

Circuit Ricardo Tormo
Length: 4005 metros


Best Lap: Rider 43 - JESPERSEN, Simon - Time: 01:36,856 at 148,86 Km/h

## Carrera 1 Supersport NG

## JURY:

| $\square$ Final Official |
| :--- |$\square$ Provisional Official

Length: 4005 Hour: 13:55:00
C.Timekeeper:

Hour:


# ANALYSIS / SECTORS Carrera 1 Supersport NG 

| $\mathbf{4}$ | FERNANDEZ, Eric |  | TEAM SPEED RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 1 | T. Ideal: 01:36,695 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 26,742$ | $00: 26,072$ | $00: 22,887$ | $00: 26,129$ | 178,51 | $13: 57: 42$ |
| 2 | $01: 38,155$ | $00: 21,933$ | $00: 25,965$ | $00: 23,137$ | $00: 27,120$ | 239,11 | $13: 59: 21$ |
| 3 | $01: 37,316$ | $00: 22,478$ | $00: 25,785$ | $00: 22,866$ | $00: 26,187$ | 232,26 | $14: 00: 58$ |
| 4 | $01: 37,109$ | $00: 22,097$ | $00: 25,872$ | $00: 22,967$ | $00: 26,173$ | 244,53 | $14: 02: 35$ |
| 5 | $01: 37,684$ | $00: 22,363$ | $00: 25,932$ | $00: 22,977$ | $00: 26,412$ | 248,28 | $14: 04: 13$ |
| 6 | $01: 37,113$ | $00: 22,217$ | $00: 25,782$ | $00: 22,933$ | $00: 26,181$ | 241,79 | $14: 05: 50$ |
| 7 | $01: 37,233$ | $00: 22,218$ | $00: 25,801$ | $00: 22,997$ | $00: 26,217$ | 244,53 | $14: 07: 27$ |
| 8 | $01: 37,302$ | $00: 22,111$ | $00: 25,870$ | $00: 23,080$ | $00: 26,241$ | 246,39 | $14: 09: 04$ |
| 9 | $01: 37,515$ | $00: 22,362$ | $00: 25,871$ | $00: 23,032$ | $00: 26,250$ | 240,00 | $14: 10: 42$ |
| 10 | $01: 37,179$ | $00: 22,178$ | $00: 25,937$ | $00: 22,921$ | $00: 26,143$ | 245,45 | $14: 12: 19$ |
| 11 | $01: 37,361$ | $00: 22,123$ | $00: 26,030$ | $00: 23,051$ | $00: 26,157$ | 244,53 | $14: 13: 56$ |
| 12 | $01: 36,954$ | $00: 22,125$ | $00: 25,768$ | $00: 22,933$ | $00: 26,128$ | 243,61 | $14: 15: 33$ |
| 13 | $01: 37,147$ | $00: 22,076$ | $00: 25,896$ | $00: 23,002$ | $00: 26,173$ | 245,45 | $14: 17: 11$ |
| 14 | $01: 37,546$ | $00: 22,364$ | $00: 25,953$ | $00: 22,925$ | $00: 26,304$ | 240,89 | $14: 18: 48$ |
| 15 | $01: 37,219$ | $00: 22,253$ | $00: 25,869$ | $00: 22,898$ | $00: 26,199$ | 243,61 | $14: 20: 25$ |
| 16 | $01: 37,315$ | $00: 22,181$ | $00: 25,934$ | $00: 22,897$ | $00: 26,303$ | 244,53 | $14: 22: 03$ |
| 17 | $01: 37,090$ | $00: 22,093$ | $00: 25,909$ | $00: 22,952$ | $00: 26,136$ | 243,61 | $14: 23: 40$ |
| 18 | $01: 36,988$ | $00: 21,986$ | $00: 25,847$ | $00: 22,962$ | $00: 26,193$ | 247,33 | $14: 25: 17$ |



| 8 | AL-QUBAISI, Abdulla N. |  |  | ANDOTRANS TEAM TORRE |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | QAT |  |  | P.Vmax: 18 |  | T. Ideal: 01:38,947 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 31,621$ | $00: 27,370$ | $00: 23,631$ | $00: 27,173$ | 190,59 | $13: 57: 50$ |
| 2 | $01: 39,205$ | $00: 22,880$ | $00: 26,262$ | $00: 23,041$ | $00: 27,022$ | 234,78 | $13: 59: 30$ |
| 3 | $01: 39,556$ | $00: 22,853$ | $00: 26,200$ | $00: 23,338$ | $00: 27,165$ | 228,98 | $14: 01: 09$ |
| 4 | $01: 39,412$ | $00: 22,779$ | $00: 26,362$ | $00: 23,160$ | $00: 27,111$ | 235,64 | $14: 02: 49$ |
| 5 | $01: 40,161$ | $00: 22,991$ | $00: 26,561$ | $00: 23,523$ | $00: 27,086$ | 229,79 | $14: 04: 29$ |
| 6 | $01: 40,211$ | $00: 23,182$ | $00: 26,366$ | $00: 23,418$ | $00: 27,245$ | 228,98 | $14: 06: 09$ |
| 7 | $01: 40,457$ | $00: 23,256$ | $00: 26,529$ | $00: 23,498$ | $00: 27,174$ | 225,78 | $14: 07: 49$ |
| 8 | $01: 40,237$ | $00: 23,036$ | $00: 26,564$ | $00: 23,526$ | $00: 27,111$ | 226,57 | $14: 09: 30$ |
| 9 | $01: 39,985$ | $00: 23,159$ | $00: 26,459$ | $00: 23,370$ | $00: 26,997$ | 226,57 | $14: 11: 10$ |
| 10 | $01: 39,862$ | $00: 22,908$ | $00: 26,549$ | $00: 23,409$ | $00: 26,996$ | 226,57 | $14: 12: 50$ |
| 11 | $01: 39,655$ | $00: 22,898$ | $00: 26,420$ | $00: 23,245$ | $00: 27,092$ | 228,17 | $14: 14: 29$ |

12 01:39,893 13 01:39,725 14 01:39,550 15 01:40,127 16 01:40,626 17 01:40,410 18 01:39,752

00:23,059 00:26,416 00:23,305 00:27,113 $\quad 229,79 \quad 14: 16: 09$ $\begin{array}{llllll}00: 22,943 & 00: 26,507 & 00: 23,318 & 00: 26,957 & 227,37 & 14: 17: 49\end{array}$ $\begin{array}{llllll}00: 22,971 & 00: 26,435 & 00: 23,217 & 00: 26,927 & 227,37 & 14: 19: 28\end{array}$ $00: 23,145 \quad 00: 26,432 \quad 00: 23,304 \quad 00: 27,246 \quad 229,79 \quad 14: 21: 08$ $\begin{array}{llllll}00: 23,206 & 00: 26,875 & 00: 23,360 & 00: 27,185 & 233,09 & 14: 22: 49\end{array}$ $00: 23,077 \quad 00: 26,794 \quad 00: 23,453 \quad 00: 27,086 \quad 233,09 \quad 14: 24: 30$

$$
4
$$ $00: 23,005 \quad 00: 26,417 \quad 00: 23,308 \quad 00: 27,022 \quad 228,17 \quad 14: 26: 09$

9 DEL
ESP

KAWASAKI PALMETO PL
P.Vmax: 24 T. Ideal: 01:41,280

| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 FIRST LAP | 00.31 .261 | 00.28 .540 | 00.24 .086 | 00.27 .571 | 105.18 | $13: 57.52$ |

2 01:41,496 00:22,945 00:27,262 $000: 24,000 \quad 00: 27,289 \quad 230,60 \quad 13: 59: 34$

3 01:41,544
$\begin{array}{llllll}00: 22,969 & 00: 27,253 & 00: 23,922 & 00: 27,400 & 231,43 & 14: 01: 15\end{array}$

4 01:42,125 $\begin{array}{llllll}00: 23,139 & 00: 27,271 & 00: 24,089 & 00: 27,626 & 230,60 & 14: 02: 57\end{array}$ $00: 23,147 \quad 00: 27,252 \quad 00: 24,168 \quad 00: 27,541 \quad 228,98 \quad 14: 04: 39$ $\begin{array}{llllll}00: 23,198 & 00: 27,444 & 00: 24,029 & 00: 27,493 & 229,79 & 14: 06: 22\end{array}$ $\begin{array}{llllll}00: 23,012 & 00: 27,125 & 00: 23,995 & 00: 27,548 & 228,98 & 14: 08: 03\end{array}$ $\begin{array}{llllll}00: 23,092 & 00: 27,337 & 00: 24,259 & 00: 27,543 & 229,79 & 14: 09: 45\end{array}$ $\begin{array}{lllllll}00: 23,220 & 00: 27,124 & 00: 24,071 & 00: 27,395 & 228,98 & 14: 11: 27\end{array}$ $\begin{array}{llllll}00: 23,111 & 00: 27,170 & 00: 24,181 & 00: 27,597 & 228,17 & 14: 13: 09\end{array}$ $00: 23,158 \quad 00: 27,186 \quad 00: 23,983 \quad 00: 27,560 \quad 228,98 \quad 14: 14: 51$ $\begin{array}{llllll}00: 23,201 & 00: 27,606 & 00: 24,138 & 00: 27,520 & 227,37 & 14: 16: 34\end{array}$ $\begin{array}{llllll}00: 23,276 & 00: 27,562 & 00: 24,211 & 00: 27,769 & 230,60 & 14: 18: 17\end{array}$ $\begin{array}{llllll}00: 23,541 & 00: 27,320 & 00: 24,230 & 00: 27,798 & 228,17 & 14: 19: 59\end{array}$ $\begin{array}{llllll}00: 23,362 & 00: 28,003 & 00: 24,401 & 00: 28,273 & 227,37 & 14: 21: 43\end{array}$ $00: 23,459 \quad 00: 27,481 \quad 00: 24,290 \quad 00: 28,174 \quad 226,57 \quad 14: 23: 27$ $\begin{array}{llllll}00: 23,450 & 00: 27,911 & 00: 24,760 & 00: 28,394 & 228,98 & 14: 25: 11\end{array}$ $\begin{array}{llllll}00: 23,610 & 00: 27,785 & 00: 24,297 & 00: 28,096 & 228,17 & 14: 26: 55\end{array}$

| 11 | SCHULTZ, Jared Karl |  | ASAPMOTORSPORT |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RSA |  |  | P.Vmax: 12 | T. Ideal: 01:37,960 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 30,584$ | $00: 26,804$ | $00: 23,427$ | $00: 26,764$ | 181,51 | $13: 57: 48$ |
| 2 | $01: 38,803$ | $00: 22,829$ | $00: 26,291$ | $00: 23,035$ | $00: 26,648$ | 236,50 | $13: 59: 27$ |
| 3 | $01: 38,307$ | $00: 22,454$ | $00: 26,106$ | $00: 23,130$ | $00: 26,617$ | 234,78 | $14: 01: 05$ |
| 4 | $01: 38,404$ | $00: 22,608$ | $00: 25,980$ | $00: 23,000$ | $00: 26,816$ | 238,24 | $14: 02: 44$ |
| 5 | $01: 38,077$ | $00: 22,484$ | $00: 25,917$ | $00: 23,006$ | $00: 26,670$ | 234,78 | $14: 04: 22$ |
| 6 | $01: 38,774$ | $00: 22,583$ | $00: 26,241$ | $00: 23,103$ | $00: 26,847$ | 234,78 | $14: 06: 01$ |
| 7 | $01: 38,575$ | $00: 22,534$ | $00: 26,041$ | $00: 23,264$ | $00: 26,736$ | 232,26 | $14: 07: 39$ |
| 8 | $01: 38,007$ | $00: 22,478$ | $00: 25,910$ | $00: 23,023$ | $00: 26,596$ | 233,94 | $14: 09: 17$ |
| 9 | $01: 38,405$ | $00: 22,560$ | $00: 26,117$ | $00: 23,063$ | $00: 26,665$ | 234,78 | $14: 10: 56$ |
| 10 | $01: 38,741$ | $00: 22,723$ | $00: 26,170$ | $00: 23,135$ | $00: 26,713$ | 233,09 | $14: 12: 34$ |
| 11 | $01: 38,808$ | $00: 22,641$ | $00: 26,231$ | $00: 23,244$ | $00: 26,692$ | 234,78 | $14: 14: 13$ |
| 12 | $01: 38,671$ | $00: 22,590$ | $00: 26,210$ | $00: 23,243$ | $00: 26,628$ | 233,94 | $14: 15: 52$ |
| 13 | $01: 38,358$ | $00: 22,485$ | $00: 26,136$ | $00: 23,055$ | $00: 26,682$ | 233,94 | $14: 17: 30$ |
| 14 | $01: 38,398$ | $00: 22,623$ | $00: 26,102$ | $00: 23,051$ | $00: 26,622$ | 233,09 | $14: 19: 09$ |
| 15 | $01: 39,044$ | $00: 22,536$ | $00: 26,206$ | $00: 23,294$ | $00: 27,008$ | 234,78 | $14: 20: 48$ |
| 16 | $01: 38,905$ | $00: 22,623$ | $00: 26,183$ | $00: 23,007$ | $00: 27,092$ | 232,26 | $14: 22: 27$ |
| 17 | $01: 39,485$ | $00: 22,921$ | $00: 26,437$ | $00: 23,322$ | $00: 26,805$ | 233,09 | $14: 24: 06$ |
| 18 | $01: 39,474$ | $00: 22,772$ | $00: 26,385$ | $00: 23,363$ | $00: 26,954$ | 234,78 | $14: 25: 45$ |


| $\mathbf{1 4}$ | TINKER, Corey |  | EASYRACE TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | GBR |  |  | P.Vmax: 28 |  | T. Ideal: 01:40,355 |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| 1 FIRST LAP | $00: 29,678$ | $00: 26,674$ | $01: 09,878$ | $00: 29,483$ | 187,83 | $13: 58: 36$ |  |
| 2 | $01: 45,889$ | $00: 24,678$ | $00: 28,476$ | $00: 24,833$ | $00: 27,902$ | 225,00 | $14: 00: 22$ |
| 3 | $01: 42,104$ | $00: 23,608$ | $00: 27,233$ | $00: 23,845$ | $00: 27,418$ | 226,57 | $14: 02: 04$ |
| 4 | $01: 40,914$ | $00: 23,065$ | $00: 26,838$ | $00: 23,564$ | $00: 27,447$ | 228,17 | $14: 03: 45$ |

雨 $\sqrt{2}$
CIRCUIT RICARDO TORMO
Circuit Ricardo Tormo
Circuit Ricardo Tormo
MAY 13th 14th
CTO. ESBK 2023
ANALYSIS / SECTORS Carrera 1 Supersport NG

5 01:41,006
6 01:40,781
7 01:40,633
8 01:40,723
9 01:40,834
10 01:40,929
11 01:41,165
12 01:45,269
13 01:41,003
14 01:47,405
15 01:41,486
16 01:41,193
17 01:41,137

00:23,124 00:26,723 00:23,729 00:27,430 00:23,044 00:26,646 00:23,688 00:27,403 $\begin{array}{llll}00: 23,024 & 00: 26,793 & 00: 23,550 & 00: 27,266\end{array}$ 00:23,172 00:26,795 00:23,553 00:27,203 $00: 23,212 \quad 00: 26,76700: 23,610 \quad 00: 27,245$ 00:22,965 00:27,000 00:23,759 00:27,205 00:22,999 00:26,772 00:23,839 00:27,555 $00: 27,372 \quad 00: 26,959 \quad 00: 23,619 \quad 00: 27,319$ 00:23,084 00:26,834 00:23,756 00:27,329 $00: 23,331 \quad 00: 32,789 \quad 00: 23,975 \quad 00: 27,310$ 00:23,174 00:26,979 00:23,757 00:27,576 00:23,502 00:26,736 00:23,761 00:27,194 00:23,013 00:26,911 00:23,789 00:27,424

228,17 14:05:26 227,37 14:07:07 228,17 14:08:48 228,17 14:10:28 228,98 14:12:09 228,17 14:13:50 228,17 14:15:31 225,00 14:17:17 228,17 14:18:58 226,57 14:20:45 228,98 14:22:27 218,18 14:24:08

| 17 |  | ROMERO, Ruben ESP |  | ILUSION RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 26 |  | T. Ideal: 01:40,332 |  |
|  | Time |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | T LAP | 05:54,502 | 00:28,595 | 00:23,927 | 00:27,295 | 190,03 | 14:03:15 |
| 2 | 01:421 | ,122 | 00:23,483 | 00:26,637 | 00:24,606 | 00:27,396 | 230,60 | 14:04:57 |
| 3 | 01:41 | ,229 | 00:23,773 | 00:26,886 | 00:23,470 | 00:27,100 | 229,79 | 14:06:38 |
| 4 | 01:40 | ,822 | 00:23,125 | 00:26,768 | 00:23,610 | 00:27,319 | 230,60 | 14:08:19 |
|  | PIT |  |  | 01:01,701 | 00:24,788 | 00:35,492 | 230,60 | 14:10:21 |

$\begin{array}{lllllll}18 & 01: 39,119 & 00: 22,718 & 00: 26,403 & 00: 23,312 & 00: 26,686 & 234,78 \\ 14: 25: 39\end{array}$

| 21 | MIHAILA, Demis <br> ITA | MOTOXRACING TEAM <br> P.Vmax: 3 |
| :---: | :---: | :--- |
| T. Ideal: 01:37,455 |  |  |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

1 FIRSTLAP $00: 28,824 \quad 00: 26,379 \quad 00: 22,888 \quad 00: 26,451 \quad 181,51 \quad 13: 57: 45$

2 01:37,662 00:22,390 00:25,810 00:22,878 00:26,584 $239,11 \quad 13: 59: 23$
3 01:38,343 00:22,572 00:26,080 00:23,174 00:26,517 $344,53 \quad 14: 01: 01$
$4 \quad 01: 38,681 \quad 00: 22,937 \quad 00: 26,279 \quad 00: 22,970 \quad 00: 26,495 \quad 238,24 \quad 14: 02: 40$
5 01:38,207 $\quad 00: 22,434 \quad 00: 26,053 \quad 00: 23,113 \quad 00: 26,607 \quad 240,00 \quad 14: 04: 18$
6 01:38,505 $600: 22,668 \quad 00: 26,083 \quad 00: 23,087 \quad 00: 26,667 \quad 240,89 \quad 14: 05: 57$
$7 \quad 01: 38,505 \quad 00: 22,54300: 26,083 \quad 00: 23,169 \quad 00: 26,710 \quad 239,11 \quad 14: 07: 35$
$8 \quad 01: 38,334 \quad 00: 22,530 \quad 00: 26,184 \quad 00: 22,991 \quad 00: 26,629 \quad 240,00 \quad 14: 09: 13$
$\begin{array}{lllllll} & 01: 38,171 & 00: 22,454 & 00: 26,247 & 00: 22,999 & 00: 26,471 & 240,00\end{array} 14: 10: 52$
10 01:38,175
11 01:37,854
12 01:38,037
13 01:37,826
14 01:38,045
15 01:38,165
16 01:38,238
17 01:37,813 $00: 22,420 \quad 00: 26,150 \quad 00: 22,951 \quad 00: 26,654 \quad 240,89 \quad 14: 12: 30$ $00: 22,540 \quad 00: 26,032 \quad 00: 22,869 \quad 00: 26,413 \quad 234,78 \quad 14: 14: 08$ $\begin{array}{lllllll}00: 22,543 & 00: 25,973 & 00: 23,037 & 00: 26,484 & 235,64 & 14: 15: 46\end{array}$ $00: 22,459 \quad 00: 26,008 \quad 00: 22,845 \quad 00: 26,514 \quad 234,78 \quad 14: 17: 23$ $00: 22,454 \quad 00: 26,111 \quad 00: 22,943 \quad 00: 26,537 \quad 233,94 \quad 14: 19: 02$ $\begin{array}{llllll}00: 22,619 & 00: 26,133 & 00: 22,894 & 00: 26,519 & 233,94 & 14: 20: 40\end{array}$ $\begin{array}{llllll}00: 22,506 & 00: 26,279 & 00: 22,925 & 00: 26,528 & 233,94 & 14: 22: 18\end{array}$ $00: 22,581 \quad 00: 25,977 \quad 00: 22,844 \quad 00: 26,411 \quad 233,94 \quad 14: 23: 56$ $\begin{array}{llllllll} & 18 & 01: 38,490 & 00: 22,616 & 00: 26,305 & 00: 23,031 & 00: 26,538 & 238,24\end{array} 14: 25: 34$

| 23 | ROCHA, Diego <br> ARG | YAMAHA GV STRATOS <br> P.Vmax: 26 | T. Ideal: 01:41,892 |
| :---: | :--- | :--- | :--- |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

1 FIRST LAP $\quad 00: 32,409 \quad 00: 27,96300: 24,093 \quad 00: 27,690 \quad 190,03 \quad 13: 57: 53$
2 01:42,082 $\quad 00: 23,512 \quad 00: 27,118 \quad 00: 23,898 \quad 00: 27,554 \quad 230,60 \quad 13: 59: 35$
$\begin{array}{lllllll} & 01: 43,375 & 00: 23,751 & 00: 27,123 & 00: 24,502 & 00: 27,999 & 227,37\end{array} 14: 01: 18$
$\begin{array}{lllllll} & 01: 42,562 & 00: 23,614 & 00: 27,062 & 00: 23,979 & 00: 27,907 & 225,78 \\ 14: 03: 01\end{array}$
$\begin{array}{lllllll}5 & 01: 43,166 & 00: 23,765 & 00: 27,244 & 00: 24,147 & 00: 28,010 & 225,78 \\ 14: 04: 44\end{array}$
6 01:42,322 $00: 23,525 \quad 00: 26,992 \quad 00: 23,960 \quad 00: 27,845 \quad 225,00 \quad 14: 06: 26$
$7 \quad 01: 42,419 \quad 00: 23,465 \quad 00: 27,067 \quad 00: 23,900 \quad 00: 27,987 \quad 224,22 \quad 14: 08: 09$
$\begin{array}{lllllll} & 01: 42,474 & 00: 23,448 & 00: 27,178 & 00: 23,919 & 00: 27,929 & 223,45 \\ 14: 09: 51\end{array}$
$\begin{array}{lllllll} & 01: 42,943 & 00: 23,573 & 00: 27,211 & 00: 23,980 & 00: 28,179 & 223,45\end{array} 14: 11: 34$ $10 \begin{array}{lllllll} & 01: 42,724 & 00: 23,523 & 00: 27,080 & 00: 24,132 & 00: 27,989 & 225,00\end{array} 14: 13: 17$ 11 01:43,400 12 01:42,981 13 01:43,053 14 01:43,035 15 01:44,281 16 01:48,882 $\begin{array}{lllllll}17 & 01: 44,645 & 00: 25,036 & 00: 27,507 & 00: 24,103 & 00: 27,999 & 224,22\end{array} 14: 25: 27$

| $\mathbf{2 5}$ | VERDOIA, Andy |  |  | ARCO YAMAHA MOTOR U. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | FRA |  |  | P.Vmax: 5 |  | T. Ideal: 01:36,769 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 27,085$ | $00: 25,937$ | $00: 22,782$ | $00: 26,279$ | 176,09 | $13: 57: 43$ |
| 2 | $01: 37,464$ | $00: 22,161$ | $00: 25,786$ | $00: 23,108$ | $00: 26,409$ | 239,11 | $13: 59: 20$ |
| 3 | $01: 36,923$ | $00: 22,087$ | $00: 25,769$ | $00: 22,791$ | $00: 26,276$ | 240,00 | $14: 00: 57$ |
| 4 | $01: 37,700$ | $00: 22,260$ | $00: 26,267$ | $00: 22,850$ | $00: 26,323$ | 233,94 | $14: 02: 35$ |
| 5 | $01: 37,180$ | $00: 22,431$ | $00: 25,763$ | $00: 22,729$ | $00: 26,257$ | 241,79 | $14: 04: 12$ |
| 6 | $01: 37,414$ | $00: 22,440$ | $00: 25,866$ | $00: 22,777$ | $00: 26,331$ | 241,79 | $14: 05: 49$ |
| 7 | $01: 37,252$ | $00: 22,407$ | $00: 25,787$ | $00: 22,800$ | $00: 26,258$ | 237,36 | $14: 07: 27$ |
| 8 | $01: 37,463$ | $00: 22,283$ | $00: 25,915$ | $00: 22,936$ | $00: 26,329$ | 241,79 | $14: 09: 04$ |
| 9 | $01: 37,404$ | $00: 22,404$ | $00: 25,919$ | $00: 22,828$ | $00: 26,253$ | 234,78 | $14: 10: 42$ |
| 10 | $01: 37,194$ | $00: 22,416$ | $00: 25,786$ | $00: 22,795$ | $00: 26,197$ | 240,89 | $14: 12: 19$ |
| 11 | $01: 37,238$ | $00: 22,235$ | $00: 25,895$ | $00: 22,827$ | $00: 26,281$ | 241,79 | $14: 13: 56$ |

## CTO. ESBK 2023

## ANALYSIS / SECTORS Carrera 1 Supersport NG

| 12 | $01: 37,041$ | $00: 22,298$ | $00: 25,757$ | $00: 22,741$ | $00: 26,245$ | 242,70 | $14: 15: 33$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 13 | $01: 37,400$ | $00: 22,285$ | $00: 25,974$ | $00: 22,809$ | $00: 26,332$ | 240,89 | $14: 17: 10$ |
| 14 | $01: 37,220$ | $00: 22,354$ | $00: 25,794$ | $00: 22,738$ | $00: 26,334$ | 241,79 | $14: 18: 48$ |
| 15 | $01: 37,336$ | $00: 22,393$ | $00: 25,791$ | $00: 22,790$ | $00: 26,362$ | 240,00 | $14: 20: 25$ |
| 16 | $01: 37,036$ | $00: 22,281$ | $00: 25,823$ | $00: 22,728$ | $00: 26,204$ | 241,79 | $14: 22: 02$ |
| 17 | $01: 37,574$ | $00: 22,461$ | $00: 25,934$ | $00: 22,880$ | $00: 26,299$ | 240,00 | $14: 23: 40$ |
| 18 | $01: 37,490$ | $00: 22,390$ | $00: 25,916$ | $00: 22,795$ | $00: 26,389$ | 238,24 | $14: 25: 17$ |

YAMAHA GV STRATOS
P.Vmax: $9 \quad$ T. Ideal: 01:37,259
Lap Time Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour

1 FIRST LAP
2 01:37,943
3 01:38,029
4 01:37,906
5 01:37,951
6 01:38,167
7 01:37,799
8 01:38,029
9 01:38,360
10 01:38,605
11 01:38,260
12 01:38,291
13 01:38,158
14 01:38,211
15 01:38,524
16 01:38,059
17 01:38,453
18 01:39,070

182,02 13:57:45
239,11 13:59:23
240,00 14:01:01
233,94 14:02:39 233,09 14:04:17
233,09 14:05:55
232,26 14:07:33
233,09 14:09:11
231,43 14:10:49
231,43 14:12:28
231,43 14:14:06
232,26 14:15:44
230,60 14:17:22
230,60 14:19:00
230,60 14:20:39
230,60 14:22:17
228,98 14:23:56
232,26 14:25:35

1 FIRSTLAP $00: 33,036 ~ 00: 27,87500: 24,00100: 27,521 \quad 186,21 \quad 13: 57: 53$

2 01:42,053
3 01:42,004
4 01:42,051
5 01:41,929
6 01:41,777
7 01:41,706
8 01:41,638
9 01:41,488
10 01:41,809
11 01:42,107 12 01:41,669 13 01:41,870 14 01:42,108 15 01:42,181 16 01:41,922 17 01:41,655 18 01:41,824

| 43 |  | JESPERSEN, Simon DEN |  |  | YAMAHA TEAM SCANDINA |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 6 | T. Ideal: 01:36,678 |  |
| Lap | Tim |  |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | LAP | 00:27,848 | 00:25,852 | 00:22,603 | 00:26,312 | 179,01 | 13:57:43 |
| 2 | 01:37 | 147 | 00:22,240 | 00:25,573 | 00:22,851 | 00:26,483 | 241,79 | 13:59:20 |
| 3 | 01:37 | ,094 | 00:22,437 | 00:25,561 | 00:22,812 | 00:26,284 | 234,78 | 14:00:58 |
| 4 | 01:37 | ,182 | 00:22,258 | 00:25,767 | 00:22,710 | 00:26,447 | 239,11 | 14:02:35 |

5 01:37,000
6 01:37,405
7 01:37,101
8 01:37,678
9 01:37,163 10 01:37,151 11 01:37,330 12 01:37,017 13 01:37,544 14 01:37,234 15 01:37,209 16 01:36,856 17 01:36,897 18 01:37,255

00:22,329 00:25,660 00:22,649 00:26,362 $\quad 240,00 \quad 14: 04: 12$ $\begin{array}{llllll}00: 22,583 & 00: 25,720 & 00: 22,779 & 00: 26,323 & 240,89 & 14: 05: 49\end{array}$ $\begin{array}{llllll}00: 22,253 & 00: 25,643 & 00: 22,769 & 00: 26,436 & 236,50 & 14: 07: 26\end{array}$ $\begin{array}{llllll}00: 22,266 & 00: 25,973 & 00: 22,821 & 00: 26,618 & 236,50 & 14: 09: 04\end{array}$ $\begin{array}{llllll}00: 22,267 & 00: 25,790 & 00: 22,764 & 00: 26,342 & 236,50 & 14: 10: 41\end{array}$ $\begin{array}{llllll}00: 22,348 & 00: 25,613 & 00: 22,814 & 00: 26,376 & 236,50 & 14: 12: 18\end{array}$ $00: 22,339 \quad 00: 25,744 \quad 00: 22,902 \quad 00: 26,345 \quad 236,50 \quad 14: 13: 56$ 00:22,235 $00: 25,567 \quad 00: 22,916 \quad 00: 26,299 \quad 234,78 \quad 14: 15: 33$ $00: 22,373 \quad 00: 26,125 \quad 00: 22,704 \quad 00: 26,342 \quad 234,78 \quad 14: 17: 10$ $\begin{array}{llllll}00: 22,388 & 00: 25,690 & 00: 22,759 & 00: 26,397 & 232,26 & 14: 18: 47\end{array}$ $\begin{array}{llllll}00: 22,275 & 00: 25,707 & 00: 22,809 & 00: 26,418 & 240,89 & 14: 20: 25\end{array}$ $\begin{array}{llllll}00: 22,258 & 00: 25,557 & 00: 22,720 & 00: 26,321 & 235,64 & 14: 22: 01\end{array}$ $\begin{array}{llllll}00: 22,246 & 00: 25,585 & 00: 22,724 & 00: 26,342 & 235,64 & 14: 23: 38\end{array}$ | $00: 22,450$ | $00: 25,556$ | $00: 22,798$ | $00: 26,451$ | 236,50 | $14: 25: 16$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

| 47 | VARGA, Tibor E. HUN |  | MDR COMPETICION |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 9 |  | T. Ideal: 01:38,877 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:31,118 | 00:27,741 | 00:24,126 | 00:27,248 | 192,28 | 13:57:51 |
| 2 | 01:40,013 | 00:23,003 | 00:26,365 | 00:23,428 | 00:27,217 | 240,00 | 13:59:31 |
| 3 | 01:40,580 | 00:23,034 | 00:26,715 | 00:23,257 | 00:27,574 | 234,78 | 14:01:11 |
| 4 | 01:40,004 | 00:23,192 | 00:26,417 | 00:23,1 | 00:27,249 | 232,26 | 14:02:51 |
| 5 | 01:39,431 | 00:22,908 | 00:26,079 | 00:23,231 | 00:27,213 | 232,26 | 14:04:31 |
| 6 | 01:39,878 | 00:22,887 | 00:26,262 | 00:23,466 | 00:27,263 | 234,78 | 14:06:11 |
| 7 | 01:40,068 | 00:23,004 | 00:26,313 | 00:23,510 | 00:27,241 | 232,26 | 14:07:51 |
| 8 | 01:40,444 | 00:23,229 | 00:26,625 | 00:23,411 | 00:27,179 | 237,36 | 14:09:31 |
| 9 | 01:39,059 | 00:22,769 | 00:26,226 | 00:23,181 | 00:26,883 | 233,94 | 14:11:10 |
| 10 | 01:39,319 | 00:22,833 | 00:26,264 | 00:23,305 | 00:26,917 | 230,60 | 14:12:50 |
| 11 | 01:39,747 | 00:23,085 | 00:26,249 | 00:23,317 | 00:27,096 | 234,78 | 14:14:29 |
| 12 | 01:39,837 | 00:23,027 | 00:26,387 | 00:23,374 | 00:27,049 | 232,26 | 14:16:09 |
| 13 | 01:40,074 | 00:22,988 | 00:26,486 | 00:23,361 | 00:27,239 | 233,09 | 14:17:49 |
| 14 | 01:39,849 | 00:23,029 | 00:26,345 | 00:23,318 | 00:27,157 | 228,98 | 14:19:29 |
| 15 | 01:40,000 | 00:23,061 | 00:26,426 | 00:23,393 | 00:27,120 | 228,17 | 14:21:09 |
| 16 | 01:40,186 | 00:23,093 | 00:26,448 | 00:23,478 | 00:27,167 | 229,79 | 14:22:49 |
| 17 | 01:40,639 | 00:23,059 | 00:26,779 | 00:23,659 | 00:27,142 | 230,60 | 14:24:30 |
| 18 | 01:40,208 | 00:22,978 | 00:26,550 | 00:23,487 | 00:27,193 | 233,94 | 14:26:10 |


| 50 | VOSTATEK, Ondrej |  | NEW2 PROJECT TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 7 | T. Ideal: 01:36,675 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 28,041$ | $00: 25,968$ | $00: 22,642$ | $00: 26,252$ | 174,66 | $13: 57: 44$ |
| 2 | $01: 37,325$ | $00: 22,345$ | $00: 25,629$ | $00: 22,817$ | $00: 26,534$ | 240,89 | $13: 59: 21$ |
| 3 | $01: 37,494$ | $00: 22,563$ | $00: 25,703$ | $00: 22,751$ | $00: 26,477$ | 240,89 | $14: 00: 58$ |
| 4 | $01: 37,092$ | $00: 22,178$ | $00: 25,603$ | $00: 22,855$ | $00: 26,456$ | 238,24 | $14: 02: 35$ |
| 5 | $01: 37,608$ | $00: 22,352$ | $00: 25,791$ | $00: 22,814$ | $00: 26,651$ | 240,00 | $14: 04: 13$ |
| 6 | $01: 37,709$ | $00: 22,217$ | $00: 26,156$ | $00: 22,833$ | $00: 26,503$ | 240,89 | $14: 05: 51$ |
| 7 | $01: 37,544$ | $00: 22,501$ | $00: 25,914$ | $00: 22,763$ | $00: 26,366$ | 238,24 | $14: 07: 28$ |
| 8 | $01: 37,650$ | $00: 22,479$ | $00: 25,906$ | $00: 22,817$ | $00: 26,448$ | 240,00 | $14: 09: 06$ |
| 9 | $01: 37,325$ | $00: 22,360$ | $00: 25,794$ | $00: 22,807$ | $00: 26,364$ | 238,24 | $14: 10: 43$ |
| 10 | $01: 37,275$ | $00: 22,397$ | $00: 25,749$ | $00: 22,782$ | $00: 26,347$ | 237,36 | $14: 12: 21$ |
| 11 | $01: 37,456$ | $00: 22,416$ | $00: 25,782$ | $00: 22,861$ | $00: 26,397$ | 238,24 | $14: 13: 58$ |
| 12 | $01: 37,581$ | $00: 22,392$ | $00: 25,814$ | $00: 22,871$ | $00: 26,504$ | 239,11 | $14: 15: 36$ |
| 13 | $01: 37,683$ | $00: 22,591$ | $00: 25,776$ | $00: 22,700$ | $00: 26,616$ | 237,36 | $14: 17: 13$ |
| 14 | $01: 37,560$ | $00: 22,482$ | $00: 25,822$ | $00: 22,786$ | $00: 26,470$ | 233,94 | $14: 18: 51$ |
| 15 | $01: 37,504$ | $00: 22,453$ | $00: 25,830$ | $00: 22,728$ | $00: 26,493$ | 233,94 | $14: 20: 28$ |
| 16 | $01: 37,825$ | $00: 22,456$ | $00: 25,865$ | $00: 22,895$ | $00: 26,609$ | 234,78 | $14: 22: 06$ |
| 17 | $01: 38,306$ | $00: 22,558$ | $00: 25,971$ | $00: 23,067$ | $00: 26,710$ | 233,09 | $14: 23: 44$ |
| 18 | $01: 38,431$ | $00: 22,592$ | $00: 26,110$ | $00: 23,027$ | $00: 26,702$ | 234,78 | $14: 25: 23$ |



## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 1 Supersport NG

| 52 | ERILL, Guillem ESP |  | ANDIFER RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:28,593 | 00:26,886 | 00:23,050 | 00:26,583 | 182,54 | 13:57:46 |
| 2 | 01:38,260 | 00:22,677 | 00:26,136 | 00:22,918 | 00:26,529 | 235,64 | 13:59:24 |
| 3 | 01:37,969 | 00:22,391 | 00:25,948 | 00:23,013 | 00:26,617 | 234,78 | 14:01:02 |
| 4 | 01:38,269 | 00:22,669 | 00:26,007 | 00:23,102 | 00:26,491 | 235,64 | 14:02:40 |
| 5 | 01:38,315 | 00:22,455 | 00:26,130 | 00:23,099 | 00:26,631 | 238,24 | 14:04:19 |
| 6 | 01:38,429 | 00:22,535 | 00:26,071 | 00:23,13 | 00:26,685 | 237,36 | 14:05:57 |
| 7 | 01:39,086 | 00:22,701 | 00:26,287 | 00:23,414 | 00:26,684 | 234,78 | 14:07:36 |
| 8 | 01:38,627 | 00:22,611 | 00:26,002 | 00:23,274 | 00:26,740 | 236,50 | 14:09:15 |
| 9 | 01:38,661 | 00:22,604 | 00:26,226 | 00:23,09 | 00:26,741 | 234,78 | 14:10:53 |
| 10 | 01:38,570 | 00:22,559 | 00:26,148 | 00:23,258 | 00:26,605 | 233,94 | 14:12:32 |
| 11 | 01:38,892 | 00:22,683 | 00:26,106 | 00:23,262 | 00:26,841 | 234,78 | 14:14:11 |
| 12 | 01:39,069 | 00:23,004 | 00:26,093 | 00:23,286 | 00:26,686 | 233,09 | 14:15:50 |
| 13 | 01:38,778 | 00:22,826 | 00:26,160 | 00:23,194 | 00:26,598 | 230,60 | 14:17:29 |
| 14 | 01:38,887 | 00:22,813 | 00:26,104 | 00:23,252 | 00:26,718 | 229,79 | 14:19:08 |
| 15 | 02:23,952 | 00:22,673 | 01:04,136 | 00:27,952 | 00:29,191 | 231,43 | 14:21:32 |
| 16 | PIT | 00:24,57 | 00:27,458 | 00:25,8 | 00:35,054 | 221, | 14:23:24 |


| 53 |  | MALTERRE, Charly FRA |  |  | ILUSION RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 22 | T. Ideal: 01:40,457 |  |
| Lap | Time |  |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | AP | 00:30,934 | 00:27,414 | 00:23,790 | 00:27,483 | 189,47 | 13:57:50 |
| 2 | 01: |  | 00:23,801 | 00:27,032 | 00:23,543 | 00:27,278 | 230,60 | 13:59:32 |
| 3 | 01:40 |  | 00:23,340 | 00:26,537 | 00:23,653 | 00:27,441 | 230,60 | 14:01:13 |
| 4 | 01:41 | 135 | 00:23,294 | 00:26,651 | 00:23,599 | 00:27,591 | 232,26 | 14:02:54 |
| 5 | 01:41 | ,232 | 00:23,370 | 00:26,434 | 00:23,816 | 00:27,612 | 228,98 | 14:04:35 |
| 6 | 01:4 | ,727 | 00:23,690 | 00:26,849 | 00:23,674 | 00:27,514 | 227,37 | 14:06:17 |
| 7 | 01: | 876 | 00:23,713 | 00:26,886 | 00:23,451 | 00:27,826 | 228,17 | 14:07:59 |
| 8 | 01:41 | 264 | 00:23,362 | 00:26,621 | 00:23,760 | 00:27,521 | 228,98 | 14:09:40 |
| 9 | 01:41 | ,936 | 00:23,405 | 00:26,714 | 00:24,312 | 00:27,505 | 230,60 | 14:11:22 |
| 10 | 01:42 | ,635 | 00:24,857 | 00:26,665 | 00:23,540 | 00:27,573 | 227,37 | 14:13:05 |


| 57 | MUÑOZ, Daniel ESP |  | SP57 RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 9 |  | T. Ideal: 01:36,696 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:27,447 | 00:25,781 | 00:22,759 | 00:26,274 | 178,51 | 13:57:43 |
| 2 | 01:37,139 | 00:22,325 | 00:25,623 | 00:22,760 | 00:26,431 | 235,64 | 13:59:20 |
| 3 | 01:37,210 | 00:22,521 | 00:25,655 | 00:22,840 | 00:26,194 | 228,98 | 14:00:57 |
| 4 | 01:36,987 | 00:22,273 | 00:25,675 | 00:22,665 | 00:26,374 | 236,50 | 14:02:34 |
| 5 | 01:37,282 | 00:22,464 | 00:25,686 | 00:22,714 | 00:26,418 | 231,43 | 14:04:12 |
| 6 | 01:37,540 | 00:22,530 | 00:25,765 | 00:22,806 | 00:26,439 | 231,43 | 14:05:49 |
| 7 | 01:37,217 | 00:22,495 | 00:25,620 | 00:22,840 | 00:26,262 | 230,6 | 14:07:26 |
| 8 | 01:37,644 | 00:22,338 | 00:25,901 | 00:23,027 | 00:26,378 | 240,00 | 14:09:04 |
| 9 | 01:37,298 | 00:22,375 | 00:25,880 | 00:22,796 | 00:26,247 | 238,24 | 14:10:41 |
| 10 | 01:37,147 | 00:22,388 | 00:25,711 | 00:22,786 | 00:26,262 | 236,50 | 14:12:18 |
| 11 | 01:37,296 | 00:22,263 | 00:25,910 | 00:22,860 | 00:26,263 | 237,36 | 14:13:56 |
| 12 | 01:37,034 | 00:22,339 | 00:25,678 | 00:22,775 | 00:26,242 | 236,50 | 14:15:33 |
| 13 | 01:37,234 | 00:22,352 | 00:25,773 | 00:22,790 | 00:26,319 | 236,50 | 14:17:10 |
| 14 | 01:37,158 | 00:22,250 | 00:25,768 | 00:22,799 | 00:26,341 | 232,26 | 14:18:47 |
| 15 | 01:37,613 | 00:22,701 | 00:25,679 | 00:22,894 | 00:26,339 | 229,79 | 14:20:25 |
| 16 | 01:36,876 | 00:22,261 | 00:25,736 | 00:22,718 | 00:26,161 | 237,36 | 14:22:02 |
| 17 | 01:37,049 | 00:22,282 | 00:25,844 | 00:22,724 | 00:26,199 | 237,36 | 14:23:39 |
| 18 | 01:36,969 | 00:22,289 | 00:25,665 | 00:22,731 | 00:26,284 | 233,94 | 14:25:16 |


| 60 | RUIVINHO, Isaac |  |  | TEAM MOTOCLUBE LOULÉ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | POR |  |  | P.Vmax: 30 |  | T. Ideal: 01:44,901 |  |
| Lap Time |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |

1 FIRSTLAP
2 01:45,249
3 01:45,774
4 01:45,556
5 01:46,228
6 01:45,385
7 01:45,454
8 01:45,936
9 01:46,021
10 02:00,127
11 02:01,861
12 02:03,438
13 01:46,006 14 01:45,880 15 01:46,058 16 01:46,403 17 01:45,784

00:32,086 00:29,101 $\quad 00: 25,400 \quad 00: 28,744 \quad 189,47 \quad 13: 57: 56$ $\begin{array}{llllll}00: 23,937 & 00: 28,097 & 00: 24,882 & 00: 28,333 & 222,68 & 13: 59: 41\end{array}$ $00: 24,257 \quad 00: 28,092 \quad 00: 24,799 \quad 00: 28,626 \quad 221,92 \quad 14: 01: 27$ $00: 24,126 \quad 00: 28,061 \quad 00: 24,729 \quad 00: 28,640 \quad 221,16 \quad 14: 03: 13$ $\begin{array}{llllll}00: 24,279 & 00: 27,924 & 00: 24,707 & 00: 29,318 & 219,66 & 14: 04: 59\end{array}$ $\begin{array}{llllll}00: 24,049 & 00: 28,007 & 00: 24,784 & 00: 28,545 & 221,92 & 14: 06: 44\end{array}$ $\begin{array}{llllll}00: 24,086 & 00: 28,152 & 00: 24,717 & 00: 28,499 & 220,41 & 14: 08: 30\end{array}$ $00: 24,105 \quad 00: 28,335 \quad 00: 24,858 \quad 00: 28,638 \quad 220,41 \quad 14: 10: 16$ $00: 24,109 \quad 00: 28,039 \quad 00: 25,160 \quad 00: 28,713 \quad 220,41 \quad 14: 12: 02$ 00:31,605 $00: 29,008 \quad 00: 30,264 \quad 00: 29,250 \quad 219,66 \quad 14: 14: 02$ 00:36,114 $00: 31,636 \quad 00: 25,213 \quad 00: 28,898 \quad 220,41 \quad 14: 16: 04$ $00: 24,132 \quad 00: 28,135 \quad 00: 33,880 \quad 00: 37,291 \quad 218,92 \quad 14: 18: 07$ $00: 24,481 \quad 00: 28,204 \quad 00: 24,755 \quad 00: 28,566 \quad 214,57 \quad 14: 19: 53$ $00: 24,074 \quad 00: 28,343 \quad 00: 24,896 \quad 00: 28,567 \quad 219,66 \quad 14: 21: 39$ $\begin{array}{llllll}00: 24,331 & 00: 28,114 & 00: 24,946 & 00: 28,667 & 220,41 & 14: 23: 25\end{array}$ $00: 24,489 \quad 00: 28,259 \quad 00: 25,040 \quad 00: 28,615 \quad 220,41 \quad 14: 25: 11$ $00: 24,153 \quad 00: 28,158 \quad 00: 24,851 \quad 00: 28,622 \quad 221,16 \quad 14: 26: 57$

## 61

GARCIA, Iker
ESP
Lap Time 1 FIRSTLAP
2 01:41,625
3 01:41,185
4 01:41,326
5 01:41,022
6 01:41,548
7 01:41,183
8 01:41,144
9 01:41,500
10 01:41,270 11 01:40,995 12 01:41,179 13 01:40,824 14 01:40,876 15 01:40,928 16 01:40,968 17 01:41,045 18 01:41,587

ARCO YAMAHA MOTOR U.
P.Vmax: 16 T. Ideal: 01:40,554

Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 31,039 & 00: 27,704 & 00: 23,776 & 00: 27,368 & 193,43 & 13: 57: 51\end{array}$ $\begin{array}{llllll}00: 23,663 & 00: 27,177 & 00: 23,626 & 00: 27,159 & 236,50 & 13: 59: 32\end{array}$ $\begin{array}{llllll}00: 23,378 & 00: 26,849 & 00: 23,647 & 00: 27,311 & 234,78 & 14: 01: 13\end{array}$ $\begin{array}{lllllll}00: 23,276 & 00: 27,047 & 00: 23,578 & 00: 27,425 & 234,78 & 14: 02: 55\end{array}$ $00: 23,259 \quad 00: 26,922 \quad 00: 23,614 \quad 00: 27,227 \quad 235,64 \quad 14: 04: 36$ $\begin{array}{llllll}00: 23,338 & 00: 27,243 & 00: 23,680 & 00: 27,287 & 233,09 & 14: 06: 17\end{array}$ $\begin{array}{llllll}00: 23,227 & 00: 26,816 & 00: 23,614 & 00: 27,526 & 233,09 & 14: 07: 58\end{array}$ $\begin{array}{llllll}00: 23,003 & 00: 26,872 & 00: 23,979 & 00: 27,290 & 229,79 & 14: 09: 40\end{array}$ $00: 23,315 \quad 00: 27,132 \quad 00: 23,793 \quad 00: 27,260 \quad 233,09 \quad 14: 11: 21$ $00: 23,143 \quad 00: 27,142 \quad 00: 23,731 \quad 00: 27,254 \quad 231,43 \quad 14: 13: 02$ $\begin{array}{llllll}00: 23,013 & 00: 26,990 & 00: 23,672 & 00: 27,320 & 231,43 & 14: 14: 43\end{array}$ $\begin{array}{llllll}00: 23,148 & 00: 27,045 & 00: 23,759 & 00: 27,227 & 231,43 & 14: 16: 25\end{array}$ $00: 23,053 \quad 00: 26,930 \quad 00: 23,624 \quad 00: 27,217 \quad 229,79 \quad 14: 18: 05$ $\begin{array}{lllllll}00: 23,050 & 00: 26,814 & 00: 23,650 & 00: 27,362 & 228,98 & 14: 19: 46\end{array}$ $00: 23,088 \quad 00: 26,929 \quad 00: 23,723 \quad 00: 27,188 \quad 229,79 \quad 14: 21: 27$ $00: 23,149 \quad 00: 26,861 \quad 00: 23,667 \quad 00: 27,291 \quad 230,60 \quad 14: 23: 08$ $\begin{array}{llllll}00: 23,016 & 00: 26,951 & 00: 23,772 & 00: 27,306 & 230,60 & 14: 24: 49\end{array}$ $00: 23,151 \quad 00: 27,142 \quad 00: 23,854 \quad 00: 27,440 \quad 231,43 \quad 14: 26: 31$

| 64 | FABBRI, Davide ITA |  | I+DENT RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 22 |  | T. Ideal: 01:39,664 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST | 00:30,355 | 00:27,380 | 00:23,528 | 00:26,961 | 194,01 | 13:57 |
| 2 | 01:39,890 | 00:22,872 | 00:26,622 | 00:23,281 | 00:27,115 | 232,26 | 13:59:29 |
| 3 | 01:40,291 | 00:23,043 | 00:26,724 | 00:23,339 | 00:27,185 | 228,17 | 14:01:09 |
| 4 | 01:40,672 | 00:23,382 | 00:26,740 | 00:23,285 | 00:27,265 | 229,79 | 14:02:50 |
| 5 | 01:39,911 | 00:22,857 | 00:26,56 | 00:23,37 | 00:27,11 | 228,9 | 14:04:30 |
| 6 | 01:40,180 | 00:23,124 | 00:26,588 | 00:23,299 | 00:27,169 | 231,43 | 14:06:10 |
| 7 | 01:40,681 | 00:23,080 | 00:26,708 | 00:23,406 | 00:27,487 | 228,17 | 14:07:51 |
| 8 | 01:40,692 | 00:23,253 | 00:26,763 | 00:23,371 | 00:27,305 | 228,17 | 14:09:31 |
| 9 | 01:40,421 | 00:23,151 | 00:26,687 | 00:23,356 | 00:27,227 | 226,57 | 14:11:12 |
| 10 | 01:40,848 | 00:23,225 | 00:26,823 | 00:23,535 | 00:27,265 | 226,57 | 14:12:52 |
| 11 | 01:41,139 | 00:23,450 | 00:26,861 | 00:23,447 | 00:27,381 | 224,22 | 14:14:34 |
| 12 | 01:41,634 | 00:23,272 | 00:26,881 | 00:23,508 | 00:27,973 | 223,45 | 14:16:15 |
| 13 | 01:43,721 | 00:23,271 | 00:29,383 | 00:23,585 | 00:27,482 | 224,22 | 14:17:59 |
|  | 01:41,280 | 00:23,471 | 00:26,918 | 00:23,472 | 00:27,419 | 222,68 | 14:19:40 |
|  | 01:41,127 | 00:23,362 | 00:26,870 | 00:23,455 | 00:27,440 | 223,45 | 14:21:21 |
|  | 01:41,138 | 00:23,391 | 00:26,811 | 00:23,620 | 00:27,316 | 223,45 | 14:23:03 |



17 01:41,529 18 01:40,910

00:23,395 00:26,870 00:23,902 00:27,362 $\quad 222,68$ 14:24:44 $\begin{array}{lllll}00: 23,308 & 00: 26,759 & 00: 23,463 & 00: 27,380 & 224,22\end{array} 14: 26: 25$

| 67 | VALLE, Carlos ESP |  | YAMAHA GV STRATOS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 19 |  | T. Ideal: 01:37,388 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:28,371 | 00:26,128 | 00:22,887 | 00:26,602 | 181,01 | 13:57:45 |
| 2 | 01:37,442 | 00:22,246 | 00:25,955 | 00:22,937 | 00:26,304 | 234,78 | 13:59:22 |
| 3 | 02:17,551 | 00:58,953 | 00:28,773 | 00:23,142 | 00:26,683 | 232,26 | 14:01:40 |
| 4 | 01:38,431 | 00:22,738 | 00:26,083 | 00:23,009 | 00:26,601 | 229,79 | 14:03:18 |
| 5 | 01:39,220 | 00:22,599 | 00:25,951 | 00:23,241 | 00:27,429 | 229,79 | 14:04:57 |
| 6 | 01:38,421 | 00:22,747 | 00:26,012 | 00:22,997 | 00:26,665 | 233,09 | 14:00:36 |
| 7 | 01:38,374 | 00:22,562 | 00:26,002 | 00:23,054 | 00:26,756 | 228,98 | 14:08:14 |
| 8 | 01:38,370 | 00:22,567 | 00:26,108 | 00:22,983 | 00:26,712 | 228,9 | 14:09:52 |
| 9 | 01:40,101 | 00:22,603 | 00:26,603 | 00:23,018 | 00:27,877 | 231,43 | 14:11:33 |
| 10 | 01:38,900 | 00:22,627 | 00:26,276 | 00:23,155 | 00:26,842 | 228,98 | 14:13:11 |
| 11 | 01:39,894 | 00:22,526 | 00:26,273 | 00:23,789 | 00:27,306 | 231,43 | 14:14:51 |
| 12 | 01:38,877 | 00:22,519 | 00:26,190 | 00:23,073 | 00:27,095 | 234,78 | 14:16:30 |
| 13 | 01:38,860 | 00:22,703 | 00:26,283 | 00:23,109 | 00:26,765 | 227,37 | 14:18:09 |
| 14 | 01:39,293 | 00:22,977 | 00:26,515 | 00:22,985 | 00:26,816 | 227,37 | 14:19:48 |
| 15 | 01:38,934 | 00:22,715 | 00:26,264 | 00:23,272 | 00:26,683 | 228,98 | 14:21:27 |
| 16 | 01:39,068 | 00:22,597 | 00:26,296 | 00:23,484 | 00:26,691 | 234,78 | 14:23:06 |
| 17 | 01:39,351 | 00:22,654 | 00:26,188 | 00:23,392 | 00:27,117 | 228,17 | 14:24:46 |
|  | 01:39,282 | 00:22,581 | 00:26,105 | 00:23,340 | 00:27,256 | 230,60 | 14:26:25 |



10 01:37,361 11 01:37,702 12 01:37,963 13 01:38,478 14 01:38,202 15 01:38,570 16 01:38,887 17 01:38,833 18 01:39,633

$\begin{array}{llllll}00: 22,294 & 00: 25,784 & 00: 23,021 & 00: 26,262 & 241,79 & 14: 12: 20\end{array}$ $\begin{array}{llllll}00: 22,421 & 00: 25,973 & 00: 22,997 & 00: 26,311 & 240,00 & 14: 13: 57\end{array}$ $\begin{array}{llllll}00: 22,377 & 00: 26,035 & 00: 23,069 & 00: 26,482 & 240,00 & 14: 15: 35\end{array}$ $\begin{array}{llllll}00: 23,104 & 00: 26,028 & 00: 22,938 & 00: 26,408 & 236,50 & 14: 17: 14\end{array}$ $\begin{array}{llllll}00: 22,467 & 00: 26,043 & 00: 23,038 & 00: 26,654 & 240,00 & 14: 18: 52\end{array}$ $\begin{array}{llllll}00: 22,584 & 00: 26,154 & 00: 23,169 & 00: 26,663 & 236,50 & 14: 20: 31\end{array}$ $\begin{array}{llllll}00: 22,530 & 00: 26,244 & 00: 23,442 & 00: 26,671 & 237,36 & 14: 22: 09\end{array}$ $\begin{array}{llllll}00: 22,614 & 00: 26,179 & 00: 23,390 & 00: 26,650 & 236,50 & 14: 23: 48\end{array}$ | $00: 22,710$ | $00: 26,296$ | $00: 23,511$ | $00: 27,116$ | 238,24 | $14: 25: 28$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

1 FIRSTLAP
2 01:40,806
3 01:41,849
4 01:41,899
5 01:43,332
6 01:41,804
7 01:41,837
8 01:41,932
9 01:41,615
10 01:40,951
11 01:42,236
12 01:42,920
13 01:42,071
14 01:42,256
15 01:42,272
16 01:42,763
17 01:41,942
18 01:42,317

|  | $00: 23,383$ | $00: 27,175$ | $00: 24,052$ | $00: 27,707$ | 227,37 |
| :--- | :--- | :--- | :--- | :--- | :--- | $14: 26: 45$


| 76 | $\begin{aligned} & \text { GIRAL, Julian } \\ & \text { ESP } \end{aligned}$ |  | LA SCUDERIA- DUCATI |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 2 |  | T. Ideal: 01:36,712 |  |
| Lap Ti | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| FI | FIRST LAP | 00:27,727 | 00:25,756 | 00:22,665 | 00:26,136 | 179,50 | 13:57:43 |
| 0 | 01:37,714 | 00:22,455 | 00:25,863 | 00:22,937 | 00:26,459 | 240 | 13:59:21 |
|  | 01:37,879 | 00:22,656 | 00:26,009 | 00:22,750 | 00:26,464 | 240, | 14:00:59 |
|  | 01:37,139 | 00:22,387 | 00:25,727 | 00:22,680 | 00:26,345 | 243, | 14:02:36 |
| 0 | 01:37,500 | 00:22,412 | 00:25,767 | 00:22,826 | 00:26,495 | 242,70 | 14:04:13 |
| 0 | 01:37,250 | 00:22,333 | 00:25,771 | 00:22,835 | 00:26,311 | 246,39 | 14:05:50 |
| 70 | 01:37,371 | 00:22,395 | 00:25,675 | 00:22,948 | 00:26,353 | 240,89 | 14:07:28 |
| 80 | 01:37,125 | 00:22,278 | 00:25,710 | 00:22,772 | 00:26,365 | 240,89 | 14:09:05 |
|  | 01:37,412 | 00:22,236 | 00:25,760 | 00:22,945 | 00:26,471 | 242,70 | 14:10:4 | $\begin{array}{llllll}00: 30,823 & 00: 27,322 & 00: 23,737 & 00: 27,367 & 191,72 & 13: 57: 50\end{array}$ 00:23,141 00:26,932 $00: 23,531 \quad 00: 27,202 \quad 231,43 \quad 13: 59: 31$ $\begin{array}{llllll}00: 23,507 & 00: 27,285 & 00: 23,508 & 00: 27,549 & 228,98 & 14: 01: 13\end{array}$ $\begin{array}{llllll}00: 23,384 & 00: 27,285 & 00: 23,666 & 00: 27,564 & 229,79 & 14: 02: 54\end{array}$ $\begin{array}{llllll}00: 23,282 & 00: 26,645 & 00: 23,574 & 00: 29,831 & 229,79 & 14: 04: 38\end{array}$ $\begin{array}{llllll}00: 23,408 & 00: 27,226 & 00: 23,582 & 00: 27,588 & 229,79 & 14: 06: 20\end{array}$ $\begin{array}{llllll}00: 23,223 & 00: 26,831 & 00: 23,611 & 00: 28,172 & 228,17 & 14: 08: 01\end{array}$ $\begin{array}{llllll}00: 23,251 & 00: 27,221 & 00: 23,681 & 00: 27,779 & 228,98 & 14: 09: 43\end{array}$ $\begin{array}{llllll}00: 23,321 & 00: 26,968 & 00: 23,679 & 00: 27,647 & 227,37 & 14: 11: 25\end{array}$ $\begin{array}{llllll}00: 23,176 & 00: 26,823 & 00: 23,532 & 00: 27,420 & 227,37 & 14: 13: 06\end{array}$ $\begin{array}{llllll}00: 23,375 & 00: 26,739 & 00: 23,850 & 00: 28,272 & 229,79 & 14: 14: 48\end{array}$ $\begin{array}{llllll}00: 23,556 & 00: 27,013 & 00: 23,913 & 00: 28,438 & 224,22 & 14: 16: 31\end{array}$ $\begin{array}{llllll}00: 23,282 & 00: 27,231 & 00: 23,777 & 00: 27,781 & 225,78 & 14: 18: 13\end{array}$ $\begin{array}{llllll}00: 23,383 & 00: 27,142 & 00: 23,816 & 00: 27,915 & 225,78 & 14: 19: 55\end{array}$ $00: 23,342 \quad 00: 27,189 \quad 00: 24,117 \quad 00: 27,624 \quad 226,57 \quad 14: 21: 38$ $\begin{array}{llllll}00: 23,476 & 00: 27,552 & 00: 23,901 & 00: 27,834 & 226,57 & 14: 23: 20\end{array}$ $\begin{array}{llllll}00: 23,297 & 00: 26,999 & 00: 23,859 & 00: 27,787 & 225,00 & 14: 25: 02\end{array}$ | $00: 23,383$ | $00: 27,175$ | $00: 24,052$ | $00: 27,707$ | 227,37 | $14: 26: 45$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

Lap Time FIRST LAP $\begin{array}{lllllll}00: 27,727 & 00: 25756 & 00: 22,665 & 00: 26,136 & 179,50 & 13: 57 \cdot 43\end{array}$ $00: 22,455 \quad 00: 25,86300: 22,937 \quad 00: 26,459$ 00:22,656 00:26,009 00:22,750 00:26,464 00:22,387 00:25,727 00:22,680 00:26,345 00:22,412 00:25,767 00:22,826 00:26,495 $\begin{array}{llll}00: 22,333 & 00: 25,771 & 00: 22,835 & 00: 26,311\end{array}$ $\begin{array}{lllll}00: 22,395 & 00: 25,675 & 00: 22,948 & 00: 26,353\end{array}$ $\begin{array}{llll}00: 22,236 & 00: 25,760 & 00: 22,945 & 00: 26,471\end{array}$

240,89 13:59:21 240,00 14:00:59 243,61 14:02:36 242,70 14:04:13 246,39 14:05:50 240,89 242,70 14:10:42

| 81 | SANTOS, Joan ESP |  | YAMAHA GV STRATOS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 16 |  | T. Ideal: 01:39,380 |  |
|  | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:31,335 | 00:27,799 | 00:23,742 | 00:27,225 | 188,37 | 13:57:51 |
| 2 | 01:40,291 | 00:23,605 | 00:26,301 | 00:23,310 | 00:27,075 | 236,50 | 13:59:31 |
| 3 | 01:40,141 | 00:23,046 | 00:26,306 | 00:23,396 | 00:27,393 | 234,78 | 14:01:11 |
| 4 | 01:39,768 | 00:22,866 | 00:26,361 | 00:23,365 | 00:27,176 | 228,98 | 14:02:51 |
| 5 | 01:39,711 | 00:22,903 | 00:26,174 | 00:23,473 | 00:27,161 | 229,79 | 14:04:31 |
| 6 | 01:39,955 | 00:22,915 | 00:26,344 | 00:23,480 | 00:27,216 | 229,79 | 14:06:11 |
| 7 | 01:40,075 | 00:22,906 | 00:26,451 | 00:23,535 | 00:27,183 | 228,17 | 14:07:51 |
| 8 | 01:40,790 | 00:23,216 | 00:26,926 | 00:23,565 | 00:27,083 | 233,09 | 14:09:31 |
| 9 | 01:40,300 | 00:23,092 | 00:26,564 | 00:23,609 | 00:27,035 | 233,94 | 14:11:12 |
| 10 | 01:40,719 | 00:23,262 | 00:26,786 | 00:23,641 | 00:27,030 | 232,26 | 14:12:53 |
| 11 | 01:41,272 | 00:23,942 | 00:26,428 | 00:23,697 | 00:27,205 | 229,79 | 14:14:34 |
| 12 | 01:41,049 | 00:23,403 | 00:26,734 | 00:23,805 | 00:27,107 | 232,26 | 14:16:15 |
| 13 | 01:40,422 | 00:23,053 | 00:26,500 | 00:23,644 | 00:27,225 | 225,00 | 14:17:55 |
| 14 | 01:40,134 | 00:22,969 | 00:26,433 | 00:23,439 | 00:27,293 | 224,22 | 14:19:35 |
| 15 | 01:40,713 | 00:23,358 | 00:26,601 | 00:23,599 | 00:27,155 | 224,22 | 14:21:16 |
| 16 | 01:41,078 | 00:23,659 | 00:26,452 | 00:23,70 | 00:27,263 | 226,57 | 14:22:57 |
| 17 | 01:40,598 | 00:23,125 | 00:26,515 | 00:23,658 | 00:27,300 | 225,00 | 14:24:38 |
| 18 | 01:41,036 | 00:23,254 | 00:26,758 | 00:23,631 | 00:27,393 | 226,57 | 14:26:19 |
| 90 | AL THANI, Jassim QAT |  |  | VRC TEAM |  | T. Ideal: 01:41,279 |  |
|  |  |  |  | P.Vmax: 29 |  |  |  |
|  | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:31,602 | 00:28,52 | 00:23,887 | 00:27,719 | 185,67 | 13:57:52 |
| 2 | 01:41,715 | 00:23,184 | 00:27,005 | 00:23,909 | 00:27,617 | 228,17 | 13:59:34 |
| 0 | 01:42,766 | 00:23,343 | 00:27,020 | 00:24,523 | 00:27,880 | 225,78 | 14:01:17 |
| 01 | 01:42,034 | 00:23,668 | 00:27,000 | 00:23,701 | 00:27,665 | 223,45 | 14:02:59 |
| 5 | 01:42,563 | 00:23,883 | 00:27,065 | 00:23,775 | 00:27,840 | 223,45 | 14:04:41 |
| 6 | 01:41,901 | 00:23,360 | 00:26,885 | 00:23,770 | 00:27,886 | 225,00 | 14:06:23 |
| 7 | 01:41,834 | 00:23,527 | 00:27,022 | 00:23,603 | 00:27,682 | 224,22 | 14:08:05 |
| 8 | 01:42,151 | 00:23,613 | 00:26,991 | 00:23,940 | 00:27,607 | 224,22 | 14:09:47 |
| (1) | 01:42,095 | 00:23,465 | 00:27,089 | 00:23,891 | 00:27,650 | 224,22 | 14:11:29 |
| 10 | 01:42,107 | 00:23,649 | 00:27,051 | 00:23,797 | 00:27,610 | 222,68 | 14:13:12 |
| 11 | 01:43,760 | 00:23,851 | 00:27,475 | 00:24,528 | 00:27,906 | 225,00 | 14:14:55 |
| 12 | 01:43,426 | 00:23,886 | 00:27,562 | 00:24,162 | 00:27,816 | 218,92 | 14:16:39 |
| 13 | 01:43,079 | 00:24,021 | 00:27,342 | 00:23,982 | 00:27,734 | 221,16 | 14:18:22 |
| 14 | 01:43,217 | 00:24,052 | 00:27,422 | 00:23,991 | 00:27,752 | 218,92 | 14:20:05 |
| 15 | 01:42,421 | 00:23,716 | 00:27,179 | 00:23,830 | 00:27,696 | 219,66 | 14:21:47 |
| 16 | 01:42,355 | 00:23,519 | 00:27,231 | 00:23,922 | 00:27,683 | 219,66 | 14:23:30 |
| 17 | 01:42,541 | 00:23,850 | 00:27,047 | 00:23,974 | 00:27,670 | 219,66 | 14:25:12 |
| 18 | 01:45,344 | 00:24,131 | 00:28,866 | 00:24,59 | 00:27,752 | 224,22 | 14:26:58 |


| 91 | JIMENEZ, Borja <br> ESP | TEAM SPEED RACING |
| :---: | :--- | :--- | :--- |
|  | P.Vmax: 4 | T. Ideal: 01:37,595 |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | FIRST LAP | $00: 27,977$ | $00: 26,309$ | $00: 23,070$ | $00: 26,278$ | 182,02 |
| $13: 57: 44$ |  |  |  |  |  |  |
| 2 | $01: 38,123$ | $00: 22,314$ | $00: 26,062$ | $00: 23,216$ | $00: 26,531$ | 243,61 | $13: 59: 22$




| 3 | $01: 38,403$ |
| ---: | ---: |
| 4 | $01: 38,623$ |
| 5 | $01: 38,233$ |
| 6 | $01: 38,604$ |
| 7 | $01: 38,388$ |
| 8 | $01: 38,363$ |
| 9 | $01: 38,275$ |
| 10 | $01: 38,749$ |
| 11 | $01: 38,666$ |
| 12 | $01: 37,945$ |
| 13 | $01: 37,926$ |
| 14 | $01: 38,153$ |
| 15 | $01: 38,172$ |
| 16 | $01: 38,349$ |
| 17 | $01: 38,290$ |
| 18 | $01: 39,002$ |

## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 1 Supersport NG


| 94 | GARCIA, Marco ESP |  | EASYRACE TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 12 |  | T. Ideal: 01:39,805 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:29,744 | 00:27,022 | 00:23,736 | 00:27,209 | 192,86 | 13:57:48 |
| 2 | 01:39,883 | 00:22,849 | 00:26,685 | 00:23,244 | 00:27,105 | 238,24 | 13:59:28 |
| 3 | 01:40,602 | 00:23,098 | 00:26,784 | 00:23,564 | 00:27,156 | 226,57 | 14:01:09 |
| 4 | 01:40,460 | 00:22,936 | 00:26,892 | 00:23,437 | 00:27,195 | 230,60 | 14:02:49 |
| 5 | 01:40,120 | 00:22,866 | 00:26,624 | 00:23,481 | 00:27,149 | 229,79 | 14:04:29 |
| 6 | 01:40,087 | 00:22,849 | 00:26,641 | 00:23,352 | 00:27,245 | 228,17 | 14:06:10 |
| 7 | 01:40,299 | 00:22,964 | 00:26,752 | 00:23,477 | 00:27,106 | 228,17 | 14:07:50 |
| 8 | 01:49,682 | 00:22,976 | 00:26,777 | 00:32,411 | 00:27,518 | 230,60 | 14:09:40 |
| 9 | 01:41,327 | 00:23,112 | 00:27,056 | 00:23,764 | 00:27,395 | 227,37 | 14:11:21 |
| 10 | 01:40,975 | 0:23,014 | 00:26,97 | 00:23,727 | 00:27,26 | 225,78 | 14:13:02 |
| 11 | 01:41,158 | 00:23,016 | 00:26,886 | 00:23,804 | 00:27,452 | 228,98 | 14:14:43 |
| 12 | 01:40,841 | 00:22,991 | 00:26,903 | 00:23,707 | 00:27,240 | 225,78 | 14:16:24 |
| 13 | 01:40,743 | 00:22,871 | 00:26,979 | 00:23,549 | 00:27,344 | 225,78 | 14:18:05 |
| 14 | 01:40,557 | 00:22,908 | 00:26,751 | 00:23,559 | 00:27,339 | 226,57 | 14:19:45 |
| 15 | 01:41,296 | 00:23,296 | 00:26,891 | 00:23,935 | 00:27,174 | 224,22 | 14:21:26 |
| 16 | 01:40,552 | 00:22,949 | 00:26,755 | 00:23,741 | 00:27,107 | 225,00 | 14:23:07 |
| 17 | 01:40,375 | 00:23,268 | 00:26,611 | 00:23,389 | 00:27,107 | 227,37 | 14:24:47 |
|  | 01:40,156 | 00:22,845 | 00:26,731 | 0:23,3 | 00:27 | 233, | 4:2 |



Análisis por vuelta Carrera 1 Supersport NG

| Lap: 1 |  |  | 90 | 01:41,715 | 01:51,6 | 73 | 01:41,899 | 20,206 | 7 | 01:39,755 | 16,728 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Num | Tiempo | GAP | 23 | 01:42,082 | 01:52,4 | 61 | 01:41,326 | 20,426 | 18 | 01:39,599 | 16,910 |
|  | FIRST LAP | GAP | 38 | 01:42,053 | 01:52,6 | 9 | 01:42,125 | 23,026 | 8 | 01:40,211 | 19,921 |
| 92 | FIRST LAP |  | 60 | 01:45,249 | 01:58,7 | 90 | 01:42,034 | 24,653 | 94 | 01:40,087 | 20,444 |
| Lap: 2 |  |  | 14 | 01:45,889 | 02:39,7 | 38 | 01:42,051 | 24,944 | 64 | 01:40,180 | 20,749 |
| Num | Tiempo | GAP | Lap: 3 |  |  | 23 | 01:42,562 | 26,577 | 81 | 01:39,955 | 21,548 |
| 4 | FIRST LAP |  | Num | Tiempo | GAP | 60 | 01:45,556 | 38,313 | 47 | 01:39,878 | 21,720 |
| 25 | FIRST LAP | 0,253 | 25 | 01:36,923 | GAP | 17 | FIRST LAP | 40,722 | 53 | 01:41,727 | 27,921 |
| 57 | FIRST LAP | 0,431 | 57 | 01:37,210 | 0,140 | 67 | 01:38,431 | 43,815 | 61 | 01:41,548 | 28,174 |
| 76 | FIRST LAP | 0,454 | 43 | 01:37,094 | 0,386 | 14 | 01:40,914 | 01:11,0 | 73 | 01:41,804 | 30,520 |
| 43 | FIRST LAP | 0,785 | 4 | 01:37,316 | 0,831 | Lap: 5 |  |  | 9 | 01:42,164 | 32,476 |
| 50 | FIRST LAP | 1,073 | 50 | 01:37,494 | 1,252 | Num | Tiempo | GAP | 38 | 01:41,777 | 33,828 |
| 91 | FIRST LAP | 1,804 | 76 | 01:37,879 | 1,407 | 57 |  |  | 90 | 01:41,901 | 34,295 |
| 67 | FIRST LAP | 2,158 | 37 | 01:38,029 | 3,601 | 43 | 01:37,000 | 0,159 | 23 | 01:42,322 | 37,243 |
| 37 | FIRST LAP | 2,269 | 91 | 01:38,403 | 3,690 | 25 | 01:37,180 |  | 67 | 01:38,421 | 46,634 |
| 21 | FIRST LAP | 2,712 | 21 | 01:38,343 | 4,077 | 4 | 01:37,684 | 1,215 | 17 | 01:41,229 | 49,251 |
| 52 | FIRST LAP | 3,282 | 52 | 01:37,969 | 4,871 | 50 | 01:37,608 | 1,215 | 60 | 01:45,385 | 55,104 |
| 19 | FIRST LAP | 3,312 | 19 | 01:38,331 | 5,440 | 76 | 01:37,500 | 1,537 | 14 | 01:40,781 | 01:17,9 |
| 7 | FIRST LAP | 5,335 | 11 | 01:38,307 | 8,440 | 37 | 01:37,951 | 5,049 | Lap: 7 |  |  |
| 11 | FIRST LAP | 5,749 | 7 | 01:39,245 | 9,596 | 91 | 01:38,233 | 6,137 | Num | Tiempo | GAP |
| 94 | FIRST LAP | 5,881 | 18 | 01:39,326 | 10,403 | 21 | 01:38,207 | 6,556 | 43 | 01:37,101 |  |
| 18 | FIRST LAP | 6,073 | 94 | 01:40,602 | 11,726 | 52 | 01:38,315 | 7,046 | 57 | 01:37,217 | 0,092 |
| 64 | FIRST LAP | 6,394 | 64 | 01:40,291 | 11,935 | 19 | 01:38,313 | 7,757 | 25 | 01:37,252 | 0,472 |
| 73 | FIRST LAP | 7,419 | 8 | 01:39,556 | 12,086 | 11 | 01:38,077 | 10,291 | 4 | 01:37,233 | 0,896 |
| 53 | FIRST LAP | 7,791 | 81 | 01:40,141 | 14,063 | 7 | 01:39,704 | 14,513 | 76 | 01:37,371 | 1,593 |
| 8 | FIRST LAP | 7,965 | 47 | 01:40,580 | 14,356 | 18 | 01:39,540 | 14,851 | 50 | 01:37,544 | 2,131 |
| 61 | FIRST LAP | 8,057 | 73 | 01:41,849 | 15,434 | 8 | 01:40,161 | 17,250 | 37 | 01:37,799 | 6,350 |
| 81 | FIRST LAP | 8,271 | 53 | 01:40,971 | 15,776 | 94 | 01:40,120 | 17,897 | 91 | 01:38,388 | 8,464 |
| 47 | FIRST LAP | 8,403 | 61 | 01:41,185 | 16,227 | 64 | 01:39,911 | 18,109 | 21 | 01:38,505 | 8,901 |
| 9 | FIRST LAP | 9,628 | 9 | 01:41,544 | 18,028 | 81 | 01:39,711 | 19,133 | 19 | 01:38,252 | 9,485 |
| 90 | FIRST LAP | 9,905 | 90 | 01:42,766 | 19,746 | 47 | 01:39,431 | 19,382 | 52 | 01:39,086 | 9,896 |
| 23 | FIRST LAP | 10,325 | 38 | 01:42,004 | 20,020 | 53 | 01:41,232 | 23,734 | 11 | 01:38,575 | 12,975 |
| 38 | FIRST LAP | 10,603 | 23 | 01:43,375 | 21,142 | 92 | 08:20,204 | 24,114 | 92 | 01:38,868 | 13,715 |
| 60 | FIRST LAP | 13,501 | 60 | 01:45,774 | 29,884 | 61 | 01:41,022 | 24,166 | 7 | 01:39,758 | 19,361 |
| 14 | FIRST LAP | 53,883 | 67 | 02:17,551 | 42,511 | 73 | 01:43,332 | 26,256 | 18 | 01:39,764 | 19,549 |
| 57 | 01:37,139 | 01:37,5 | 14 | 01:42,104 | 01:07,2 | 9 | 01:42,108 | 27,852 | 8 | 01:40,457 | 23,253 |
| 25 | 01:37,464 | 01:37,7 | Lap: 4 |  |  | 38 | 01:41,929 | 29,591 | 94 | 01:40,299 | 23,618 |
| 43 | 01:37,147 | 01:37,9 | Lap. 4 |  |  | 90 | 01:42,563 | 29,934 | 64 | 01:40,681 | 24,305 |
| 4 | 01:38,155 | 01:38,1 | Num | Tiempo | GAP | 23 | 01:43,166 | 32,461 | 81 | 01:40,075 | 24,498 |
| 76 | 01:37,714 | 01:38,1 | 57 | 01:36,987 |  | 17 | 01:42,122 | 45,562 | 47 | 01:40,068 | 24,663 |
| 50 | 01:37,325 | 01:38,3 | 43 | 01:37,182 | 0,441 | 67 | 01:39,220 | 45,753 | 61 | 01:41,183 | 32,232 |
| 67 | 01:37,442 | 01:39,6 | 25 | 01:37,700 | 0,573 | 60 | 01:46,228 | 47,259 | 53 | 01:41,876 | 32,672 |
| 91 | 01:38,123 | 01:39,9 | 4 | 01:37,109 | 0,813 | 14 | 01:41,006 | 01:14,7 | 73 | 01:41,837 | 35,232 |
| 37 | 01:37,943 | 01:40,2 | 50 | 01:37,092 | 1,217 |  |  |  | 9 | 01:41,680 | 37,031 |
| 21 | 01:37,662 | 01:40,3 | 76 | 01:37,139 | 1,419 |  |  |  | 38 | 01:41,706 | 38,409 |
| 52 | 01:38,260 | 01:41,5 | 37 | 01:37,906 | 4,380 | Num | Tiempo | GAP | 90 | 01:41,834 | 39,004 |
| 19 | 01:38,437 | 01:41,7 | 91 | 01:38,623 | 5,186 | 57 | 01:37,540 |  | 23 | 01:42,419 | 42,537 |
| 11 | 01:38,803 | 01:44,5 | 21 | 01:38,681 | 5,631 | 43 | 01:37,405 | 0,024 | 67 | 01:38,374 | 47,883 |
| 7 | 01:39,656 | 01:44,9 | 52 | 01:38,269 | 6,013 | 25 | 01:37,414 | 0,345 | 17 | 01:40,822 | 52,948 |
| 18 | 01:39,644 | 01:45,7 | 19 | 01:38,413 | 6,726 | 4 | 01:37,113 | 0,788 | 60 | 01:45,454 | 01:03,4 |
| 94 | 01:39,883 | 01:45,7 | 11 | 01:38,404 | 9,496 | 76 | 01:37,250 | 1,347 | 14 | 01:40,633 | 01:21,4 |
| 64 | 01:39,890 | 01:46,2 | 7 | 01:39,622 | 12,091 | 50 | 01:37,709 | 1,712 |  | 01.40,633 | 01.21,4 |
| 8 | 01:39,205 | 01:47,1 | 18 | 01:39,317 | 12,593 | 37 | 01:38,167 | 5,676 | Lap: 8 |  |  |
| 73 | 01:40,806 | 01:48,2 | 8 | 01:39,412 | 14,371 | 91 | 01:38,604 | 7,201 | Num | Tiempo | GAP |
| 47 | 01:40,013 | 01:48,4 | 94 | 01:40,460 | 15,059 | 21 | 01:38,505 | 7,521 | 43 | 01:37,678 |  |
| 81 | 01:40,291 | 01:48,5 | 64 | 01:40,672 | 15,480 | 52 | 01:38,429 | 7,935 | 57 | 01:37,644 | 0,058 |
| 53 | 01:41,654 | 01:49,4 | 81 | 01:39,768 | 16,704 | 19 | 01:38,141 | 8,358 | 25 | 01:37,463 | 0,257 |
| 61 | 01:41,625 | 01:49,6 | 47 | 01:40,004 | 17,233 | 11 | 01:38,774 | 11,525 | 4 | 01:37,302 | 0,520 |
| 9 | 01:41,496 | 01:51,1 | 53 | 01:41,135 | 19,784 | 92 | 01:25,398 | 11,972 | 76 | 01:37,125 | 1,040 |

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Análisis por vuelta Carrera 1 Supersport NG

| 50 | 01:37,650 | 2,103 | Lap: 10 |  |  | 38 | 01:42,107 | 56,129 | 67 | 01:38,860 | 59,140 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 37 | 01:38,029 | 6,701 | Num |  | GAP | 90 | 01:43,760 | 59,795 | 73 | 01:42,071 | 01:03,2 |
| 91 | 01:38,363 | 9,149 | Num | Tiempo | GAP | 92 | 01:19,054 | 59,860 | 38 | 01:41,870 | 01:05,2 |
| 21 | 01:38,334 | 9,557 | 43 | 01:37,151 |  | 23 | 01:43,400 | 01:04,7 | 9 | 01:42,818 | 01:06,5 |
| 19 | 01:38,185 | 9,992 | 57 | 01:37,147 | 0,189 | 14 | 01:41,165 | 01:35,8 | 90 | 01:43,079 | 01:11,8 |
| 52 | 01:38,627 | 10,845 | 25 | 01:37,194 | 0,541 | Lap: |  |  | 23 | 01:43,053 | 01:16,3 |
| 11 | 01:38,007 | 13,304 | 76 | 01:37,179 | 1,499 | Num | Tiempo | GAP | Lap: |  |  |
| 92 | 01:39,235 | 15,272 | 76 50 | 01:37,275 | 2,389 | 43 | 01:37,017 |  | Num | Tiempo | GAP |
| 7 18 | $01: 40,209$ $01: 40,031$ | 21,892 21,902 | 37 | 01:38,605 | 9,352 | 57 | 01:37,034 | 0,172 | 57 | 01:37,158 |  |
| 8 | 01:40,237 | 25,812 | 21 | 01:38,175 | 11,589 | 25 | 01:37,041 | 0,473 | 43 | 01:37,234 | 0,214 |
| 64 | 01:40,692 | 27,319 | 91 | 01:38,749 | 11,859 | 4 | 01:36,954 | 0,868 | 25 | 01:37,220 | 0,529 |
| 47 | 01:40,444 | 27,429 | 19 | 01:38,223 | 12,144 | 76 | 01:37,963 | 2,817 | 4 | 01:37,546 | 0,997 |
| 81 | 01:40,790 | 27,610 | 52 | 01:38,570 | 13,762 | 50 | 01:37,581 | 3,079 | 50 | 01:37,560 | 3,758 |
| 94 | 01:49,682 | 35,622 | 92 | 01:34,219 | 14,244 | 37 | 01:38,291 | 11,556 | 76 | 01:38,202 | 4,933 |
| 61 | 01:41,144 | 35,698 | 11 | 01:38,741 | 16,136 | 21 | 01:38,037 | 13,133 | 14 | 01:41,003 | 10,516 |
| 53 | 01:41,264 | 36,258 | 7 | 01:41,346 | 29,039 | 91 | 01:37,945 | 14,123 | 37 | 01:38,211 | 13,361 |
| 73 | 01:41,932 | 39,486 | 18 | 01:42,004 | 29,803 | 19 | 01:38,422 | 14,549 | 21 | 01:38,045 | 14,440 |
| 9 | 01:42,231 | 41,584 | 8 | 01:39,862 | 31,345 | 52 | 01:39,069 | 17,376 | 91 | 01:38,153 | 15,638 |
| 38 | 01:41,638 | 42,369 | 47 | 01:39,319 | 31,493 | 11 | 01:38,671 | 19,268 | 19 | 01:38,335 | 16,649 |
| 90 | 01:42,151 | 43,477 | 64 | 01:40,848 | 34,274 | 92 | 01:01,465 | 24,308 | 52 | 01:38,887 | 20,477 |
| 23 | 01:42,474 | 47,333 | 81 | 01:40,719 | 34,315 | 60 | 02:01,861 | 31,039 | 11 | 01:38,398 | 21,460 |
| 67 | 01:38,370 | 48,575 | 94 | 01:40,975 | 43,610 | 7 | 01:40,036 | 34,768 | 92 | 01:40,079 | 29,457 |
| 60 | 01:45,936 | 01:11,6 | 61 | 01:41,270 | 44,154 | 8 | 01:39,893 | 36,546 | 7 | 01:40,207 | 40,880 |
| 17 | PIT | 01:17,2 | 53 | 01:42,635 | 46,515 | 47 | 01:39,837 | 36,730 | 8 | 01:39,550 | 41,257 |
| 14 | 01:40,723 | 01:24,5 | 9 01:42,059 |  | 47,738 | 81 | 01:41,049 | 42,289 | 47 | 01:39,849 | 42,089 |
| Lap: 9 |  |  | 38 |  | 51,139 51,352 | 64 01:41,634 |  | 42,700 | 81 | 01:40,134 | 48,281 |
| Num | Tiempo | GAP | 67 | 01:38,900 | 53,262 | 61 01:41,179 |  | 51,981 | 94 | 01:40,557 | 57,998 |
| 43 | 01:37,163 |  | $90 \quad 01: 42,107$ |  | 53,365 | 67 01:38,877 |  | 57,686 | 61 | 01:40,876 | 59,117 |
| 57 | 01:37,298 | 0,193 | 23 01:42,724 |  | 58,686 | 73 | 01:42,920 | 58,547 | 67 | 01:39,293 | 01:01,2 |
| 25 | 01:37,404 | 0,498 | 92 01:03,892 |  | 01:18,1 | 38 | 01:41,669 | 01:00,7 | 60 | 01:46,006 | 01:05,9 |
| 4 | 01:37,515 | 0,872 | 14 01:40,929 |  | 01:31,9 | 9 | 01:42,465 | 01:01,1 | 73 | 01:42,256 | 01:08,3 |
| 76 | 01:37,412 | 1,289 | Lap: 11 |  | GAP | 90 | 01:43,426 | 01:06,2 | 38 | 01:42,108 | 01:10,1 |
| 50 | 01:37,325 | 2,265 | Num | Tiempo |  | 23 | 01:42,981 | 01:10,7 | 9 | 01:42,889 | 01:12,2 |
| 37 | 01:38,360 | 7,898 | Num |  |  | Lap: 13 |  |  | 90 | 01:43,217 | 01:17,9 |
| 91 | 01:38,275 | 10,261 | 43 | 01:37,330 01:37,296 |  |  | Tiempo | GAP | 23 | 01:43,035 | 01:22,2 |
| 21 | 01:38,171 | 10,565 | 25 | 01:37,296 | 0,155 | Num | Tiempo | GAP | Lap: 15 |  |  |
| 19 | 01:38,243 | 11,072 |  | $01: 37,238$ $01: 37361$ | 0,449 0,931 | 57 43 | 01:37,234 01:37,544 |  | Num | Tiempo | GAP |
| 52 | 01:38,661 | 12,343 | 4 | 01:37,361 | 0,931 | 43 | 01:37,544 | 0,138 | Num |  | GAP |
| 11 | 01:38,405 | 14,546 | 76 | 01:37,702 | 1,871 | 25 | 01:37,400 | 0,467 | 43 | 01:37,209 |  |
| 92 | 01:39,067 | 17,176 | 50 | 01:37,456 | 2,515 | 4 | 01:37,147 | 0,609 | 57 | 01:37,613 | 0,190 |
| 7 | 01:40,115 | 24,844 | 60 | 02:00,127 | 6,195 | 50 | 01:37,683 | 3,356 | 25 | 01:37,336 | 0,442 |
| 18 | 01:40,211 | 24,950 | 37 | 01:38,260 | 10,282 | 76 | 01:38,478 | 3,889 | 4 | 01:37,219 | 0,793 |
| 8 | 01:39,985 | 28,634 | 21 | 01:37,854 | 12,113 | 14 | 01:45,269 | 6,671 | 50 | 01:37,504 | 3,839 |
| 47 | 01:39,059 | 29,325 | 19 | 01:38,330 | 13,144 | 37 | 01:38,158 | 12,308 | 76 | 01:38,570 | 6,080 |
| 64 | 01:40,421 | 30,577 | 91 | 01:38,666 | 13,195 | 21 | 01:37,826 | 13,553 | 37 | 01:38,524 | 14,462 |
| 81 | 01:40,300 | 30,747 | 52 | 01:38,892 | 15,324 | 91 | 01:37,926 | 14,643 | 21 | 01:38,165 | 15,182 |
| 94 | 01:41,327 | 39,786 | 11 | 01:38,808 | 17,614 | 19 | 01:38,329 | 15,472 | 91 | 01:38,172 | 16,387 |
| 61 | 01:41,500 | 40,035 | 7 | 01:40,040 | 31,749 | 52 | 01:38,778 | 18,748 | 19 | 01:38,877 | 18,103 |
| 53 | 01:41,936 | 41,031 | 18 | 01:40,454 | 32,927 | 11 | 01:38,358 | 20,220 | 14 | 01:47,405 | 20,498 |
| 73 | 01:41,615 | 43,938 | 8 | 01:39,655 | 33,670 | 92 | 01:39,634 | 26,536 | 11 | 01:39,044 | 23,081 |
| 9 | 01:41,810 | 46,231 | 47 | 01:39,747 | 33,910 | 7 | 01:40,469 | 37,831 | 92 | 01:40,509 | 32,543 |
| 38 | 01:41,488 | 46,694 | 64 | 01:41,139 | 38,083 | 8 | 01:39,725 | 38,865 | 7 | 01:40,350 | 43,807 |
| 90 | 01:42,095 | 48,409 | 81 | 01:41,272 | 38,257 | 47 | 01:40,074 | 39,398 | 8 | 01:40,127 | 43,961 |
| 67 | 01:40,101 | 51,513 | 94 | 01:41,158 | 47,438 | 81 | 01:40,422 | 45,305 | 47 | 01:40,000 | 44,666 |
| 23 | 01:42,943 | 53,113 | 61 | 01:40,995 | 47,819 | 64 | 01:43,721 | 49,015 | 81 | 01:40,713 | 51,571 |
| 60 | 01:46,021 | 01:20,5 | 73 | 01:42,236 | 52,644 | 94 | 01:40,743 | 54,599 | 64 | 01:41,127 | 56,841 |
| 14 | 01:40,834 | 01:28,2 | 9 | 01:41,887 | 55,696 | 61 | 01:40,824 | 55,399 | 94 | 01:41,296 | 01:01,8 |
|  |  |  | 67 | 01:39,894 | 55,826 | 60 | 02:03,438 | 57,071 | 61 | 01:40,928 | 01:02,6 |

Insparya 外 Kawasaki RED


Circuit Ricardo Tormo
CTO. ESBK 2023
Análisis por vuelta Carrera 1 Supersport NG

honda
FULBAT $/$,


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## 43- JESPERSEN, Simon

 57 - muÑOZ, Daniel 4 - FERNANDEZ, Eric 25 - VERDOIA, Andy 50 - VOSTATEK, Ondrej 76- GIRAL, Julian21 - MIHAILA, Demis
37 - GONZALEZ, Mauro
91 - JIMENEZ, Borja
19- DIAZ, Joan
11 - SCHULTZ, Jared Karl
8 - AL-QUBAISI, Abdulla N.
7- ROCCA, Manuel
92 - ROIG, Nil
47 - VARGA, Tibor E.
81 - SANTOS, Joan
64-FABBRI, Davide
67 - VALLE, Carlos 94- GARCIA, Marco
61 - GARCIA, Iker
73-GUARNIERI, Alessio
38 - nesbakken, Ola
9 - DEL OLMO, Javier
90 - AL THANI, Jassim G.
23-ROCHA, Diego
14-TINKER, Corey
60 - RUIVINHO, Isaac

- No clasificados

52 - ERILL, Guillem
18- PARRILLA, Cesar
53 -MALTERRE, Charly
17-ROMERO, Ruben

| V1 | V2 | V3 | V4 | V5 | V6 | V7 | V8 | V9 | V10 | V11 | V12 | V13 | $\underline{\text { V14 }}$ | V15 | V16 | V17 | V18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 92 | 57 | 25 | 57 | 57 | 57 | 43 | 43 | 43 | 43 | 43 | 43 | 57 | 57 | 43 | 43 | 43 | 43 |
| 4 | 25 | 57 | 43 | 43 | 43 | 57 | 57 | 57 | 57 | 57 | 57 | 43 | 43 | 57 | 57 | 57 | 57 |
| 25 | 43 | 43 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 4 |
| 57 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 25 |
| 76 | 76 | 50 | 50 | 50 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 50 | 50 | 50 | 50 | 50 | 50 |
| 43 | 50 | 76 | 76 | 76 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 76 | 76 | 76 | 76 | 76 | 76 |
| 50 | 67 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 21 |
| 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 37 |
| 67 | 37 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 91 | 19 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| 37 | 21 | 52 | 52 | 52 | 52 | 19 | 19 | 19 | 19 | 91 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| 21 | 52 | 19 | 19 | 19 | 19 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 11 | 11 | 11 | 11 |
| 52 | 19 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 7 | 7 | 8 | 8 |
| 19 | 11 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 8 | 8 | 7 | 7 |
| 7 | 7 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 8 | 8 | 8 | 47 | 47 | 47 | 47 |
| 11 | 18 | 94 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 47 | 47 | 47 | 81 | 81 | 81 | 81 |
| 94 | 94 | 64 | 94 | 94 | 94 | 94 | 64 | 47 | 47 | 47 | 81 | 81 | 81 | 64 | 64 | 64 | 64 |
| 18 | 64 | 8 | 64 | 64 | 64 | 64 | 47 | 64 | 64 | 64 | 64 | 64 | 64 | 94 | 67 | 67 | 67 |
| ${ }^{64}$ | 8 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 94 | 94 | 94 | 61 | 94 | 94 | 94 |
| 73 | 73 | 47 | 47 | 47 | 47 | 47 | 94 | 94 | 94 | 94 | 61 | 61 | 61 | 67 | 61 | 61 | 61 |
| 53 | 47 | 73 | 53 | 53 | 53 | 61 | 61 | 61 | 61 | 61 | 67 | 67 | 67 | 52 | 73 | 73 | 73 |
| 8 | 81 | 53 | 73 | 61 | 61 | 53 | 53 | 53 | 53 | 73 | 73 | 73 | 73 | 73 | 38 | 38 | 38 |
| 61 | 53 | 61 | 61 | 73 | 73 | 73 | 73 | 73 | 73 | 9 | 38 | 38 | 38 | 38 | 52P | 9 | 9 |
| 81 | 61 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 67 | 9 | 9 | 9 | 9 | 9 | 90 | 90 |
| 47 | 9 | 90 | 90 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 90 | 90 | 90 | 90 | 90 | 23 |  |
| 9 | 90 | 38 | 38 | 90 | 90 | 90 | 90 | 90 | 67 | 90 | 23 | 23 | 23 | 23 | 23 | 14 |  |
| 90 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 67 | 90 | 23 | 14 | 14 | 14 | 14 | 14 | 60 |  |
| 23 | 38 | 60 | 60 | 67 | 67 | 67 | 67 | 23 | 23 | 14 | 60 | 60 | 60 | 60 | 60 |  |  |
| 38 | 60 | 67 | 67 | 60 | 60 | 60 | 60 | 60 | 14 | 60 | 92 | 92 | 92 | 92 | 92 |  |  |
| 60 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 60 | 92 | 18P |  |  |  |  |  |  |
| 14 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |  |  |  |  |  |  |  |  |
| 17 | 17 | 17 | 17 | 17P |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Director de Carrera |
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Yovamida
$\stackrel{\text { Pág. } 1}{\text { armbea }}$
Lambea

## Cronometrador

EPERIS

