:53.273	74.87	4.737	17:47:25.173
37 - D1	36.184	29.563	43.380	1:49.127	77.72	0.591	17:49:14.300
38 - D1	37.194	29.492	42.946	1:49.632	77.36	1.096	17:51:03.932
39 - D1	36.449	29.821	42.497	1:48.767 (3)	77.97	0.231	17:52:52.699
40 - D1	39.090	30.348	43.819	1:53.257	74.88	4.721	17:54:45.956
41 - D1	37.060	29.979	42.783	1:49.822	77.23	1.286	17:56:35.778
42 - D1	36.936	29.512	42.210	1:48.658 (2)	78.05	0.122	17:58:24.436
43 - D1	37.589	30.039	42.105	1:49.733	77.29	1.197	18:00:14.169
44 - D1	37.555	31.551	45.351	1:54.457	74.10	5.921	18:02:08.626
45 - D1	38.575	30.305	44.163	1:53.043	75.02	4.507	18:04:01.669

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



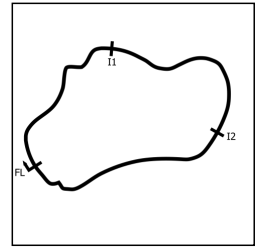
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

P35 228		James WAREING		BMW 116i			
IDEAL LAP TIME : 1:35.391		BEST LAP TIME : 1:35.567		DIFFERENCE : 0.176			
D1: James WAREING							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.317	37.686	4:32.444	31.13	2:56.877	16:36:04.156
2 - D1	33.511	26.381	37.125	1:37.017	87.42	1.450	16:37:41.173
3 - D1	32.856	26.068	37.123	1:36.047	88.30	0.480	16:39:17.220
4 - D1	33.013	26.102	37.000	1:36.115	88.24	0.548	16:40:53.335
5 - D1	33.126	26.185	38.081	1:37.392	87.08	1.825	16:42:30.727
6 - D1	33.124	26.229	37.444	1:36.797	87.62	1.230	16:44:07.524
7 - D1	32.833	26.220	36.953	1:36.006	88.34	0.439	16:45:43.530
8 - D1	33.043	26.526	38.442	1:38.011	86.53	2.444	16:47:21.541
9 - D1	33.291	26.289	37.515	1:37.095	87.35	1.528	16:48:58.636
10 - D1	32.780	26.277	IN PIT	1:33.874	P 90.35		16:50:32.510
11 - D1	OUTLAP	26.326	IN PIT	3:07.115	P 45.32	1:31.548	16:53:39.625
12 - D1	OUTLAP	30.803	47.819	3:22.356	41.91	1:46.789	16:57:01.981
13 - D1	38.439	30.931	46.791	1:56.161	73.01	20.594	16:58:58.142
14 - D1	46.166	57.034	1:02.651	2:45.851	51.13	1:10.284	17:01:43.993
15 - D1	33.046	26.343	38.916	1:38.305	86.27	2.738	17:03:22.298
16 - D1	34.173	26.559	37.527	1:38.259	86.31	2.692	17:05:00.557
17 - D1	32.943	26.125	37.070	1:36.138	88.22	0.571	17:06:36.695
18 - D1	32.515	26.085	38.917	1:37.517	86.97	1.950	17:08:14.212
19 - D1	32.790	26.079	37.892	1:36.761	87.65	1.194	17:09:50.973
20 - D1	32.711	26.081	37.827	1:36.619	87.78	1.052	17:11:27.592
21 - D1	33.129	26.187	37.341	1:36.657	87.74	1.090	17:13:04.249
22 - D1	32.604	25.988	37.862	1:36.454	87.93	0.887	17:14:40.703
23 - D1	32.665	26.238	38.375	1:37.278	87.18	1.711	17:16:17.981
24 - D1	32.977	26.203	37.199	1:36.379	88.00	0.812	17:17:54.360
25 - D1	32.567	26.086	36.984	1:35.637	(2) 88.68	0.070	17:19:29.997
26 - D1	32.604	26.052	37.061	1:35.717	(3) 88.61	0.150	17:21:05.714
27 - D1	32.571	26.108	36.888	1:35.567	(1) 88.75		17:22:41.281
28 - D1	32.853	26.251	38.045	1:37.149	87.30	1.582	17:24:18.430
29 - D1	32.593	26.108	37.112	1:35.813	88.52	0.246	17:25:54.243
30 - D1	32.741	26.230	38.660	1:37.631	86.87	2.064	17:27:31.874
31 - D1	32.915	26.302	37.885	1:37.102	87.34	1.535	17:29:08.976
32 - D1	33.754	26.132	37.796	1:37.682	86.82	2.115	17:30:46.658
33 - D1	32.908	26.208	37.161	1:36.277	88.09	0.710	17:32:22.935
34 - D1	32.669	26.110	37.166	1:35.945	88.40	0.378	17:33:58.880
35 - D1	33.295	27.712	37.880	1:38.887	85.77	3.320	17:35:37.767
36 - D1	33.094	26.605	38.181	1:37.880	86.65	2.313	17:37:15.647
37 - D1	33.704	27.183	38.825	1:39.712	85.06	4.145	17:38:55.359
38 - D1	34.545	27.420	38.748	1:40.713	84.21	5.146	17:40:36.072
39 - D1	34.742	27.453	38.824	1:41.019	83.96	5.452	17:42:17.091
40 - D1	34.288	27.474	40.163	1:41.925	83.21	6.358	17:43:59.016

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - SECTOR ANALYSIS



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

P36 777 Thomas LAW			BMW 116i				
IDEAL LAP TIME : 1:35.844		BEST LAP TIME : 1:36.018		DIFFERENCE : 0.174			
D1: Thomas LAW							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.396	37.327	4:30.265	31.38	2:54.247	16:36:01.977
2 - D1	33.993	26.126	37.642	1:37.761	86.75	1.743	16:37:39.738
3 - D1	32.860	26.164	37.696	1:36.720	87.69	0.702	16:39:16.458
4 - D1	33.046	26.203	37.283	1:36.532 (3)	87.86	0.514	16:40:52.990
5 - D1	33.286	26.330	37.830	1:37.446	87.03	1.428	16:42:30.436
6 - D1	32.867	26.214	36.937	1:36.018 (1)	88.33		16:44:06.454
7 - D1	32.781	26.397	37.125	1:36.303 (2)	88.07	0.285	16:45:42.757
8 - D1	33.232	26.825	IN PIT	1:38.816 P	85.83	2.798	16:47:21.573
9 - D1	OUTLAP	26.339	38.162	3:02.297	46.52	1:26.279	16:50:23.870
10 - D1	32.911	26.325	37.523	1:36.759	87.65	0.741	16:52:00.629
11 - D1	33.293	26.633	37.999	1:37.925	86.61	1.907	16:53:38.554
12 - D1	34.604	26.341	43.878	1:44.823	80.91	8.805	16:55:23.377
13 - D1	43.002	51.541	1:20.181	2:54.724	48.54	1:18.706	16:58:18.101
14 - D1	49.330	26.465	38.231	1:54.026	74.38	18.008	17:00:12.127
15 - D1	33.105	26.631	38.914	1:38.650	85.97	2.632	17:01:50.777
16 - D1	39.893	34.454	IN PIT	1:59.210 P	71.14	23.192	17:03:49.987
17 - D1	OUTLAP	35.190	IN PIT	3:29.885 P	40.41	1:53.867	17:07:19.872

P37 888		David HUDSON		BMW 116i			
IDEAL LAP TIME : 1:38.246		BEST LAP TIME : 1:38.965		DIFFERENCE : 0.719			
D1: David HUDSON							
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		28.001	41.093	4:42.637	30.00	3:03.672	16:36:14.349
2 - D1	35.013	27.039	40.071	1:42.123	83.05	3.158	16:37:56.472
3 - D1	34.605	27.280	38.689	1:40.574	84.33	1.609	16:39:37.046
4 - D1	34.109	27.385	39.739	1:41.233	83.78	2.268	16:41:18.279
5 - D1	36.442	28.057	39.754	1:44.253	81.35	5.288	16:43:02.532
6 - D1	34.252	26.354	39.324	1:39.930	84.87	0.965	16:44:42.462
7 - D1	33.203	26.711	39.051	1:38.965 (1)	85.70		16:46:21.427
8 - D1	33.700	26.629	40.234	1:40.563	84.34	1.598	16:48:01.990
9 - D1	34.615	27.119	39.886	1:41.620	83.46	2.655	16:49:43.610
10 - D1	33.452	26.443	39.450	1:39.345 (2)	85.37	0.380	16:51:22.955
11 - D1	33.798	26.864	39.217	1:39.879 (3)	84.91	0.914	16:53:02.834

P38 121		AJ DUFFILL / Luke FOX		BMW 116i			
IDEAL LAP TIME : 1:37.329		BEST LAP TIME : 1:37.650		DIFFERENCE : 0.321			
D1: AJ DUFFILL		D2: Luke FOX					
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY
1 - D1		26.561	37.697	4:32.211	31.15	2:54.561	16:36:03.923
2 - D1	33.837	27.025	37.620	1:38.482 (2)	86.12	0.832	16:37:42.405
3 - D1	33.784	26.588	37.278	1:37.650 (1)	86.85		16:39:20.055
4 - D1	33.630	26.421	38.895	1:38.946 (3)	85.71	1.296	16:40:59.001

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - STATISTICS

Competitors Started	38
Planned Start	2025-05-04 @ 17:05:00.000
Actual Start	2025-05-04 @ 16:31:31.711
Finish Time	2025-05-04 @ 18:02:50.661
Track Length	2.3560mi.
Total Laps	1775
Total Distance Covered	4181.9061mi.

Session Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	4:30.050	16:36:01.794	1	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:37.008	16:37:38.801	2	BMW 116i
25	Ethan HALL <i>E. HALL</i>	1:36.739	16:37:38.943	2	BMW 116i
777	Thomas LAW <i>T. LAW</i>	1:36.720	16:39:16.496	3	BMW 116i
228	James WAREING <i>J. WAREING</i>	1:36.047	16:39:17.140	3	BMW 116i
252	James DUNNE <i>J. DUNNE</i>	1:35.994	16:39:17.583	3	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:35.952	16:47:17.544	8	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:35.476	16:48:53.020	9	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:35.382	17:48:19.683	42	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1:35.379	17:56:17.942	47	BMW 116i

Session Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
78	James POOLE / Matthew HIGHCOCK <i>M. HIGHCOCK</i>	1	18	42.40 miles	BMW 116i
234	Lee PEARCE <i>L. PEARCE</i>	19	2	4.71 miles	BMW 116i
17	Ross RILEY / Gary TAYLOR <i>G. TAYLOR</i>	21	3	7.06 miles	BMW 116i
78	James POOLE / Matthew HIGHCOCK <i>J. POOLE</i>	24	4	9.42 miles	BMW 116i
25	Ethan HALL <i>E. HALL</i>	28	25	58.90 miles	BMW 116i

Flag History

TYPE	TIME OF DAY
GREEN	16:31:31.711
SAFETY	16:54:31.024
GREEN	17:01:13.963
FINISH	18:02:50.661

Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	2	50	1:26:29.871
Red	0	0	0.000
Safety Car	1	2	6:42.938
FCY	0	0	0.000

BARC Race Meeting - Thruxton - 3rd/4th May 2025

Gaz Shocks 116 Trophy

RACE 20 - GRID (90 minutes) - AMENDED



ROW 19	37	20	1:54.881 John MARTIN		
ROW 18	35	6	1:44.548 Simon MURRAY / Darran MILLWARD	36	9 1:47.059 Julian HOWE / Michael LOVEAND
ROW 17	33	33	1:42.574 Simon YODAN / Sean YODAN	34	17 1:43.077 Ross RILEY / Gary TAYLOR
ROW 16	31	200	1:41.486 Giles CARTER	32	635 1:42.031 Ben MCCORMACK / Will TOWNROW
ROW 15	29	22	1:39.960 Richard ROUNDELL / Ryan CEFFERTY	30	969 1:40.138 Simon MOSS / Bartholomew LANG
ROW 14	27	333	1:39.596 Ben SNEE / Damian SNEE	28	220 1:39.928 Simon FOX / Andrew PARTRIDGE
ROW 13	25	27	1:38.502 Steve LLOYD	26	325 1:38.658 Callum DAVIES
ROW 12	23	5	1:37.898 Anthony SEDDON	24	31 1:38.471 Sam HOLMAN
ROW 11	21	47	1:37.732 Connor ANDERSON	22	1 1:37.876 Paul OFFORD
ROW 10	19	83	1:37.262 Sammy WALTON	20	234 1:37.635 Lee PEARCE
ROW 9	17	80	1:37.065 Theo MILLWARD / Chris BAYLISS	18	86 1:37.207 Pete BRAND
ROW 8	15	888	1:36.907 David HUDSON	16	173 1:36.985 Ben Dobbs
ROW 7	13	42	1:36.721 Darren CONSTANT / David HORNSEY	14	55 1:36.876 Lewis CHARLTON
ROW 6	11	34	1:36.618 Toby OREILLY	12	666 1:36.681 Ben WILLSHIRE
ROW 5	9	249	1:36.467 William ABRAHAM / Scott JEFFS	10	252 1:36.594 James DUNNE
ROW 4	7	187	1:36.162 George HELER	8	232 1:36.175 Jonathan BAKER
ROW 3	5	151	1:36.027 Peter KEEN	6	228 1:36.126 James WAREING
ROW 2	3	25	1:35.825 Ethan HALL	4	121 1:36.012 AJ DUFFILL / Luke FOX
ROW 1	1	777	1:35.519 Thomas LAW	2	78 1:35.525 James POOLE / Matthew HIGHCOCK

Pole

Car 90 - permitted to start from the pit lane subject to CoC permission
 Car 173 - Ben Dobbs 2 place grid penalty applied for contact with another vehicle in a previous race
 Car 17 - Ross Riley disqualified from qualifying

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

Thruxton: 2.3560 miles

Clerk Of Course: David Weston

Timekeeper: Rob Cook



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

Printed - 14:49 Sunday, 04 May 2025



The British Automobile Racing Club