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## Results

## Carrera 2 SBK

| Pos. |  | Rider | Team | Motorcycle | Nat. | Laps | Time | Best Lap | iL | Gap | Interval | Speed | Tyr. Pt. Cat. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 44 | ODENDAAL,Steven | NEW2 PROJECT TEAM | YAMAHA | RSA | 18 | 28:44,796 | 01:35,143 | 3 |  |  | 150,47 | Pirellie5 SBK |
| 2 | 94 | URAMOTO,Naomichi | JEG RACING | HONDA | JPN | 18 | 28:47,912 | 01:35,265 | 7 | 00:03,116 | 00:03,116 | 150,2 | Pirelli20 SBK |
| 3 | 75 | LOPES,Ivo | BMW EASYRACE TEAM |  | POR | 18 | 28:54,979 | 01:35,164 | 3 | 00:10,183 | 00:07,067 | 149,58 | Dunlop SBK |
| 4 | 40 | RAMOS,Roman | KAWASAKI PALMETO PL | KAWASAKI | ESP | 18 | 28:55,703 | 01:35,159 | 3 | 00:10,907 | 00:00,724 | 149,52 | Pirellil 3 SBK |
| 5 | 23 | PONSSON,Christophe | TEAM HONDA LAGLISSE | HONDA | FRA | 18 | 29:07,055 | 01:36,324 | 13 | 00:22,259 | 00:11,352 | 148,55 | Dunlop SBK |
| 6 | 2 | ANTIGA,Guillaume | JEG RACING | HONDA | FRA | 18 | 29:07,781 | 01:36,390 | 5 | 00:22,985 | 00:00,726 | 148,49 | Pirellil 0 STK |
| 7 | 26 | SAEZ,Daniel | ALMA RACING TEAM | YAMAHA | ESP | 18 | 29:15,140 | 01:36,497 | 9 | 00:30,344 | 00:07,359 | 147,87 | Pirelli 9 SBK |
| 8 | 53 | GONZALEZ,Daniel | PS RACING TEAM | YAMAHA | ESP | 18 | 29:17,347 | 01:36,632 | 5 | 00:32,551 | 00:02,207 | 147,68 | Pirelli 8 STK |
| 9 | 10 | ORRADRE,Unai | TEAM HONDA LAGLISSE | HONDA | ESP | 18 | 29:19,907 | 01:36,905 | 7 | 00:35,111 | 00:02,560 | 147,46 | Dunlop STK |
| 10 | 24 | TACCINI,Leonardo | BMW EASYRACE TEAM |  | ITA | 18 | 29:23,080 | 01:36,646 | 2 | 00:38,284 | 00:03,173 | 147,2 | Dunlopi STK |
| 11 | 13 | VALTONEN,Ville | SENSETEC OY |  | FIN | 18 | 29:27,279 | 01:37,234 | 2 | 00:42,483 | 00:04,199 | 146,85 | 5 SBK |
| 12 | 96 | DAVIS, Jamie W. | BRITISH CARRERA TEAM | YAMAHA | GBR | 18 | 29:37,630 | 01:37,519 | 4 | 00:52,834 | 00:10,351 | 145,99 | Pirelli 4 STK |
| 13 | 29 | NUÑEZ,Juan Jose | YAMAHA GV STRATOS | YAMAHA | ESP | 18 | 29:42,103 | 01:38,318 | 11 | 00:57,307 | 00:04,473 | 145,63 | Pirelli 3 STK |
| 14 | 35 | NESSJOEN, Jonathan L. | YAMAHA TEAM SCANDINA | YAMAHA | NOR | 18 | 29:42,269 | 01:38,087 | 10 | 00:57,473 | 00:00,166 | 145,61 | Dunlop: STK |
| 15 | 93 | POULSEN,Mathias | YAMAHA TEAM SCANDINA | YAMAHA | DEN | 18 | 29:54,895 | 01:38,665 | 3 | 01:10,099 | 00:12,626 | 144,59 | Pirelli 1 SBK |
| 16 | 19 | DUFOUR,Paul | JEG RACING | HONDA | FRA | 18 | 29:59,682 | 01:38,531 | 13 | 01:14,886 | 00:04,787 | 144,21 | Pirelli STK |
| 17 | 69 | ESCALERA,Aaron | YAMAHA GV STRATOS | YAMAHA | ESP | 18 | 30:08,730 | 01:38,681 | 3 | 01:23,934 | 00:09,048 | 143,48 | STK |
| 18 | 7 | DZEGEDE,Zechariah K. NO CLASIFICADOS | JEG RACING | HONDA | USA | 17 | 29:00,393 | 01:40,710 | 13 | -1 Lap | -1 Lap | 140,83 | Pirelli STK |
| . | 99 | GUTIERREZ,Oscar <br> No presentados | ANDOTRANS TEAM TORRE | YAMAHA | ESP | 1 | 02:15,796 | START |  | -17 Lap | -16 Lap | 106,17 | Dunlop SBK |
| . | 4 | ARTIME,Javier | PROMORACING TEAM | YAMAHA | ESP |  | NO START | FIRST LAP |  | -18 Lap | -1 Lap |  | STK |
| . | 74 | BIESIEKIRSKI,Piotr | FAU55 RACING - FAMIL | YAMAHA | POL |  | NO START | FIRST LAP |  | -18 Lap |  |  | Dunlop STK |


| JURY: |
| :--- |
|  |
|  |
| Hour: |


| $\square$ Final Official |
| :--- |
| C.of the Course:  <br>   <br> Hour:  |

Length: 4005 Hour: 14:00:00

## C.Timekeeper:

Hour:


## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 2 SBK

| $\mathbf{2}$ | ANTIGA,Guillaume |  | JEG RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | FRA |  |  | P.Vmax: 2 | T. Ideal: 01:36,034 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 27,634$ | $00: 25,978$ | $00: 22,769$ | $00: 25,900$ | 192,86 | $14: 02: 17$ |
| 2 | $01: 36,638$ | $00: 22,020$ | $00: 25,827$ | $00: 22,910$ | $00: 25,881$ | 270,00 | $14: 03: 54$ |
| 3 | $01: 36,500$ | $00: 22,228$ | $00: 25,680$ | $00: 22,680$ | $00: 25,912$ | 272,27 | $14: 05: 30$ |
| 4 | $01: 36,453$ | $00: 22,100$ | $00: 25,636$ | $00: 22,849$ | $00: 25,868$ | 270,00 | $14: 07: 07$ |
| 5 | 01:36,390 | $00: 22,041$ | $00: 25,570$ | $00: 22,761$ | $00: 26,018$ | 267,77 | $14: 08: 43$ |
| 6 | $01: 36,395$ | $00: 21,916$ | $00: 25,681$ | $00: 22,837$ | $00: 25,961$ | 267,77 | $14: 10: 20$ |
| 7 | $01: 36,902$ | $00: 22,051$ | $00: 25,797$ | $00: 22,898$ | $00: 26,156$ | 267,77 | $14: 11: 56$ |
| 8 | $01: 36,863$ | $00: 22,060$ | $00: 25,882$ | $00: 22,805$ | $00: 26,116$ | 265,57 | $14: 13: 33$ |
| 9 | $01: 36,612$ | $00: 22,015$ | $00: 25,752$ | $00: 22,763$ | $00: 26,082$ | 265,57 | $14: 15: 10$ |
| 10 | $01: 36,567$ | $00: 21,927$ | $00: 25,773$ | $00: 22,793$ | $00: 26,074$ | 265,57 | $14: 16: 46$ |
| 11 | $01: 36,864$ | $00: 22,104$ | $00: 25,800$ | $00: 22,822$ | $00: 26,138$ | 266,67 | $14: 18: 23$ |
| 12 | $01: 36,691$ | $00: 22,002$ | $00: 25,769$ | $00: 22,833$ | $00: 26,087$ | 266,67 | $14: 20: 00$ |
| 13 | $01: 36,788$ | $00: 22,071$ | $00: 25,802$ | $00: 22,876$ | $00: 26,039$ | 266,67 | $14: 21: 37$ |
| 14 | $01: 37,186$ | $00: 21,977$ | $00: 25,812$ | $00: 22,859$ | $00: 26,538$ | 265,57 | $14: 23: 14$ |
| 15 | $01: 37,178$ | $00: 22,131$ | $00: 25,931$ | $00: 22,898$ | $00: 26,218$ | 263,41 | $14: 24: 51$ |
| 16 | $01: 37,420$ | $00: 22,480$ | $00: 25,839$ | $00: 22,962$ | $00: 26,139$ | 263,41 | $14: 26: 29$ |
| 17 | $01: 36,871$ | $00: 22,189$ | $00: 25,774$ | $00: 22,896$ | $00: 26,012$ | 266,67 | $14: 28: 05$ |
| 18 | $01: 37,182$ | $00: 22,139$ | $00: 25,917$ | $00: 22,965$ | $00: 26,161$ | 265,57 | $14: 29: 43$ |


| 7 | DZEGEDE,Zechariah K. |  | JEG RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | USA |  |  | P.Vmax: 7 | T. Ideal: 01:40,170 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 29,647$ | $00: 27,327$ | $00: 24,771$ | $00: 27,237$ | 213,86 | $14: 02: 24$ |
| 2 | $01: 40,893$ | $00: 22,757$ | $00: 26,862$ | $00: 24,430$ | $00: 26,844$ | 268,88 | $14: 04: 05$ |
| 3 | $01: 42,126$ | $00: 24,271$ | $00: 26,939$ | $00: 24,016$ | $00: 26,900$ | 267,77 | $14: 05: 47$ |
| 4 | $01: 41,430$ | $00: 22,829$ | $00: 27,014$ | $00: 24,304$ | $00: 27,283$ | 266,67 | $14: 07: 28$ |
| 5 | $01: 41,987$ | $00: 23,578$ | $00: 27,107$ | $00: 23,956$ | $00: 27,346$ | 267,77 | $14: 09: 10$ |
| 6 | $01: 41,055$ | $00: 22,741$ | $00: 26,750$ | $00: 24,187$ | $00: 27,377$ | 264,49 | $14: 10: 51$ |
| 7 | $01: 41,248$ | $00: 22,796$ | $00: 26,871$ | $00: 24,430$ | $00: 27,151$ | 266,67 | $14: 12: 33$ |
| 8 | $01: 41,378$ | $00: 22,922$ | $00: 26,971$ | $00: 24,474$ | $00: 27,011$ | 264,49 | $14: 14: 14$ |
| 9 | $01: 41,222$ | $00: 22,934$ | $00: 26,958$ | $00: 24,314$ | $00: 27,016$ | 266,67 | $14: 15: 55$ |
| 10 | $01: 41,624$ | $00: 22,934$ | $00: 26,905$ | $00: 24,445$ | $00: 27,340$ | 265,57 | $14: 17: 37$ |
| 11 | $01: 41,479$ | $00: 22,689$ | $00: 26,780$ | $00: 24,702$ | $00: 27,308$ | 264,49 | $14: 19: 18$ |
| 12 | $01: 41,098$ | $00: 22,858$ | $00: 26,981$ | $00: 24,298$ | $00: 26,961$ | 266,67 | $14: 20: 59$ |
| 13 | $01: 40,710$ | $00: 22,828$ | $00: 26,809$ | $00: 24,271$ | $00: 26,802$ | 264,49 | $14: 22: 40$ |
| 14 | $01: 41,346$ | $00: 22,993$ | $00: 26,972$ | $00: 24,606$ | $00: 26,775$ | 265,57 | $14: 24: 21$ |
| 15 | $01: 41,622$ | $00: 23,002$ | $00: 27,093$ | $00: 24,371$ | $00: 27,156$ | 264,49 | $14: 26: 03$ |
| 16 | $01: 46,335$ | $00: 23,102$ | $00: 28,510$ | $00: 27,823$ | $00: 26,900$ | 262,35 | $14: 27: 49$ |
| 17 | $01: 45,858$ | $00: 27,223$ | $00: 27,275$ | $00: 24,338$ | $00: 27,022$ | 264,49 | $14: 29: 35$ |


| 10 | ORRADRE,Unai |  | TEAM HONDA LAGLISSE |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 1 |  | T. Ideal: 01:36,456 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 27,180$ | $00: 26,071$ | $00: 23,064$ | $00: 25,794$ | 198,17 | $14: 02: 17$ |
| 2 | $01: 37,059$ | $00: 21,984$ | $00: 26,111$ | $00: 23,001$ | $00: 25,963$ | 275,74 | $14: 03: 54$ |
| 3 | $01: 37,112$ | $00: 22,112$ | $00: 25,843$ | $00: 23,129$ | $00: 26,028$ | 275,74 | $14: 05: 31$ |
| 4 | $01: 36,917$ | $00: 22,133$ | $00: 25,796$ | $00: 23,066$ | $00: 25,922$ | 267,77 | $14: 07: 08$ |
| 5 | $01: 37,683$ | $00: 22,166$ | $00: 25,911$ | $00: 23,328$ | $00: 26,278$ | 270,00 | $14: 08: 46$ |
| 6 | $01: 37,131$ | $00: 22,143$ | $00: 26,159$ | $00: 22,882$ | $00: 25,947$ | 272,27 | $14: 10: 23$ |
| 7 | $01: 36,905$ | $00: 22,007$ | $00: 25,872$ | $00: 22,950$ | $00: 26,076$ | 270,00 | $14: 12: 00$ |
| 8 | $01: 37,149$ | $00: 22,135$ | $00: 25,904$ | $00: 22,995$ | $00: 26,115$ | 265,57 | $14: 13: 37$ |
| 9 | $01: 37,558$ | $00: 22,062$ | $00: 26,062$ | $00: 23,154$ | $00: 26,280$ | 268,88 | $14: 15: 14$ |
| 10 | $01: 37,449$ | $00: 22,179$ | $00: 25,905$ | $00: 23,088$ | $00: 26,277$ | 267,77 | $14: 16: 52$ |
| 11 | $01: 37,597$ | $00: 22,383$ | $00: 25,869$ | $00: 23,053$ | $00: 26,292$ | 265,57 | $14: 18: 30$ |
| 12 | $01: 37,496$ | $00: 22,173$ | $00: 25,890$ | $00: 23,320$ | $00: 26,113$ | 267,77 | $14: 20: 07$ |

13 01:37,663 14 01:37,797 15 01:37,765 16 01:37,557 17 01:38,324 18 01:38,636

00:22,306 00:26,102 00:23,230 00:26,025 00:22,103 00:26,092 00:23,295 00:26,307 00:22,103 00:26,021 00:23,333 00:26,308 $00: 22,129 \quad 00: 25,965 \quad 00: 23,151 \quad 00: 26,312$ $00: 22,687 \quad 00: 26,078 \quad 00: 23,469 \quad 00: 26,090$ 00:22,346 00:26,241 00:23,608 00:26,441

266,67 14:21:45 270,00 14:23:22 267,77 14:25:00 267,77 14:26:38 264,49 14:28:16 265,57 14:29:55

| 13 | VALTONEN,Ville |  |  | SENSETEC OY |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | FIN |  |  | P.Vmax: 5 | T. Ideal: 01:36,951 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 28,554$ | $00: 26,379$ | $00: 23,168$ | $00: 26,039$ | 198,77 | $14: 02: 19$ |
| 2 | $01: 37,234$ | $00: 22,246$ | $00: 25,844$ | $00: 23,026$ | $00: 26,118$ | 270,00 | $14: 03: 56$ |
| 3 | $01: 37,960$ | $00: 22,410$ | $00: 25,929$ | $00: 23,313$ | $00: 26,308$ | 266,67 | $14: 05: 34$ |
| 4 | $01: 37,439$ | $00: 22,384$ | $00: 25,803$ | $00: 23,110$ | $00: 26,142$ | 264,49 | $14: 07: 12$ |
| 5 | $01: 37,413$ | $00: 22,270$ | $00: 25,691$ | $00: 23,289$ | $00: 26,163$ | 268,88 | $14: 08: 49$ |
| 6 | $01: 37,331$ | $00: 22,270$ | $00: 25,694$ | $00: 23,031$ | $00: 26,336$ | 270,00 | $14: 10: 26$ |
| 7 | $01: 38,707$ | $00: 23,015$ | $00: 25,850$ | $00: 23,446$ | $00: 26,396$ | 265,57 | $14: 12: 05$ |
| 8 | $01: 37,534$ | $00: 22,264$ | $00: 25,870$ | $00: 23,122$ | $00: 26,278$ | 263,41 | $14: 13: 43$ |
| 9 | $01: 37,998$ | $00: 22,300$ | $00: 25,924$ | $00: 23,394$ | $00: 26,380$ | 264,49 | $14: 15: 21$ |
| 10 | $01: 37,812$ | $00: 22,251$ | $00: 25,868$ | $00: 23,182$ | $00: 26,511$ | 263,41 | $14: 16: 58$ |
| 11 | $01: 37,522$ | $00: 22,201$ | $00: 25,836$ | $00: 23,119$ | $00: 26,366$ | 263,41 | $14: 18: 36$ |
| 12 | $01: 37,571$ | $00: 22,211$ | $00: 25,872$ | $00: 23,151$ | $00: 26,337$ | 265,57 | $14: 20: 14$ |
| 13 | $01: 37,553$ | $00: 22,259$ | $00: 25,960$ | $00: 23,155$ | $00: 26,179$ | 265,57 | $14: 21: 51$ |
| 14 | $01: 37,845$ | $00: 22,195$ | $00: 26,040$ | $00: 23,172$ | $00: 26,438$ | 264,49 | $14: 23: 29$ |
| 15 | $01: 38,023$ | $00: 22,273$ | $00: 26,000$ | $00: 23,245$ | $00: 26,505$ | 262,35 | $14: 25: 07$ |
| 16 | $01: 38,211$ | $00: 22,437$ | $00: 25,978$ | $00: 23,276$ | $00: 26,520$ | 262,35 | $14: 26: 45$ |
| 17 | $01: 38,264$ | $00: 22,257$ | $00: 26,045$ | $00: 23,449$ | $00: 26,513$ | 263,41 | $14: 28: 23$ |
| 18 | $01: 38,722$ | $00: 22,434$ | $00: 26,100$ | $00: 23,427$ | $00: 26,761$ | 262,35 | $14: 30: 02$ |


| 19 | DUFOUR,Paul |  | JEG RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 7 | T. Ideal: 01:38,289 |  |  |
| Lap |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 |  | $00: 29,906$ | $00: 27,284$ | $00: 24,693$ | $00: 27,182$ | 203,77 | $14: 02: 24$ |
| 2 |  | $00: 22,996$ | $00: 27,006$ | $00: 24,081$ | $00: 26,837$ | 264,49 | $14: 04: 05$ |
| 3 |  | $00: 22,927$ | $00: 26,952$ | $00: 23,877$ | $00: 26,786$ | 260,24 | $14: 05: 45$ |
| 4 |  | $00: 22,654$ | $00: 26,682$ | $00: 23,789$ | $00: 26,624$ | 264,49 | $14: 07: 25$ |
| 5 | $01: 39,663$ | $00: 22,409$ | $00: 26,823$ | $00: 23,895$ | $00: 26,536$ | 265,57 | $14: 09: 05$ |
| 6 | $01: 39,287$ | $00: 22,351$ | $00: 26,631$ | $00: 23,713$ | $00: 26,592$ | 268,88 | $14: 10: 44$ |
| 7 | $01: 39,476$ | $00: 22,480$ | $00: 26,550$ | $00: 23,729$ | $00: 26,717$ | 266,67 | $14: 12: 24$ |
| 8 | $01: 39,347$ | $00: 22,579$ | $00: 26,600$ | $00: 23,564$ | $00: 26,604$ | 265,57 | $14: 14: 03$ |
| 9 | $01: 39,042$ | $00: 22,317$ | $00: 26,557$ | $00: 23,613$ | $00: 26,555$ | 267,77 | $14: 15: 42$ |
| 10 | $01: 39,341$ | $00: 22,491$ | $00: 26,561$ | $00: 23,650$ | $00: 26,639$ | 267,77 | $14: 17: 21$ |
| 11 | $01: 38,979$ | $00: 22,416$ | $00: 26,561$ | $00: 23,502$ | $00: 26,500$ | 267,77 | $14: 19: 00$ |
| 12 | $01: 38,964$ | $00: 22,318$ | $00: 26,591$ | $00: 23,516$ | $00: 26,539$ | 267,77 | $14: 20: 39$ |
| 13 | $01: 38,531$ | $00: 22,301$ | $00: 26,484$ | $00: 23,391$ | $00: 26,355$ | 268,88 | $14: 22: 18$ |
| 14 | $01: 39,021$ | $00: 22,191$ | $00: 26,510$ | $00: 23,387$ | $00: 26,933$ | 268,88 | $14: 23: 57$ |
| 15 | $01: 39,899$ | $00: 22,883$ | $00: 26,689$ | $00: 23,663$ | $00: 26,664$ | 268,88 | $14: 25: 37$ |
| 16 | $01: 39,993$ | $00: 22,797$ | $00: 26,521$ | $00: 23,958$ | $00: 26,717$ | 267,77 | $14: 27: 17$ |
| 17 | $01: 39,192$ | $00: 22,624$ | $00: 26,436$ | $00: 23,641$ | $00: 26,491$ | 264,49 | $14: 28: 56$ |
| 18 | $01: 38,671$ | $00: 22,390$ | $00: 26,370$ | $00: 23,570$ | $00: 26,341$ | 264,49 | $14: 30: 35$ |


| $\mathbf{2 3}$ | PONSSON,Christophe |  | TEAM HONDA LAGLISSE |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | FRA |  |  | P.Vmax: 10 |  | T. Ideal: 01:36,086 |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| 1 FIRST LAP | $00: 26,843$ | $00: 25,925$ | $00: 22,954$ | $00: 25,857$ | 194,59 | $14: 02: 16$ |  |
| 2 | $01: 37,015$ | $00: 22,061$ | $00: 25,827$ | $00: 23,083$ | $00: 26,044$ | 263,41 | $14: 03: 53$ |
| 3 | $01: 36,686$ | $00: 22,200$ | $00: 25,716$ | $00: 22,790$ | $00: 25,980$ | 267,77 | $14: 05: 30$ |
| 4 | $01: 36,532$ | $00: 22,066$ | $00: 25,649$ | $00: 22,843$ | $00: 25,974$ | 263,41 | $14: 07: 07$ |
| 5 | $01: 36,981$ | $00: 22,230$ | $00: 25,896$ | $00: 22,859$ | $00: 25,996$ | 263,41 | $14: 08: 44$ | FULBAT/ ©DUNLOP GBRacing



| 6 | 01:36,500 | 00:21,943 | 00:25,738 | 00:22,780 | 00:26,039 | 267,77 | 14:10:20 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 7 | 01:36,908 | 00:22,032 | 00:25,771 | 00:23,011 | 00:26,094 | 266,67 | 14:11:57 |
| 8 | 01:36,860 | 00:22,082 | 00:25,876 | 00:22,963 | 00:25,939 | 264,49 | 14:13:34 |
| 9 | 01:37,052 | 00:21,990 | 00:25,906 | 00:23,044 | 00:26,112 | 265,57 | 14:15:11 |
| 10 | 01:36,910 | 00:22,105 | 00:25,750 | 00:23,003 | 00:26,052 | 263,41 | 14:16:48 |
| 11 | 01:37,059 | 00:22,071 | 00:25,915 | 00:22,955 | 00:26,118 | 265,57 | 14:18:25 |
| 12 | 01:36,467 | 00:21,955 | 00:25,701 | 00:22,826 | 00:25,985 | 266,67 | 14:20:01 |
| 13 | 01:36,324 | 00:21,986 | 00:25,753 | 00:22,802 | 00:25,783 | 266,67 | 14:21:38 |
| 14 | 01:36,535 | 00:21,969 | 00:25,685 | 00:22,711 | 00:26,170 | 266,67 | 14:23:14 |
| 15 | 01:37,008 | 00:22,064 | 00:25,930 | 00:22,963 | 00:26,051 | 266,67 | 14:24:51 |
| 16 | 01:36,801 | 00:22,086 | 00:25,812 | 00:22,876 | 00:26,027 | 267,77 | 14:26:28 |
| 17 | 01:36,938 | 00:22,202 | 00:25,753 | 00:22,868 | 00:26,115 | 263,41 | 14:28:05 |
| 18 | 01:36,900 | 00:22,025 | 00:25,745 | 00:22,998 | 00:26,132 | 261,29 | 14:29:42 |


| 24 |  | TACCINI,Leonardo ITA |  | Sector 2 | BMW EASYRACE TEAM |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 2 | T. Ideal: 01:36,315 |  |
| Lap | Time |  |  |  | Sector 1 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIR | AP | 00:26,992 |  | 00:25,893 | 00:23,054 | 00:26,006 | 201,87 | 14:02:17 |
| 2 | 01:3 | 646 | 00:21,879 |  | 00:26,149 | 00:22,878 | 00:25,740 | 270,00 | 14:03:53 |
| 3 | 01:37 |  | 00:22,360 | 00:26,036 | 00:22,847 | 00:25,975 | 271,13 | 14:05:31 |
| 4 | 01:36 |  | 00:22,042 | 00:25,849 | 00:23,070 | 00:26,011 | 271,13 | 14:07:08 |
| 5 | 01:37 | 920 | 00:22,218 | 00:26,171 | 00:23,253 | 00:26,278 | 270,00 | 14:08:46 |
| 6 | 01:37 | 856 | 00:22,214 | 00:26,522 | 00:23,145 | 00:25,975 | 270,00 | 14:10:23 |
| 7 | 01:3 |  | 00:22,007 | 00:26,079 | 00:23,473 | 00:26,188 | 272,27 | 14:12:01 |
| 8 | 01:3 |  | 00:22,273 | 00:26,407 | 00:23,042 | 00:26,060 | 268,88 | 14:13:39 |
| 9 | 01:37 |  | 00:22,154 | 00:26,072 | 00:23,203 | 00:26,069 | 267,77 | 14:15:16 |
| 10 | 01:37 | 936 | 00:22,118 | 00:26,339 | 00:23,336 | 00:26,143 | 271,13 | 14:16:54 |
| 11 | 01:37 | 23 | 00:22,209 | 00:26,352 | 00:23,015 | 00:26,147 | 268,88 | 14:18:32 |
| 12 | 01:37 | 496 | 00:22,067 | 00:26,124 | 00:23,221 | 00:26,084 | 272,27 | 14:20:10 |
| 13 | 01:37 | 54 | 00:22,209 | 00:26,289 | 00:23,275 | 00:25,981 | 271,13 | 14:21:47 |
| 14 | 01:38 | ,129 | 00:22,120 | 00:26,394 | 00:23,272 | 00:26,343 | 270,00 | 14:23:25 |
| 15 | 01:37 | 7,927 | 00:22,173 | 00:26,287 | 00:23,340 | 00:26,127 | 268,88 | 14:25:03 |
| 16 | 01:38 | ,090 | 00:22,238 | 00:26,313 | 00:23,368 | 00:26,171 | 267,77 | 14:26:41 |
| 17 | 01:37 | ,868 | 00:22,264 | 00:26,270 | 00:23,270 | 00:26,064 | 267,77 | 14:28:19 |
| 18 | 01:38 | ,573 | 00:22,377 | 00:26,373 | 00:23,480 | 00:26,343 | 265,57 | 14:29:58 |

ALMA RACING TEAM

| $\mathbf{2 6}$ | SAEZ,Daniel | ALMA RACING TEAM |  |
| :---: | :--- | :--- | :--- |
|  | ESP | P.Vmax: 12 | T. Ideal: 01:36,259 |

Lap Time $\quad$ Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour

1 FIRST LAP
2 01:36,816
3 01:36,839
4 01:37,156
5 01:37,410
6 01:37,760
7 01:37,377
8 01:37,307
9 01:36,497
10 01:37,089
11 01:37,012
12 01:36,881
13 01:36,792
14 01:37,172
15 01:37,453
16 01:37,312
17 01:37,760
18 01:37,632
$\begin{array}{llllll}00: 27,820 & 00: 26,139 & 00: 22,898 & 00: 26,018 & 200,62 & 14: 02: 18\end{array}$ $\begin{array}{llllll}00: 21,853 & 00: 26,026 & 00: 22,833 & 00: 26,104 & 265,57 & 14: 03: 55\end{array}$ $\begin{array}{llllll}00: 22,035 & 00: 25,834 & 00: 22,965 & 00: 26,005 & 264,49 & 14: 05: 31\end{array}$ $00: 22,265 \quad 00: 25,672 \quad 00: 23,067 \quad 00: 26,152$ 00:22,106 00:25,755 00:23,202 00:26,347 $00: 22,087 \quad 00: 26,396 \quad 00: 23,186 \quad 00: 26,091$ $00: 22,142 \quad 00: 25,843 \quad 00: 23,187 \quad 00: 26,205$ $00: 22,465 \quad 00: 26,020 \quad 00: 22,819 \quad 00: 26,003$ $00: 21,945 \quad 00: 25,810 \quad 00: 22,731 \quad 00: 26,011$ 00:22,106 00:25,847 00:22,943 00:26,193 $00: 22,166 \quad 00: 25,796 \quad 00: 22,880 \quad 00: 26,170$ 00:22,106 00:25,811 00:22,868 00:26,096 00:22,004 00:25,875 00:22,861 00:26,052 $00: 22,048 \quad 00: 25,984 \quad 00: 22,862 \quad 00: 26,278$ 00:22,262 00:25,877 00:22,912 00:26,402 $00: 22,188 \quad 00: 25,849 \quad 00: 23,014 \quad 00: 26,261$ 00:22,436 00:26,012 00:23,092 00:26,220 $00: 22,327 \quad 00: 25,945 \quad 00: 22,954 \quad 00: 26,406$

264,49 $14: 05: 31$ 262,35 14:08:46 266,67 14:10:24 265,57 14:12:01 258,17 14:13:38 262,35 14:15:15 264,49 14:16:52 263,41 14:18:29 264,49 14:20:06 264,49 14:21:43 263,41 14:23:20 261,29 14:24:57 260,24 14:26:35 260,24 14:28:12 260,24 14:29:50

| $\mathbf{2 9}$ | NUÑEZ,Juan Jose |  | YAMAHA GV STRATOS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 10 |  | T. Ideal: 01:38,079 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 28,379$ | $00: 26,584$ | $00: 23,530$ | $00: 26,475$ | 200,62 | $14: 02: 20$ |
| 2 | $01: 38,427$ | $00: 22,363$ | $00: 26,330$ | $00: 23,194$ | $00: 26,540$ | 267,77 | $14: 03: 58$ |
| 3 | $01: 38,716$ | $00: 22,426$ | $00: 26,359$ | $00: 23,459$ | $00: 26,472$ | 262,35 | $14: 05: 37$ |
| 4 | $01: 38,683$ | $00: 22,384$ | $00: 26,192$ | $00: 23,445$ | $00: 26,662$ | 262,35 | $14: 07: 16$ |
| 5 | $01: 39,069$ | $00: 22,384$ | $00: 26,388$ | $00: 23,383$ | $00: 26,914$ | 261,29 | $14: 08: 55$ |
| 6 | $01: 38,848$ | $00: 22,436$ | $00: 26,317$ | $00: 23,375$ | $00: 26,720$ | 263,41 | $14: 10: 34$ |
| 7 | $01: 38,713$ | $00: 22,369$ | $00: 26,328$ | $00: 23,291$ | $00: 26,725$ | 261,29 | $14: 12: 12$ |
| 8 | $01: 38,508$ | $00: 22,375$ | $00: 26,314$ | $00: 23,299$ | $00: 26,520$ | 259,20 | $14: 13: 51$ |
| 9 | $01: 38,448$ | $00: 22,493$ | $00: 26,146$ | $00: 23,318$ | $00: 26,491$ | 257,14 | $14: 15: 29$ |
| 10 | $01: 38,389$ | $00: 22,445$ | $00: 26,111$ | $00: 23,218$ | $00: 26,615$ | 260,24 | $14: 17: 08$ |
| 11 | $01: 38,318$ | $00: 22,357$ | $00: 26,142$ | $00: 23,231$ | $00: 26,588$ | 258,17 | $14: 18: 46$ |
| 12 | $01: 38,404$ | $00: 22,365$ | $00: 26,218$ | $00: 23,262$ | $00: 26,559$ | 261,29 | $14: 20: 24$ |
| 13 | $01: 38,571$ | $00: 22,496$ | $00: 26,236$ | $00: 23,225$ | $00: 26,614$ | 256,13 | $14: 22: 03$ |
| 14 | $01: 38,476$ | $00: 22,435$ | $00: 26,211$ | $00: 23,139$ | $00: 26,691$ | 258,17 | $14: 23: 41$ |
| 15 | $01: 38,666$ | $00: 22,441$ | $00: 26,194$ | $00: 23,321$ | $00: 26,710$ | 258,17 | $14: 25: 20$ |
| 16 | $01: 38,631$ | $00: 22,502$ | $00: 26,271$ | $00: 23,368$ | $00: 26,490$ | 258,17 | $14: 26: 59$ |
| 17 | $01: 38,635$ | $00: 22,565$ | $00: 26,200$ | $00: 23,375$ | $00: 26,495$ | 257,14 | $14: 28: 37$ |
| 18 | $01: 39,633$ | $00: 22,960$ | $00: 26,341$ | $00: 23,745$ | $00: 26,587$ | 259,20 | $14: 30: 17$ |


|  | NESSJOEN,Jonathan L. NOR |  |  | YAMAHA TEAM SCANDINA |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 15 |  | T. Ideal: 01:37,880 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LA | 0:28,999 | 00:26,490 | 00:23,829 | 00:26,574 | 204,42 | , |
| 2 | 01:38,755 | 00:22,411 | 00:26,197 | 00:23,590 | 00:26,557 | 263,41 | 14:03:59 |
| 3 | 01:38,533 | 00:22,408 | 00:26,087 | 00:23,552 | 00:26,486 | 262,35 | 14:05:38 |
| 4 | 01:38,478 | 00:22,361 | 00:26,169 | 00:23,467 | 00:26,481 | 261,29 | 14:07:17 |
| 5 | 01:38,676 | 00:22,331 | 00:26,240 | 00:23,479 | 00:26,626 | 262,35 | 14:08:55 |
| 6 | 01:38,866 | 00:22,496 | 00:26,159 | 00:23,544 | 00:26,667 | 261,29 | 14:10:34 |
| 7 | 01:38,725 | 00:22,309 | 00:26,15 | 00:23,629 | 00:26,633 | 260,24 | 14:12:13 |
| 8 | 01:38,781 | 00:22,427 | 00:26,250 | 00:23,550 | 00:26,554 | 261,29 | 14:13:52 |
| 9 | 01:38,443 | 00:22,284 | 00:26,130 | 00:23,444 | 00:26,585 | 262,35 | 14:15:30 |
| 10 | 01:38,087 | 00:22,227 | 00:25,981 | 00:23,389 | 00:26,490 | 262,35 | 14:17:08 |
| 11 | 01:38,570 | 00:22,333 | 00:26,109 | 00:23,453 | 00:26,675 | 260,24 | 14:18:47 |
| 12 | 01:38,090 | 00:22,223 | 00:25,964 | 00:23,439 | 00:26,464 | 262,35 | 14:20:25 |
| 13 | 01:38,598 | 00:22,354 | 00:26,197 | 00:23,502 | 00:26,545 | 263,41 | 14:22:03 |
| 14 | 01:38,512 | 00:22,373 | 00:26,207 | 00:23,342 | 00:26,590 | 260,24 | 14:23:42 |
| 15 | 01:38,572 | 00:22,223 | 00:26,254 | 00:23,472 | 00:26,623 | 261,29 | 14:25:20 |
| 16 | 01:38,813 | 00:22,493 | 00:26,180 | 00:23,591 | 00:26,549 | 260,24 | 14:26:59 |
| 17 | 01:38,256 | 00:22,314 | 00:26,041 | 00:23,550 | 00:26,351 | 259,20 | 14:28:37 |
| 18 | 01:39,622 | 00:22,775 | 00:26,237 | 00:23,724 | 00:26,886 | 260,24 | 14:30:17 |


| 40 |  | RAMOS,Roman ESP |  | Sector 2 | KAWASAKI PALMETO PL |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 13 | T. Ideal: 01:35,096 |  |
| Lap | Time |  |  |  | Sector 1 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIR | AP | 00:26,671 |  | 00:25,563 | 00:22,620 | 00:25,522 | 192,28 | 14:02:15 |
| 2 | 01:35 |  | 00:21,778 |  | 00:25,488 | 00:22,471 | 00:25,600 | 265,57 | 14:03:51 |
| 3 | 01:35 | ,159 | 00:21,732 | 00:25,395 | 00:22,534 | 00:25,498 | 264,49 | 14:05:26 |
| 4 | 01:35 | ,533 | 00:21,918 | 00:25,416 | 00:22,514 | 00:25,685 | 263,41 | 14:07:01 |
| 5 | 01:35 | 644 | 00:21,815 | 00:25,492 | 00:22,562 | 00:25,775 | 263,41 | 14:08:37 |
| 6 | 01:35 | ,678 | 00:21,828 | 00:25,410 | 00:22,623 | 00:25,817 | 264,49 | 14:10:13 |
| 7 | 01:35 | ,963 | 00:21,898 | 00:25,489 | 00:22,755 | 00:25,821 | 263,41 | 14:11:49 |
| 8 | 01:35 | ,869 | 00:21,900 | 00:25,571 | 00:22,603 | 00:25,795 | 263,41 | 14:13:24 |
| 9 | 01:35 |  | 00:21,903 | 00:25,471 | 00:22,640 | 00:25,805 | 263,41 | 14:15:00 |
| 10 | 01:36 | ,071 | 00:22,057 | 00:25,557 | 00:22,654 | 00:25,803 | 262,35 | 14:16:36 |
| 11 | 01:36 | ,199 | 00:22,036 | 00:25,462 | 00:22,694 | 00:26,007 | 262,35 | 14:18:12 | HONDA FULBAT/ ©DUNEOP GBRaCing IRELLI


| 12 | $01: 36,870$ |
| :--- | :--- |
| 13 | $01: 36,965$ |
| 14 | $01: 36,963$ |
| 15 | $01: 37,360$ |
| 16 | $01: 36,497$ |
| 17 | $01: 36,656$ |
| 18 | $01: 36,744$ |

12 01:36,870
13 01:36,965
15.36,03

16 01:36,497

18 01:36,744

00:22,294 00:25,662 00:22,835 00:26,079 00:22,168 00:25,827 00:22,876 00:26,094 00:21,978 00:25,709 00:22,813 00:26,463 00:22,187 00:26,022 00:23,040 00:26,111 00:22,009 00:25,704 00:22,755 00:26,029 00:22,088 00:25,681 00:22,872 00:26,015 00:22,153 00:25,585 00:22,908 00:26,098

264,49 14:19:49 262,35 14:21:26 261,29 14:23:03 260,24 14:24:41 260,24 14:26:17 259,20 14:27:54 259,20 14:29:31

44 ODEN
RSA

## Lap Time

1 FIRSTLAP
2 01:35,263
3 01:35,143
4 01:35,331
5 01:35,606
6 01:35,749
7 01:35,295
8 01:35,584
9 01:35,375
10 01:35,693
11 01:35,497
12 01:35,316
13 01:35,391
14 01:35,447
15 01:35,542 16 01:35,916
17 01:36,124
18 01:36,522

NEW2 PROJECT TEAM
P.Vmax: 15 T. Ideal: 01:34,653

Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 26,581 & 00: 25,548 & 00: 22,458 & 00: 25,415 & 192,86 & 14: 02: 15\end{array}$ $\begin{array}{llllll}00: 21,695 & 00: 25,442 & 00: 22,556 & 00: 25,570 & 263,41 & 14: 03: 50\end{array}$ 00:21,654 00:25,203 00:22,622 00:25,664 $\begin{array}{llll}00: 21,779 & 00: 25,349 & 00: 22,585 & 00: 25,618\end{array}$ 00:21,872 $00: 25,427 \quad 00: 22,559 \quad 00: 25,748$ $\begin{array}{llll}00: 21,714 & 00: 25,409 & 00: 22,737 & 00: 25,889\end{array}$ $\begin{array}{llll}00: 21,642 & 00: 25,354 & 00: 22,575 & 00: 25,724\end{array}$ 00:21,796 00:25,493 00:22,529 00:25,766 $\begin{array}{lllll}00: 21,664 & 00: 25,433 & 00: 22,599 & 00: 25,679\end{array}$ 00:21,833 $00: 25,508 \quad 00: 22,634 \quad 00: 25,718$ 00:21,796 00:25,497 00:22,519 00:25,685 $\begin{array}{llll}00: 21,630 & 00: 25,360 & 00: 22,514 & 00: 25,812\end{array}$ 00:21,577 00:25,534 00:22,609 00:25,671 00:21,714 $00: 25,434 \quad 00: 22,565 \quad 00: 25,734$ 00:21,697 00:25,427 00:22,634 00:25,784 00:21,800 00:25,562 00:22,763 00:25,791 $\begin{array}{llll}00: 21,813 & 00: 25,610 & 00: 22,866 & 00: 25,835\end{array}$ 00:21,863 00:25,709 00:22,829 00:26,121

262,35 14:05:25 261,29 14:07:01 262,35 14:08:36 263,41 14:10:12 263,41 14:11:47 261,29 14:13:23 263,41 14:14:58 262,35 14:16:34 261,29 14:18:09 261,29 14:19:45 262,35 14:21:20 262,35 14:22:56 261,29 14:24:31 263,41 14:26:07 262,35 14:27:43 262,35 14:29:20

1 FIRSTLAP $00: 28,839 \quad 00: 26,26200: 23,48400: 26,338 ~ 190,59 ~ 14: 02: 20$

2 01:36,993
3 01:37,434
4 01:37,030
5 01:36,632
6 01:36,704
7 01:37,189
8 01:37,539
9 01:37,497
10 01:37,878
11 01:36,704
12 01:36,701
13 01:36,964
14 01:37,732
15 01:37,762
16 01:37,581
17 01:36,841
18 01:37,243

| 69 | ESCALERA,Aaron |  | YAMAHA GV STRATOS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  | P.Vmax: 18 |  |  |  | T. Ideal: 01:38,386 |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| 1 | FIRST LAP | $00: 29,330$ | $00: 26,672$ | $00: 23,706$ | $00: 26,374$ | 199,38 | $14: 02: 21$ |
| 2 | $01: 38,732$ | $00: 22,519$ | $00: 26,365$ | $00: 23,290$ | $00: 26,558$ | 260,24 | $14: 04: 00$ |
| 3 | $01: 38,681$ | $00: 22,585$ | $00: 26,340$ | $00: 23,401$ | $00: 26,355$ | 256,13 | $14: 05: 38$ |
| 4 | $01: 38,714$ | $00: 22,644$ | $00: 26,324$ | $00: 23,238$ | $00: 26,508$ | 259,20 | $14: 07: 17$ |

5 01:39,047
6 01:39,626 7 01:39,266 8 01:39,931 9 01:40,927 10 01:40,023 11 01:39,812 12 01:39,802 13 01:40,235 14 01:40,194 15 01:40,038 16 01:41,140 17 01:42,624 18 01:43,856

$\begin{array}{llllll}00: 22,469 & 00: 26,324 & 00: 23,404 & 00: 26,850 & 258,17 & 14: 08: 56\end{array}$ $\begin{array}{llllll}00: 22,575 & 00: 26,586 & 00: 23,629 & 00: 26,836 & 256,13 & 14: 10: 36\end{array}$ $\begin{array}{llllll}00: 22,721 & 00: 26,397 & 00: 23,520 & 00: 26,628 & 256,13 & 14: 12: 15\end{array}$ $\begin{array}{llllll}00: 22,688 & 00: 26,662 & 00: 23,546 & 00: 27,035 & 257,14 & 14: 13: 55\end{array}$ $\begin{array}{llllll}00: 22,963 & 00: 26,886 & 00: 23,858 & 00: 27,220 & 253,13 & 14: 15: 36\end{array}$ $\begin{array}{llllll}00: 22,869 & 00: 26,551 & 00: 23,539 & 00: 27,064 & 253,13 & 14: 17: 16\end{array}$ $\begin{array}{llllll}00: 22,626 & 00: 26,519 & 00: 23,718 & 00: 26,949 & 252,14 & 14: 18: 56\end{array}$ $\begin{array}{llllll}00: 22,753 & 00: 26,634 & 00: 23,598 & 00: 26,817 & 252,14 & 14: 20: 35\end{array}$ $\begin{array}{llllll}00: 22,948 & 00: 26,633 & 00: 23,757 & 00: 26,897 & 252,14 & 14: 22: 16\end{array}$ $\begin{array}{llllll}00: 22,691 & 00: 26,686 & 00: 23,663 & 00: 27,154 & 252,14 & 14: 23: 56\end{array}$ $\begin{array}{llllll}00: 22,864 & 00: 26,489 & 00: 23,660 & 00: 27,025 & 250,19 & 14: 25: 36\end{array}$ $\begin{array}{llllll}00: 23,201 & 00: 26,595 & 00: 23,886 & 00: 27,458 & 250,19 & 14: 27: 17\end{array}$ $\begin{array}{llllll}00: 22,848 & 00: 27,174 & 00: 24,630 & 00: 27,972 & 253,13 & 14: 29: 00\end{array}$ | $00: 23,603$ | $00: 27,463$ | $00: 24,736$ | $00: 28,054$ | 243,61 | $14: 30: 44$ |
| :--- | :--- | :--- | :--- | :--- | :--- |


| 75 |  | LOPES,Ivo POR |  | BMW EASYRACE TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 4 |  | T. Ideal: 01:34,882 |  |
| Lap | Time |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | LAP | 00:26,271 | 00:25,404 | 00:22,524 | 00:25,617 | 191,15 | 14:02:15 |
| 2 | 01:35 | 5,173 | 00:21,686 | 00:25,499 | 00:22,460 | 00:25,528 | 268,88 | 14:03:50 |
| 3 | 01:35 | 5,164 | 00:21,634 | 00:25,260 | 00:22,651 | 00:25,619 | 267,77 | 14:05:25 |
| 4 | 01:35 | 5,391 | 00:21,756 | 00:25,428 | 00:22,542 | 00:25,665 | 266,67 | 14:07:00 |
| 5 | 01:35 | 5,497 | 00:21,894 | 00:25,402 | 00:22,521 | 00:25,680 | 267,77 | 14:08:36 |
| 6 | 01:36 | 6,195 | 00:21,863 | 00:25,470 | 00:22,638 | 00:26,224 | 270,00 | 14:10:12 |
| 7 | 01:3 | 6,212 | 00:22,104 | 00:25,517 | 00:22,717 | 00:25,874 | 263,41 | 14:11:48 |
| 8 | 01:35 | 5,765 | 00:21,963 | 00:25,454 | 00:22,585 | 00:25,763 | 266,67 | 14:13:24 |
| 9 | 01:35 | 5,773 | 00:21,919 | 00:25,442 | 00:22,585 | 00:25,827 | 268,88 | 14:15:00 |
| 10 | 01:35 | 5,398 | 00:21,799 | 00:25,326 | 00:22,552 | 00:25,721 | 266,6 | 14:16:35 |
| 11 | 01:35 | 5,468 | 00:21,822 | 00:25,357 | 00:22,551 | 00:25,738 | 268,88 | 14:18:11 |
| 12 | 01:35 | 5,297 | 00:21,706 | 00:25,397 | 00:22,462 | 00:25,732 | 271,13 | 14:19:46 |
| 13 | 01:35 | 5,342 | 00:21,747 | 00:25,384 | 00:22,534 | 00:25,677 | 271,13 | 14:21:21 |
| 14 | 01:35 | 5,316 | 00:21,746 | 00:25,312 | 00:22,549 | 00:25,709 | 270,00 | 14:22:57 |
| 15 | 01:44 | 4,973 | 00:21,896 | 00:25,423 | 00:31,599 | 00:26,055 | 268,88 | 14:24:42 |
| 16 | 01:36 | 6,114 | 00:21,891 | 00:25,616 | 00:22,748 | 00:25,859 | 266,67 | 14:26:18 |
| 17 | 01:36 | 6,127 | 00:21,996 | 00:25,445 | 00:22,798 | 00:25,888 | 268,88 | 14:27:54 |
| 18 | 01:35 | 5,958 | 00:21,945 | 00:25,427 | 00:22,737 | 00:25,849 | 265,57 | 14:29:30 |


| 93 | POULSEN,Mathias DEN |  | Sector 2 | YAMAHA TEAM SCANDINA |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 7 | T. Ideal: 01:38,390 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:29,227 |  | 00:27,004 | 00:23,689 | 00:26,382 | 205,71 | 14:02:21 |
| 2 | 01:38,883 | 00:22,693 | 00:26,335 | 00:23,437 | 00:26,418 | 267,77 | 14:04:00 |
| 3 | 01:38,665 | 00:22,547 | 00:26,333 | 00:23,401 | 00:26,384 | 268,88 | 14:05:39 |
| 4 | 01:39,006 | 00:22,580 | 00:26,521 | 00:23,455 | 00:26,450 | 268,88 | 14:07:18 |
| 5 | 01:39,088 | 00:22,369 | 00:26,478 | 00:23,556 | 00:26,685 | 266,67 | 14:08:57 |
| 6 | 01:39,079 | 00:22,371 | 00:26,410 | 00:23,539 | 00:26,759 | 268,88 | 14:10:36 |
| 7 | 01:38,877 | 00:22,280 | 00:26,502 | 00:23,427 | 00:26,66 | 267,77 | 4:12:15 |
| 8 | 01:38,863 | 00:22,317 | 00:26,502 | 00:23,395 | 00:26,649 | 263,41 | 14:13:54 |
| 9 | 01:39,198 | 00:22,402 | 00:26,644 | 00:23,414 | 00:26,738 | 264,49 | 14:15:33 |
| 10 | 01:39,110 | 00:22,555 | 00:26,496 | 00:23,427 | 00:26,632 | 263,41 | 14:17:12 |
| 11 | 01:39,233 | 00:22,432 | 00:26,509 | 00:23,495 | 00:26,797 | 264,49 | 14:18:51 |
| 12 | 01:39,537 | 00:22,538 | 00:26,640 | 00:23,588 | 00:26,771 | 265,57 | 14:20:31 |
| 13 | 01:39,472 | 00:22,535 | 00:26,655 | 00:23,615 | 00:26,667 | 263,41 | 14:22:10 |
| 14 | 01:39,370 | 00:22,402 | 00:26,601 | 00:23,521 | 00:26,846 | 264,49 | 14:23:50 |
| 15 | 01:39,920 | 00:22,793 | 00:26,699 | 00:23,634 | 00:26,794 | 262,35 | 14:25:29 |
| 16 | 01:39,861 | 00:22,710 | 00:26,714 | 00:23,695 | 00:26,742 | 262,35 | 14:27:09 |
|  | 01:39,956 | 00:22,795 | 00:26,687 | 00:23,674 | 00:26,800 | 262,35 | 14:28:49 |
|  | 01:40,475 | 00:22,970 | 00:26,780 | 00:23,829 | 00:26,89 | 260,2 | 14:30 |




## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 2 SBK

| 94 | URAMOTO,Naomichi JPN |  |  | JEG RACING <br> P.Vmax: 5 |  | T. Ideal: 01:35,059 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:27,307 | 00:25,789 | 00:22,943 | 00:25,884 | 200,00 | 17 |
| 2 | 01:36,189 | 00:22,022 | 00:25,600 | 00:22,842 | 00:25,725 | 262,35 | 14:03:53 |
| 3 | 01:35,301 | 00:21,833 | 00:25,415 | 00:22,467 | 00:25,586 | 266,67 | 14:05:28 |
| 4 | 01:35,433 | 00:21,746 | 00:25,484 | 00:22,465 | 00:25,738 | 265,57 | 14:07:04 |
| 5 | 01:35,515 | 00:21,795 | 00:25,483 | 00:22,492 | 00:25,745 | 266,67 | 14:08:39 |
| 6 | 01:35,538 | 00:21,753 | 00:25,446 | 00:22,552 | 00:25,787 | 267,77 | 4:10:15 |
| 7 | 01:35,265 | 00:21,728 | 00:25,322 | 00:22,556 | 00:25,659 | 266,67 | 14:11:50 |
| 8 | 01:35,325 | 00:21,820 | 00:25,362 | 00:22,485 | 00:25,658 | 266,67 | 14:13:25 |
| 9 | 01:35,396 | 00:21,752 | 00:25,402 | 00:22,443 | 00:25,799 | 268,88 | 14:15:01 |
| 10 | 01:35,631 | 00:21,788 | 00:25,458 | 00:22,672 | 00:25,713 | 268,88 | 14:16:36 |
| 11 | 01:35,299 | 00:21,708 | 00:25,341 | 00:22,500 | 00:25,750 | 270,00 | 14:18:12 |
| 12 | 01:35,408 | 00:21,712 | 00:25,351 | 00:22,504 | 00:25,841 | 270,00 | 14:19:47 |
| 13 | 01:35,380 | 00:21,763 | 00:25,379 | 00:22,515 | 00:25,723 | 270,00 | 14:21:22 |
| 14 | 01:35,533 | 00:21,747 | 00:25,404 | 00:22,485 | 00:25,897 | 266,67 | 14:22:58 |
| 15 | 01:35,825 | 00:21,802 | 00:25,401 | 00:22,656 | 00:25,966 | 266,67 | 14:24:34 |
| 16 | 01:36,039 | 00:21,926 | 00:25,496 | 00:22,679 | 00:25,938 | 264,49 | 14:26:10 |
| 17 | 01:36,198 | 00:21,927 | 00:25,532 | 00:22,799 | 00:25,940 | 265,57 | 14:27:46 |
| 18 | 01:36,714 | 00:22,040 | 00:25,638 | 00:22,950 | 00:26,086 | 265,57 | 14:29:23 |


| 96 | DAVIS,Jamie W. |  | BRITISH CARRERA TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | GBR |  |  | P.Vmax: 14 | T. Ideal: 01:37,300 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 28,038$ | $00: 26,217$ | $00: 23,131$ | $00: 26,111$ | 191,72 | $14: 02: 18$ |
| 2 | $01: 37,667$ | $00: 22,166$ | $00: 26,209$ | $00: 23,115$ | $00: 26,177$ | 264,49 | $14: 03: 56$ |
| 3 | $01: 37,793$ | $00: 22,289$ | $00: 26,177$ | $00: 23,182$ | $00: 26,145$ | 263,41 | $14: 05: 34$ |
| 4 | $01: 37,519$ | $00: 22,143$ | $00: 26,000$ | $00: 23,084$ | $00: 26,292$ | 263,41 | $14: 07: 11$ |
| 5 | $01: 37,622$ | $00: 22,200$ | $00: 25,962$ | $00: 23,197$ | $00: 26,263$ | 262,35 | $14: 08: 49$ |
| 6 | $01: 38,341$ | $00: 22,643$ | $00: 26,174$ | $00: 23,167$ | $00: 26,357$ | 264,49 | $14: 10: 27$ |
| 7 | $01: 38,283$ | $00: 22,360$ | $00: 26,186$ | $00: 23,322$ | $00: 26,415$ | 264,49 | $14: 12: 06$ |
| 8 | $01: 38,630$ | $00: 22,421$ | $00: 26,327$ | $00: 23,403$ | $00: 26,479$ | 263,41 | $14: 13: 44$ |
| 9 | $01: 38,282$ | $00: 22,294$ | $00: 26,332$ | $00: 23,250$ | $00: 26,406$ | 264,49 | $14: 15: 22$ |
| 10 | $01: 38,336$ | $00: 22,358$ | $00: 26,233$ | $00: 23,339$ | $00: 26,406$ | 262,35 | $14: 17: 01$ |
| 11 | $01: 38,540$ | $00: 22,368$ | $00: 26,317$ | $00: 23,312$ | $00: 26,543$ | 262,35 | $14: 18: 39$ |
| 12 | $01: 38,658$ | $00: 22,294$ | $00: 26,335$ | $00: 23,390$ | $00: 26,639$ | 263,41 | $14: 20: 18$ |
| 13 | $01: 39,136$ | $00: 22,573$ | $00: 26,525$ | $00: 23,484$ | $00: 26,554$ | 262,35 | $14: 21: 57$ |
| 14 | $01: 39,269$ | $00: 22,581$ | $00: 26,393$ | $00: 23,670$ | $00: 26,625$ | 260,24 | $14: 23: 36$ |
| 15 | $01: 39,089$ | $00: 22,565$ | $00: 26,429$ | $00: 23,518$ | $00: 26,577$ | 259,20 | $14: 25: 16$ |
| 16 | $01: 38,969$ | $00: 22,476$ | $00: 26,390$ | $00: 23,513$ | $00: 26,590$ | 259,20 | $14: 26: 54$ |
| 17 | $01: 38,896$ | $00: 22,635$ | $00: 26,323$ | $00: 23,487$ | $00: 26,451$ | 258,17 | $14: 28: 33$ |
| 18 | $01: 39,103$ | $00: 22,577$ | $00: 26,394$ | $00: 23,571$ | $00: 26,561$ | 257,14 | $14: 30: 12$ |


| 99 | GUTIERREZ,Oscar |  |  | ANDOTRANS TEAM TORRE |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 19 | T. Ideal: 02:15,796 |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 PIT | $00: 27,398$ | $00: 26,648$ | $00: 32,311$ | $00: 49,439$ | 201,87 | 14:02:51 |



CIRCUIT RICARDO TORMO
Circuit Ricardo Tormo
Circuit Ricardo Tormo
MAY 13th 14th
CTO. ESBK 2023
Análisis por vuelta Carrera 2 SBK

| Lap: 1 |  |  | 93 | 01:38,665 | 13,697 | 35 | 01:38,866 | 22,106 | 96 | 01:38,282 | 24,286 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Num |  | GAP | 19 | 01:40,542 | 20,374 | 69 | 01:39,626 | 23,788 | 29 | 01:38,448 | 31,032 |
| Num | Tiempo | GAP | 7 | 01:42,126 | 21,848 | 93 | 01:39,079 | 23,929 | 35 | 01:38,443 | 31,801 |
| 75 | FIRST LAP |  | Lap: | 01:42,126 |  | 19 | 01:39,287 | 32,132 | 93 | 01:39,198 | 34,613 |
| 44 | FIRST LAP | 0,186 | Num | Tiempo | GAP | 7 | 01:41,055 | 39,379 | 69 | 01:40,927 | 37,658 |
| 40 | FIRST LAP | 0,560 | Num | Tiempo | GAP | Lap: |  |  | 19 | 01:39,042 | 43,743 |
| 23 | FIRST LAP | 1,763 | 75 | 01:35,391 |  | Num | Tiempo | GAP | 7 | 01:41,222 | 56,973 |
| 24 | FIRST LAP | 2,129 | 40 | 01:35,533 | 0,861 | 44 | 01:35,295 |  | Lap: |  |  |
| 10 | FIRST LAP | 2,293 | 94 | 01:35,433 | 3,302 | 75 | 01:36,212 | 1,059 | Num | Tiempo | GAP |
| 2 | FIRST LAP | 2,465 | 23 | 01:36,532 | 6,268 | 40 | 01:35,963 | 1,301 | 44 | 01:35,693 |  |
| 26 | FIRST LAP | 3,059 | 2 | 01:36,453 | 6,328 | 94 | 01:35,265 | 2,775 | 75 | 01:35,398 | 1,343 |
| 96 | FIRST LAP | 3,681 | 24 | 01:36,972 | 7,237 | 2 | 01:36,902 | 9,170 | 40 | 01:36,071 | 2,408 |
| 13 | FIRST LAP | 4,324 | 10 | 01:36,917 | 7,653 | 23 | 01:36,908 | 9,812 | 94 | 01:35,631 | 2,475 |
| 53 | FIRST LAP | 5,107 | 26 | 01:37,156 | 8,142 | 10 | 01:36,905 | 12,527 | 2 | 01:36,567 | 12,560 |
| 29 | FIRST LAP | 5,152 | 53 | 01:37,030 | 10,836 | 26 | 01:37,377 | 13,844 | 23 | 01:36,910 | 13,982 |
| 35 | FIRST LAP | 6,076 | 96 | 01:37,519 | 10,932 | 24 | 01:37,747 | 13,915 | 10 | 01:37,449 | 18,031 |
| 69 | FIRST LAP | 6,266 | 13 | 01:37,439 | 11,229 | 53 | 01:37,189 | 14,516 | 26 | 01:37,089 | 18,085 |
| 93 | FIRST LAP | 6,486 | 29 | 01:38,683 | 15,250 | 13 | 01:38,707 | 17,835 | 24 | 01:37,936 | 20,479 |
| 7 | FIRST LAP | 9,166 | 35 | 01:38,478 | 16,114 | 96 | 01:38,283 | 18,333 | 53 | 01:37,878 | 20,778 |
| 19 | FIRST LAP | 9,249 | 69 | 01:38,714 | 16,665 | 29 | 01:38,713 | 25,035 | 13 | 01:37,812 | 24,527 |
| 99 | PIT | 35,980 | 93 | 01:39,006 | 17,312 | 35 | 01:38,725 | 25,536 | 96 | 01:38,336 | 26,929 |
| Lap: 2 |  |  | 19 | 01:39,749 | 24,732 | 93 | 01:38,877 | 27,511 | 29 | 01:38,389 | 33,728 |
| Num | Tiempo | GAP | 7 | 01:41,430 | 27,887 | 69 | 01:39,266 | 27,759 | 35 | 01:38,087 | 34,195 |
| 75 | 01 |  | Lap: 5 |  |  | 19 | 01:39,476 | 36,313 | 93 | 01:39,110 | 38,030 |
| 44 | 01:35,263 | 0,276 | Num | Tiempo | GAP | Lap: 8 |  |  | 69 | 01:40,023 | 41,988 |
| 40 | 01:35,337 | 0,724 | 75 | 01:35,497 |  |  |  |  | 19 | 01:39,341 | 47,391 |
| 94 | 01:36,189 | 3,123 | 44 | 01:35,606 | 0,304 | Num | Tiempo | GAP | Lap: 11 |  | 01:02,9 |
| 24 | 01:36,646 | 3,602 | 40 | 01:35,644 | 1,008 | 44 | 01:35,584 |  | Lap. 11 |  |  |
| 23 | 01:37,015 | 3,605 | 94 | 01:35,515 | 3,320 | 75 | 01:35,765 | 1,240 | Num | Tiempo | GAP |
| 2 | 01:36,638 | 3,930 | 2 | 01:36,390 | 7,221 | 40 | 01:35,869 | 1,586 | 44 | 01:35,497 |  |
| 10 | 01:37,059 | 4,179 | 23 | 01:36,981 | 7,752 | 94 | 01:35,325 | 2,516 | 75 | 01:35,468 | 1,314 |
| 26 | 01:36,816 | 4,702 | 24 | 01:37,920 | 9,660 | 2 | 01:36,863 | 10,449 | 94 | 01:35,299 | 2,277 |
| 96 | 01:37,667 | 6,175 | 10 | 01:37,683 | 9,839 | 23 | 01:36,860 | 11,088 | 40 | 01:36,199 | 3,110 |
| 13 | 01:37,234 | 6,385 | 26 | 01:37,410 | 10,055 | 10 | 01:37,149 | 14,092 | 2 | 01:36,864 | 13,927 |
| 53 | 01:36,993 | 6,927 | 53 | 01:36,632 | 11,971 | 26 | 01:37,307 | 15,567 | 23 | 01:37,059 | 15,544 |
| 29 | 01:38,427 | 8,406 | 96 | 01:37,622 | 13,057 | 24 | 01:37,782 | 16,113 | 26 | 01:37,012 | 19,600 |
| 35 | 01:38,755 | 9,658 | 13 | 01:37,413 | 13,145 | 53 | 01:37,539 | 16,471 | 10 | 01:37,597 | 20,131 |
| 69 | 01:38,732 | 9,825 | 29 | 01:39,069 | 18,822 | 13 | 01:37,534 | 19,785 | 53 | 01:36,704 | 21,985 |
| 93 | 01:38,883 | 10,196 | 35 | 01:38,676 | 19,293 | 96 | 01:38,630 | 21,379 | 24 | 01:37,723 | 22,705 |
| 7 | 01:40,893 | 14,886 | 69 | 01:39,047 | 20,215 | 29 | 01:38,508 | 27,959 | 13 | 01:37,522 | 26,552 |
| 19 | 01:40,920 | 14,996 | 93 | 01:39,088 | 20,903 | 35 | 01:38,781 | 28,733 | 96 | 01:38,540 | 29,972 |
| Lap: 3 |  |  | 19 | 01:39,663 | 28,898 | 93 | 01:38,863 | 30,790 | 29 | 01:38,318 | 36,549 |
| Num | Tiempo | GAP | 7 | 01:41,987 | 34,377 | 69 | 01:39,931 | 32,106 | 35 | 01:38,570 | 37,268 |
| 75 | 01:35,164 | GAP | Lap: 6 |  |  | 19 | 01:39,347 | 40,076 | 93 | 01:39,233 | 41,766 |
| 75 | 01:35,164 |  |  |  |  | 7 | 01:41,378 | 51,126 | 69 | 01:39,812 | 46,303 |
| 44 | 01:35,143 | 0,255 0,719 | Num | Tiempo | GAP | Lap: 9 |  |  | 19 | 01:38,979 | 50,873 |
| 40 | 01:35,159 | 0,719 | 44 | 01:35,749 |  |  |  |  | 7 | 01:41,479 | 01:08,8 |
| 94 | 01:35,301 | 3,260 5,127 | 75 40 | 01:36,195 | 0,142 | 44 | 01:35,375 | GAP | Lap: 12 |  |  |
| 2 | 01:36,500 | 5,266 | 94 | 01:35,538 | 2,805 | 75 | 01:35,773 | 1,638 | Num | Tiempo | GAP |
| 24 | 01:37,218 | 5,656 | 2 | 01:36,395 | 7,563 | 40 | 01:35,819 | 2,030 | 44 | 01:35,316 |  |
| 10 | 01:37,112 | 6,127 | 23 | 01:36,500 | 8,199 | 94 | 01:35,396 | 2,537 | 75 | 01:35,297 | 1,295 |
| 26 | 01:36,839 | 6,377 | 10 | 01:37,131 | 10,917 | 2 | 01:36,612 | 11,686 | 94 | 01:35,408 | 2,369 |
| 96 | 01:37,793 | 8,804 | 24 | 01:37,856 | 11,463 | 23 | 01:37,052 | 12,765 | 40 | 01:36,870 | 4,664 |
| 13 | 01:37,960 | 9,181 | 26 | 01:37,760 | 11,762 | 10 | 01:37,558 | 16,275 | 2 | 01:36,691 | 15,302 |
| 53 | 01:37,434 | 9,197 | 53 | 01:36,704 | 12,622 | 26 | 01:36,497 | 16,689 | 23 | 01:36,467 | 16,695 |
| 29 | 01:38,716 | 11,958 | 13 | 01:37,331 | 14,423 | 24 | 01:37,498 | 18,236 | 26 | 01:36,881 | 21,165 |
| 35 | 01:38,533 | 13,027 | 96 | 01:38,341 | 15,345 | 53 | 01:37,497 | 18,593 | 10 | 01:37,496 | 22,311 |
| 69 | 01:38,681 | 13,342 | 29 | 01:38,848 | 21,617 | 13 | 01:37,998 | 22,408 | 53 | 01:36,701 | 23,370 |

Insparya 舛Kawasaki RED
윤YMAHA
Lambea EPERIS


Circuit Ricardo Tormo
CTO. ESBK 2023
Análisis por vuelta Carrera 2 SBK

| 24 | 01:37,496 | 24,885 | 10 | 01:37,765 | 29,156 | 2 | 01:37,182 | 22,985 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 13 | 01:37,571 | 28,807 | 53 | 01:37,762 | 29,448 | 26 | 01:37,632 | 30,344 |
| 96 | 01:38,658 | 33,314 | 24 | 01:37,927 | 32,315 | 53 | 01:37,243 | 32,551 |
| 29 | 01:38,404 | 39,637 | 13 | 01:38,023 | 35,848 | 10 | 01:38,636 | 35,111 |
| 35 | 01:38,090 | 40,042 | 96 | 01:39,089 | 44,428 | 24 | 01:38,573 | 38,284 |
| 93 | 01:39,537 | 45,987 | 29 | 01:38,666 | 48,970 | 13 | 01:38,722 | 42,483 |
| 69 | 01:39,802 | 50,789 | 35 | 01:38,572 | 49,344 | 96 | 01:39,103 | 52,834 |
| 19 | 01:38,964 | 54,521 | 93 | 01:39,920 | 58,369 | 29 | 01:39,633 | 57,307 |
| 7 | 01:41,098 | 01:14,6 | 69 | 01:40,038 | 01:04,8 | 35 | 01:39,622 | 57,473 |
| Lap: 1 |  |  | 19 | 01:39,899 | 01:05,5 | 93 | 01:40,475 | 01:10,0 |
| Num | Tiempo | GAP | 7 | 01:41,622 | 01:31,9 | 19 | 01:38,671 | 01:14,8 |
| 44 | 01:35,391 | GAP | Lap: 1 |  |  | 69 | 01:43,856 | 01:23,9 |
| 75 | 01:35,342 | 1,246 | Num | Tiempo | GAP |  |  |  |
| 94 | 01:35,380 | 2,358 | 44 | 01:35,916 |  |  |  |  |
| 40 | 01:36,965 | 6,238 | 94 | 01:36,039 | 2,850 |  |  |  |
| 2 | 01:36,788 | 16,699 | 40 | 01:36,497 | 10,153 |  |  |  |
| 23 | 01:36,324 | 17,628 | 75 | 01:36,114 | 10,744 |  |  |  |
| 26 | 01:36,792 | 22,566 | 23 | 01:36,801 | 21,067 |  |  |  |
| 10 | 01:37,663 | 24,583 | 2 | 01:37,420 | 21,578 |  |  |  |
| 53 | 01:36,964 | 24,943 | 26 | 01:37,312 | 27,598 |  |  |  |
| 24 | 01:37,754 | 27,248 | 10 | 01:37,557 | 30,797 |  |  |  |
| 13 | 01:37,553 | 30,969 | 53 | 01:37,581 | 31,113 |  |  |  |
| 96 | 01:39,136 | 37,059 | 24 | 01:38,090 | 34,489 |  |  |  |
| 29 | 01:38,571 | 42,817 | 13 | 01:38,211 | 38,143 |  |  |  |
| 35 | 01:38,598 | 43,249 | 96 | 01:38,969 | 47,481 |  |  |  |
| 93 | 01:39,472 | 50,068 | 29 | 01:38,631 | 51,685 |  |  |  |
| 69 | 01:40,235 | 55,633 | 35 | 01:38,813 | 52,241 |  |  |  |
| 19 | 01:38,531 | 57,661 | 93 | 01:39,861 | 01:02,3 |  |  |  |
| 7 | 01:40,710 | 01:19,9 | 19 | 01:39,993 | 01:09,6 |  |  |  |
| Lap: 14 |  |  | 69 | 01:41,140 | 01:10,1 |  |  |  |
| Num | Tiempo | GAP | Lap: 1 |  |  |  |  |  |
| 44 | 01:35,447 |  | Num | Tiempo | GAP |  |  |  |
| 75 | 01:35,316 | 1,115 | 44 | 01:36,124 |  |  |  |  |
| 94 | 01:35,533 | 2,444 | 94 | 01:36,198 | 2,924 |  |  |  |
| 40 | 01:36,963 | 7,754 | 7 | 01:46,335 | 6,261 |  |  |  |
| 2 | 01:37,186 | 18,438 | 40 | 01:36,656 | 10,685 |  |  |  |
| 23 | 01:36,535 | 18,716 | 75 | 01:36,127 | 10,747 |  |  |  |
| 26 | 01:37,172 | 24,291 | 23 | 01:36,938 | 21,881 |  |  |  |
| 10 | 01:37,797 | 26,933 | 2 | 01:36,871 | 22,325 |  |  |  |
| 53 | 01:37,732 | 27,228 | 26 | 01:37,760 | 29,234 |  |  |  |
| 24 | 01:38,129 | 29,930 | 53 | 01:36,841 | 31,830 |  |  |  |
| 13 | 01:37,845 | 33,367 | 10 | 01:38,324 | 32,997 |  |  |  |
| 96 | 01:39,269 | 40,881 | 24 | 01:37,868 | 36,233 |  |  |  |
| 29 | 01:38,476 | 45,846 | 13 | 01:38,264 | 40,283 |  |  |  |
| 35 | 01:38,512 | 46,314 | 96 | 01:38,896 | 50,253 |  |  |  |
| 93 | 01:39,370 | 53,991 | 29 | 01:38,635 | 54,196 |  |  |  |
| 69 | 01:40,194 | 01:00,3 | 35 | 01:38,256 | 54,373 |  |  |  |
| 19 | 01:39,021 | 01:01,2 | 93 | 01:39,956 | 01:06,1 |  |  |  |
| 7 | 01:41,346 | 01:25,8 | 19 | 01:39,192 | 01:12,7 |  |  |  |
| Lap: 15 |  |  | 69 | 01:42,624 | 01:16,6 |  |  |  |
| Num | Tiempo | GAP | Lap: 18 |  |  |  |  |  |
| 44 | 01:35,542 |  | Num | Tiempo | GAP |  |  |  |
| 94 | 01:35,825 | 2,727 | 44 | 01:36,522 |  |  |  |  |
| 40 | 01:37,360 | 9,572 | 94 | 01:36,714 | 3,116 |  |  |  |
| 75 | 01:44,973 | 10,546 | 75 | 01:35,958 | 10,183 |  |  |  |
| 2 | 01:37,178 | 20,074 | 40 | 01:36,744 | 10,907 |  |  |  |
| 23 | 01:37,008 | 20,182 | 7 | 01:45,858 | 15,597 |  |  |  |
| 26 | 01:37,453 | 26,202 | 23 | 01:36,900 | 22,259 |  |  |  |

honda
FULBAT


44-ODENDAAL,Steven
94 - URAMOTO,Naomichi
75 - LOPES,Ivo
40 - RAMOS,Roman
23 - PONSSON,Christophe
2-ANTIGA,Guillaume
26 - SAEZ, Daniel
53-GONZALEZ,Daniel
10-ORRADRE,Unai
24-TACCIN,Leonardo
13 - VALTONEN,Ville
96 - DAVIS, Jamie W.
29 - NUÑEZ, Juan Jose
35 - NESSJOEN, Jonathan L.
93 - POULSEN,Mathias
19 - DUFOUR,Paul
69 - ESCALERA,Aaron
7- DZEGEDE,Zechariah K.

- NO CLASIFICADOS

99 - GUTIERREZ,Oscar

- No presentados

4 - ARTIME,Javier
74- BIESIEKIRSKI,Piotr

| Presidente del Jurado |
| :--- |
|  |
|  |


| Director de Carrera |
| :--- |
|  |
|  |
|  |

Cronometrador

Pág. 1
Lambea
cario

| V1 | $\underline{\mathrm{V} 2}$ | V3 | V4 | V5 | V6 | V7 | V8 | V9 | V10 | V11 | V12 | V13 | V14 | V15 | V16 | V17 | V18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 75 | 75 | 75 | 75 | 75 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| 44 | 44 | 44 | 44 | 44 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 94 | 94 | 94 | 94 |
| 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 94 | 94 | 94 | 94 | 40 | 40 | 40 | 75 |
| 23 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 40 | 40 | 40 | 40 | 75 | 75 | 75 | 40 |
| 94 | 24 | 23 | 23 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 23 | 23 | 23 |
| 24 | 23 | 2 | 2 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 2 | 2 | 2 |
| 10 | 2 | 24 | 24 | 24 | 10 | 10 | 10 | 10 | 10 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| 2 | 10 | 10 | 10 | 10 | 24 | 26 | 26 | 26 | 26 | 10 | 10 | 10 | 10 | 10 | 10 | 53 | 53 |
| 26 | 26 | 26 | 26 | 26 | 26 | 24 | 24 | 24 | 24 | 53 | 53 | 53 | 53 | 53 | 53 | 10 | 10 |
| 96 | 96 | 96 | 53 | 53 | 53 | 53 | 53 | 53 | 53 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| 13 | 13 | 13 | 96 | 96 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| 53 | 53 | 53 | 13 | 13 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| 69 | 69 | 69 | 69 | 69 | 69 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| 93 | 93 | 93 | 93 | 93 | 93 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 19 | 19 | 19 |
| 7 | 7 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 69 | 69 | 69 |
| 19 | 19 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |  |
| 99P |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

