

1／angongor （1）．．．jucade

Circuit Ricardo Tormo
Length： 4005 metros

| Pos． |  | Rider | Team | Motorcycle | Nat． | Laps | Time | Best Lap | iL | Gap | Interval | Speed | Tyr．Pt． | Cat． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 25 | VERDOIA，Andy | ARCO YAMAHA MOTOR U． | YAMAHA | FRA | 18 | 29：12，411 | 01：36，620 | 3 | 00：00，255 | 00：00，255 | 148，1 | Pirellip 5 | SS |
| 2 | 57 | MUÑOZ，Daniel | SP57 RACING TEAM | YAMAHA | ESP | 18 | 29：12，156 | 01：36，595 | 3 |  |  | 148，12 | Dunlop | SS |
| 3 | 4 | FERNANDEZ，Eric | TEAM SPEED RACING |  | ESP | 18 | 29：12，776 | 01：36，574 | 5 | 00：00，620 | 00：00，365 | 148，06 | Pirellil 6 | SS |
| 4 | 50 | VOSTATEK，Ondrej | NEW2 PROJECT TEAM | YAMAHA | CZE | 18 | 29：19，212 | 01：36，722 | 4 | 00：07，056 | 00：06，436 | 147，52 | Pirellil 3 | SS |
| 5 | 76 | GIRAL，Julian | LA SCUDERIA－DUCATI |  | ESP | 18 | 29：25，671 | 01：36，738 | 3 | 00：13，515 | 00：06，459 | 146，98 | Pirellil 1 | SS |
| 6 | 67 | VALLE，Carlos | YAMAHA GV STRATOS | YAMAHA | ESP | 18 | 29：26，051 | 01：36，874 | 2 | 00：13，895 | 00：00，380 | 146，95 | 10 | SS |
| 7 | 37 | GONZALEZ，Mauro | YAMAHA GV STRATOS | YAMAHA | ESP | 18 | 29：27，213 | 01：37，140 | 2 | 00：15，057 | 00：01，162 | 146，85 | Pirelli 9 | SS |
| 8 | 21 | MIHAILA，Demis | MOTOXRACING TEAM | YAMAHA | ITA | 18 | 29：33，711 | 01：37，680 | 3 | 00：21，555 | 00：06，498 | 146，32 | Pirelli 8 | SS |
| 9 | 19 | DIAZ，Joan | I＋DENT RACING TEAM | YAMAHA | ESP | 18 | 29：40，042 | 01：38，208 | 2 | 00：27，886 | 00：06，331 | 145，8 | Pirelli 7 | SS |
| 10 | 11 | SCHULTZ，Jared Karl | ASAPMOTORSPORT | YAMAHA | RSA | 18 | 29：42，452 | 01：38，054 | 4 | 00：30，296 | 00：02，410 | 145，6 | Pirelli 6 | SS |
| 11 | 92 | ROIG，Nil | MOTAP RACING TEAM | YAMAHA | ESP | 18 | 29：55，752 | 01：38，865 | 5 | 00：43，596 | 00：13，300 | 144，52 | 5 | SS |
| 12 | 7 | ROCCA，Manuel | ZIVI MOTOR CORSE | YAMAHA | ITA | 18 | 29：56，819 | 01：38，982 | 3 | 00：44，663 | 00：01，067 | 144，44 | Pirelli 4 | ST |
| 13 | 17 | ROMERO，Ruben | ILUSION RACING | YAMAHA | ESP | 18 | 29：56，930 | 01：38，902 | 2 | 00：44，774 | 00：00，111 | 144，43 | 3 | ST |
| 14 | 8 | AL－QUBAISI，Abdulla N ． | ANDOTRANS TEAM TORRE | YAMAHA | QAT | 18 | 30：05，700 | 01：39，349 | 3 | 00：53，544 | 00：08，770 | 143，72 | 2 | SS |
| 15 | 84 | RIVERA，Juan E． | TEAM ANDIFER RACING | YAMAHA | COL | 18 | 30：05，821 | 01：39，489 | 3 | 00：53，665 | 00：00，121 | 143，72 | Dunlop | ST |
| 16 | 18 | PARRILLA，Cesar | FAU55 RACING－FAMIL | YAMAHA | ESP | 18 | 30：06，053 | 01：39，308 | 13 | 00：53，897 | 00：00，232 | 143，7 | Dunlop | ST |
| 17 | 61 | GARCIA，Iker | ARCO YAMAHA MOTOR U． | YAMAHA | ESP | 18 | 30：19，265 | 01：39，894 | 3 | 01：07，109 | 00：13，212 | 142，65 | Pirelli | ST |
| 18 | 64 | FABBRI，Davide | I＋DENT RACING TEAM | YAMAHA | ITA | 18 | 30：22，239 | 01：39，878 | 3 | 01：10，083 | 00：02，974 | 142，42 | Dunlop | SS |
| 19 | 53 | MALTERRE，Charly | ILUSION RACING | YAMAHA | FRA | 18 | 30：51，272 | 01：41，970 | 6 | 01：39，116 | 00：29，033 | 140，19 | Dunlop | ST |
| 20 | 38 | NESBAKKEN，Ola | YAMAHA TEAM SCANDINA | YAMAHA | ESP | 18 | 30：51，441 | 01：41，522 | 6 | 01：39，285 | 00：00，169 | 140，17 | Pirelli | ST |
| 21 | 81 | SANTOS，Joan | YAMAHA GV STRATOS | YAMAHA | ESP | 18 | 30：51，457 | 01：39，339 | 3 | 01：39，301 | 00：00，016 | 140，17 | Pirelli | ST |
| 22 | 9 | DEL OLMO，Javier | KAWASAKI PALMETO PL | KAWASAKI | ESP | 18 | 30：52，207 | 01：41，866 | 9 | 01：40，051 | 00：00，750 | 140，12 | Dunlop | ST |
| 23 | 90 | AL THANI，Jassim G． | VRC TEAM | YAMAHA | QAT | 18 | 30：52，938 | 01：41，761 | 6 | 01：40，782 | 00：00，731 | 140，06 | Dunlop | SS |
| 24 | 60 | RUIVINHO，Isaac | TEAM MOTOCLUBE LOULé | KAWASAKI | POR | 17 | 30：17，306 | 01：45，005 | 6 | －1 Lap | $\begin{aligned} & \text {-1 Lap } \\ & \text { 00:16,107 } \end{aligned}$ | 134，87 | Dunlop | T |
| 25 | 88 | CATALA，Alex |  |  | ESP | 17 | 30：33，413 | 01：44，872 | 2 | －1 Lap | $00: 16,107$ | 133，69 | ST |  |
|  |  | NO CLASIFICADOS |  |  |  |  |  |  |  |  |  |  |  |  |
| － | 91 | JIMENEZ，Borja | TEAM SPEED RACING |  | ESP | 17 | 27：55，434 | 01：37，384 | 4 | －1 Lap |  | 146，29 | Pirelli | SS |
| ． | 52 | ERILL，Guillem | ANDIFER RACING TEAM |  | ESP | 14 | 23：05，668 | 01：38，113 | 3 | －4 Lap | －3 Lap | 145，67 | Pirelli | SS |
| ． | 23 | ROCHA，Diego | YAMAHA GV STRATOS | YAMAHA | ARG | 14 | 24：25，826 | 01：42，335 | 4 | －4 Lap | 01：20，158 | 137，71 | Pirelli | ST |
| － | 73 | GUARNIERI，Alessio | I＋DENT RACING TEAM | YAMAHA | ITA | 13 | 21：59，474 | 01：39，952 | 2 | －5 Lap | －1 Lap | 142，05 | Pirelli | ST |
| ． | 47 | VARGA，Tibor E． | MDR COMPETICION | YAMAHA | HUN | 9 | 15：06，720 | 01：39，540 | 9 | －9 Lap | －4 Lap | 143，11 | Pirelli | ST |
| ． | 14 | TINKER，Corey | EASYRACE TEAM | YAMAHA | GBR | 9 | 15：07，371 | 01：39，700 | 4 | －9 Lap | 00：00，651 | 143，01 | Dunlop | ST |
| ． | 26 | RUIZ，Francisco J． | MDR COMPETICION | YAMAHA | ESP | 6 | 10：02，506 | 01：38，888 | 4 | －12 Lap | －3 Lap | 143，58 |  | ST |
| ． | 94 | GARCIA，Marco | EASYRACE TEAM | YAMAHA | ESP | 6 | 10：05，001 | 01：38，908 | 5 | －12 Lap | 00：02，495 | 142，99 | Dunlop | ST |
|  | 43 | JESPERSEN，Simon | YAMAHA TEAM SCANDINA | YAMAHA | DEN | 5 | 09：17，206 | 01：36，588 | 2 | －13 Lap | －1 Lap | 129，38 |  | SS |

\＃57 Sanción pierde 1 posición en carrera por Track Limits en última vuelta．
Best Lap：Rider 4 －FERNANDEZ，Eric－Time：01：36，574 at 149，29 Km／h
Circuit Ricardo Tormo

| JURY： |
| :--- |
|  |
| Hour： |


| $\square$ Final Official | $\square$ Provisional Official |
| :--- | :--- |
| C．of the Course：  <br> Hour： $14 / 05 / 2023$ |  |

Length： 4005 Hour：12：00：00

## C．Timekeeper：

Hour：

Lambea


# ANALYSIS / SECTORS Carrera 2 Supersport NG 



|  | ROCCA, Manuel ITA |  | ZIVI MOTOR CORSE |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 16 |  | T. Ideal: 01:38,764 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | 00:29,638 | 00:26,745 | 00:23,368 | 00:26,713 | 186,21 | 12:02:35 |
| 2 | 01:39,504 | 00:22,845 | 00:26,628 | 00:23,155 | 00:26,876 | 238,24 | 12:04:14 |
| 3 | 01:38,982 | 00:22,746 | 00:26,434 | 00:23,086 | 00:26,716 | 232,26 | 12:05:53 |
| 4 | 01:39,011 | 00:22,641 | 00:26,429 | 00:23,114 | 00:26,827 | 233,94 | 12:07:32 |
| 5 | 01:39,266 | 00:22,718 | 00:26,580 | 00:23,202 | 00:26,766 | 233,09 | 12:09:12 |
| 6 | 01:39,037 | 00:22,677 | 00:26,324 | 00:23,166 | 00:26,870 | 234,78 | 12:10:51 |
| 7 | 01:39,373 | 00:22,715 | 00:26,562 | 00:23,187 | 00:26,909 | 234,78 | 12:12:30 |
| 8 | 01:39,346 | 00:22,716 | 00:26,381 | 00:23,396 | 00:26,853 | 233,09 | 12:14:09 |
| 9 | 01:39,338 | 00:22,711 | 00:26,662 | 00:23,204 | 00:26,761 | 233,09 | 12:15:49 |
| 10 | 01:39,371 | 00:22,857 | 00:26,410 | 00:23,220 | 00:26,884 | 233,09 | 12:17:28 |
| 11 | 01:39,817 | 00:22,839 | 00:26,465 | 00:23,497 | 00:27,016 | 232,26 | 12:19:08 |
| 12 | 01:40,211 | 00:22,872 | 00:26,668 | 00:23,485 | 00:27,186 | 233,09 | 12:20:48 |
| 13 | 01:39,594 | 00:22,795 | 00:26,498 | 00:23,338 | 00:26,963 | 233,09 | 12:22:28 |
| 14 | 01:39,610 | 00:22,776 | 00:26,508 | 00:23,287 | 00:27,039 | 234,78 | 12:24:07 |
| 15 | 01:39,372 | 00:22,703 | 00:26,463 | 00:23,258 | 00:26,948 | 234,78 | 12:25:47 |
| 16 | 01:39,636 | 00:22,743 | 00:26,546 | 00:23,294 | 00:27,053 | 231,43 | 12:27:26 |
| 17 | 01:39,540 | 00:22,830 | 00:26,528 | 00:23,246 | 00:26,936 | 230,60 | 12:29:06 |
| 18 | 01:39,347 | 00:22,761 | 00:26,422 | 00:23,243 | 00:26,921 | 230,60 | 12:30:45 |


| 8 | AL-QUBAISI, Abdulla N. |  |  | ANDOTRANS TEAM TORRE |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | QAT |  |  | P.Vmax: 19 |  | T. Ideal: 01:39,011 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 29,983$ | $00: 26,673$ | $00: 23,647$ | $00: 26,883$ | 186,74 | $12: 02: 36$ |
| 2 | $01: 39,422$ | $00: 22,918$ | $00: 26,303$ | $00: 23,351$ | $00: 26,850$ | 236,50 | $12: 04: 15$ |
| 3 | $01: 39,349$ | $00: 22,794$ | $00: 26,328$ | $00: 23,323$ | $00: 26,904$ | 236,50 | $12: 05: 54$ |
| 4 | $01: 40,148$ | $00: 23,259$ | $00: 26,632$ | $00: 23,377$ | $00: 26,880$ | 235,64 | $12: 07: 34$ |
| 5 | $01: 39,541$ | $00: 22,943$ | $00: 26,339$ | $00: 23,317$ | $00: 26,942$ | 234,78 | $12: 09: 14$ |
| 6 | $01: 39,548$ | $00: 22,941$ | $00: 26,315$ | $00: 23,255$ | $00: 27,037$ | 233,09 | $12: 10: 54$ |
| 7 | $01: 41,704$ | $00: 22,901$ | $00: 27,653$ | $00: 23,916$ | $00: 27,234$ | 237,36 | $12: 12: 35$ |
| 8 | $01: 39,974$ | $00: 23,189$ | $00: 26,524$ | $00: 23,266$ | $00: 26,995$ | 233,94 | $12: 14: 15$ |
| 9 | $01: 39,642$ | $00: 23,100$ | $00: 26,313$ | $00: 23,241$ | $00: 26,988$ | 233,94 | $12: 15: 55$ |
| 10 | $01: 39,414$ | $00: 23,051$ | $00: 26,331$ | $00: 23,152$ | $00: 26,880$ | 233,09 | $12: 17: 34$ |
| 11 | $01: 40,177$ | $00: 23,374$ | $00: 26,511$ | $00: 23,285$ | $00: 27,007$ | 233,09 | $12: 19: 14$ |

12 01:39,812 13 01:39,673 14 01:39,573 15 01:39,665 16 01:39,578 17 01:40,744 18 01:40,550

| 9 | DEL OLMO, Javier |  | KAWASAKI PALMETO PL |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 25 | T. Ideal: 01:41,264 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 31,495$ | $00: 27,985$ | $00: 24,528$ | $00: 27,416$ | 191,72 | $12: 02: 40$ |
| 2 | $01: 42,448$ | $00: 23,148$ | $00: 27,647$ | $00: 24,372$ | $00: 27,281$ | 233,94 | $12: 04: 22$ |
| 3 | $01: 42,569$ | $00: 23,607$ | $00: 27,128$ | $00: 24,265$ | $00: 27,569$ | 233,94 | $12: 06: 05$ |
| 4 | $01: 42,142$ | $00: 23,274$ | $00: 27,397$ | $00: 24,165$ | $00: 27,306$ | 235,64 | $12: 07: 47$ |
| 5 | $01: 42,034$ | $00: 23,302$ | $00: 27,210$ | $00: 24,195$ | $00: 27,327$ | 233,09 | $12: 09: 29$ |
| 6 | $01: 42,007$ | $00: 23,114$ | $00: 27,198$ | $00: 24,040$ | $00: 27,655$ | 229,79 | $12: 11: 11$ |
| 7 | $01: 42,478$ | $00: 23,339$ | $00: 27,519$ | $00: 23,990$ | $00: 27,630$ | 228,98 | $12: 12: 53$ |
| 8 | $01: 42,485$ | $00: 23,195$ | $00: 27,642$ | $00: 23,925$ | $00: 27,723$ | 228,17 | $12: 14: 36$ |
| 9 | $01: 41,866$ | $00: 23,331$ | $00: 27,130$ | $00: 23,843$ | $00: 27,562$ | 229,79 | $12: 16: 18$ |
| 10 | $01: 42,144$ | $00: 23,315$ | $00: 27,152$ | $00: 23,965$ | $00: 27,712$ | 228,98 | $12: 18: 00$ |
| 11 | $01: 43,441$ | $00: 23,402$ | $00: 27,959$ | $00: 24,341$ | $00: 27,739$ | 228,98 | $12: 19: 43$ |
| 12 | $01: 42,506$ | $00: 23,362$ | $00: 27,432$ | $00: 24,149$ | $00: 27,563$ | 229,79 | $12: 21: 26$ |
| 13 | $01: 42,908$ | $00: 23,539$ | $00: 27,282$ | $00: 24,251$ | $00: 27,836$ | 232,26 | $12: 23: 09$ |
| 14 | $01: 42,404$ | $00: 23,290$ | $00: 27,194$ | $00: 24,151$ | $00: 27,769$ | 232,26 | $12: 24: 51$ |
| 15 | $01: 43,097$ | $00: 23,135$ | $00: 27,553$ | $00: 24,330$ | $00: 28,079$ | 231,43 | $12: 26: 34$ |
| 16 | $01: 41,978$ | $00: 23,014$ | $00: 27,220$ | $00: 24,126$ | $00: 27,618$ | 232,26 | $12: 28: 16$ |
| 17 | $01: 42,050$ | $00: 23,127$ | $00: 27,126$ | $00: 24,369$ | $00: 27,428$ | 231,43 | $12: 29: 58$ |
| 18 | $01: 42,226$ | $00: 23,201$ | $00: 27,242$ | $00: 24,093$ | $00: 27,690$ | 232,26 | $12: 31: 41$ |

$00: 23,085 \quad 00: 26,433 \quad 00: 23,406 \quad 00: 26,888$ 00:23,102 00:26,380 00:23,190 00:27,001 $00: 22,944 \quad 00: 26,429 \quad 00: 23,225 \quad 00: 26,975$ 00:23,006 00:26,280 00:23,594 00:26,785 $00: 22,968 \quad 00: 26,373 \quad 00: 23,271 \quad 00: 26,966 \quad 235,64 \quad 12: 27: 33$ 00:23,380 $00: 26,715 \quad 00: 23,588 \quad 00: 27,061 \quad 233,09 \quad 12: 29: 14$ 00:23,455 00:26,486 00:23,406 00:27,203 $\quad 233,94 \quad 12: 30: 54$


Lap Time Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour
1 FIRST LAP $\quad 00: 29,39500: 26,60500: 23,42700: 26,824 ~ 185,14 \quad 12: 02: 35$
$201: 38,405 \quad 00: 22,465 \quad 00: 26,225 \quad 00: 23,118 \quad 00: 26,597 \quad 238,24 \quad 12: 04: 13$

|  | $01: 38,119$ | $00: 22,348$ | $00: 26,061$ | $00: 23,172$ | $00: 26,538$ | 237,36 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | $12: 05: 51$


|  | $01: 38,054$ | $00: 22,373$ | $00: 26,047$ | $00: 23,108$ | $00: 26,526$ | 237,36 | $12: 07: 29$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |


| 5 | $01: 38,246$ | $00: 22,437$ | $00: 26,023$ | $00: 23,221$ | $00: 26,565$ | 237,36 | $12: 09: 07$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |


|  | $01: 38,299$ | $00: 22,521$ | $00: 26,121$ | $00: 23,167$ | $00: 26,490$ | 238,24 | $12: 10: 46$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

7 \begin{tabular}{lllllll}
7 \& $01: 38,649$ \& $00: 22,671$ \& $00: 26,225$ \& $00: 23,169$ \& $00: 26,584$ \& 239,11

 $12: 12: 24$ $\begin{array}{lllllll} & 01: 38,585 & 00: 22,604 & 00: 26,056 & 00: 23,290 & 00: 26,635 & 238,24\end{array} 12: 14: 03$ $\begin{array}{llllllll}9 & 01: 38,490 & 00: 22,599 & 00: 26,088 & 00: 23,241 & 00: 26,562 & 239,11 & 12: 15: 41\end{array}$ $\begin{array}{llllllll} & 01: 38,408 & 00: 22,532 & 00: 26,003 & 00: 23,266 & 00: 26,607 & 235,64 & 12: 17: 20\end{array}$ 11 01:38,754 $\quad 00: 22,619 \quad 00: 26,142 \quad 00: 23,252 \quad 00: 26,741 \quad 236,50 \quad 12: 18: 59$ 12 01:38,580 13 01:38,503 14 01:38,935 15 01:38,908 16 01:38,705 17 01:39,193 00:22,581 $00: 26,053 \quad 00: 23,292 \quad 00: 26,654 \quad 239,11 \quad 12: 20: 37$ $00: 22,545 \quad 00: 26,056 \quad 00: 23,277 \quad 00: 26,625 \quad 240,89 \quad 12: 22: 16$ $\begin{array}{llllll}00: 22,370 & 00: 26,508 & 00: 23,296 & 00: 26,761 & 240,00 & 12: 23: 55\end{array}$ $\begin{array}{llllll}00: 22,492 & 00: 26,053 & 00: 23,451 & 00: 26,912 & 237,36 & 12: 25: 34\end{array}$ $\begin{array}{llllll}00: 22,515 & 00: 26,050 & 00: 23,286 & 00: 26,854 & 236,50 & 12: 27: 12\end{array}$ $00: 22,632 \quad 00: 26,227 \quad 00: 23,439 \quad 00: 26,895 \quad 235,64 \quad 12: 28: 51$ 

18 \& $01: 39,368$ \& $00: 22,744$ \& $00: 26,332$ \& $00: 23,318$ \& $00: 26,974$ \& 235,64 <br>
$12: 30: 31$ <br>
\hline
\end{tabular}

| $\mathbf{1 4}$ TINKER, Corey | EASYRACE TEAM |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | GBR |  | P.Vmax: 19 |  |  |  |  |
| T. Ideal: 01:39,418 |  |  |  |  |  |  |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| 1 FIRST LAP | $00: 30,212$ | $00: 27,073$ | $00: 23,644$ | $00: 26,911$ | 184,62 | $12: 02: 36$ |  |
| 2 | $01: 39,908$ | $00: 22,929$ | $00: 26,483$ | $00: 23,598$ | $00: 26,898$ | 236,50 | $12: 04: 16$ |
| 3 | $01: 40,194$ | $00: 23,022$ | $00: 26,524$ | $00: 23,688$ | $00: 26,960$ | 237,36 | $12: 05: 56$ |
| 4 | $01: 39,700$ | $00: 22,728$ | $00: 26,615$ | $00: 23,418$ | $00: 26,939$ | 235,64 | $12: 07: 36$ | HONDA FULBAT/A © GBRACing HRELLI



## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 2 Supersport NG

| 5 | $01: 39,778$ | $00: 22,906$ | $00: 26,500$ | $00: 23,417$ | $00: 26,955$ | 234,78 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 6 | $01: 39,913$ | $00: 22,849$ | $00: 26,448$ | $00: 23,169$ |  |  |
| 7 | $01: 39,931$ | $00: 26,887$ | 234,78 | $12: 10: 56$ |  |  |
| 8 | $01: 40,328$ | $00: 22,924$ | $00: 26,531$ | $00: 23,461$ | $00: 27,015$ | 235,64 |
| $12: 12: 36$ |  |  |  |  |  |  |
| 9 | $01: 39,779$ | $00: 26,613$ | $00: 23,393$ | $00: 26,849$ | 233,94 | $12: 14: 16$ |


| 17 | ROMERO, Ruben <br> ESP | ILUSION RACING |  |
| :--- | :--- | :--- | :--- |
|  |  | P.Vmax: 16 | T. Ideal: 01:38,597 | | Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 |  |  |  |  |  |  |

 $\begin{array}{lllllll} & 01: 38,902 & 00: 22,772 & 00: 26,244 & 00: 23,237 & 00: 26,649 & 238,24\end{array} 12: 04: 14$

3 01:39,073
4 01:39,080
5 01:39,176
6 01:39,250
7 01:39,507
8 01:39,370
9 01:39,311
10 01:39,168
11 01:39,913
12 01:40,007
13 01:39,831
14 01:39,666
15 01:39,934
16 01:40,062
17 01:39,288
18 01:39,098
$\begin{array}{ll}238,24 & 12: 04: 14 \\ 238,24 & 12: 05: 53\end{array}$ 235,64 12:07:32 233,94 12:09:11 233,09 12:10:50 233,94 12:12:30 233,94 12:14:09 232,26 12:15:48 233,94 12:17:27 231,43 12:19:07 231,43 12:20:47 231,43 12:22:27 233,09 12:24:07 231,43 12:25:47 237,36 12:27:27 234,78 12:29:06 235,64 12:30:45

| 18 | PARRILLA, Cesar <br> ESP | FAU55 RACING | FAMIL |
| :---: | :---: | :--- | :--- | :--- |
|  | P.Vmax: 8 | T. Ideal: 01:38,880 |  | Lap Time Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour

1 FIRST LAP
2 01:39,533
3 01:39,818
4 01:39,560
5 01:39,700
6 01:39,408
7 01:40,017
8 01:39,962
9 01:39,982 10 01:39,862 11 01:40,227 12 01:39,615 13 01:39,308 14 01:39,550 15 01:39,968 16 01:39,626 17 01:40,262 18 01:40,661 $\begin{array}{llllll}00: 30,760 & 00: 27,598 & 00: 23,718 & 00: 26,918 & 184,62 & 12: 02: 37\end{array}$ $\begin{array}{llllll}00: 22,717 & 00: 26,563 & 00: 23,267 & 00: 26,986 & 242,70 & 12: 04: 17\end{array}$ $\begin{array}{llllll}00: 23,002 & 00: 26,547 & 00: 23,257 & 00: 27,012 & 236,50 & 12: 05: 57\end{array}$ $\begin{array}{llllll}00: 22,677 & 00: 26,383 & 00: 23,556 & 00: 26,944 & 233,09 & 12: 07: 36\end{array}$ $\begin{array}{llllll}00: 22,959 & 00: 26,522 & 00: 23,298 & 00: 26,921 & 236,50 & 12: 09: 16\end{array}$ $\begin{array}{llllll}00: 22,926 & 00: 26,487 & 00: 23,252 & 00: 26,743 & 240,00 & 12: 10: 55\end{array}$ $\begin{array}{llllll}00: 22,878 & 00: 26,667 & 00: 23,346 & 00: 27,126 & 236,50 & 12: 12: 35\end{array}$ $\begin{array}{llllll}00: 23,244 & 00: 26,541 & 00: 23,262 & 00: 26,915 & 237,36 & 12: 14: 15\end{array}$ $\begin{array}{llllll}00: 23,361 & 00: 26,498 & 00: 23,257 & 00: 26,866 & 240,00 & 12: 15: 55\end{array}$ $\begin{array}{llllll}00: 23,070 & 00: 26,456 & 00: 23,359 & 00: 26,977 & 234,78 & 12: 17: 35\end{array}$ $\begin{array}{llllll}00: 23,070 & 00: 26,765 & 00: 23,468 & 00: 26,924 & 233,09 & 12: 19: 15\end{array}$ $\begin{array}{llllll}00: 23,035 & 00: 26,623 & 00: 23,271 & 00: 26,686 & 232,26 & 12: 20: 55\end{array}$ $\begin{array}{llllll}00: 22,894 & 00: 26,502 & 00: 23,134 & 00: 26,778 & 233,94 & 12: 22: 34\end{array}$ $\begin{array}{llllll}00: 22,930 & 00: 26,526 & 00: 23,301 & 00: 26,793 & 235,64 & 12: 24: 14\end{array}$ $\begin{array}{llllll}00: 23,047 & 00: 26,495 & 00: 23,470 & 00: 26,956 & 235,64 & 12: 25: 54\end{array}$ $\begin{array}{llllll}00: 22,941 & 00: 26,473 & 00: 23,379 & 00: 26,833 & 233,94 & 12: 27: 33\end{array}$ $\begin{array}{llllll}00: 22,975 & 00: 26,807 & 00: 23,500 & 00: 26,980 & 234,78 & 12: 29: 14\end{array}$

| 19 | DIAZ, Joan |  | I+DENT RACING TEAM |  |
| :---: | :---: | :---: | :---: | :---: |
|  | ESP |  | P.Vmax: 4 | T. Ideal: 01:37,838 |

Lap Time Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour 1 FIRSTLAP $\begin{array}{lllllll} & 00: 28,938 & 00: 26,713 & 00: 23,181 & 00: 26,318 & 186,74 & 12: 02: 34\end{array}$ 2 01:38,208
3 01:38,378 $\begin{array}{llllll}00: 22,364 & 00: 26,131 & 00: 23,241 & 00: 26,472 & 246,39 & 12: 04: 12\end{array}$ $00: 22,584 \quad 00: 26,183 \quad 00: 23,212 \quad 00: 26,399$ 00:22,305 00:26,106 00:23,355 00:26,526 $00: 22,450 \quad 00: 26,180 \quad 00: 23,451 \quad 00: 26,591$ $\begin{array}{llllll}00: 22,538 & 00: 26,170 & 00: 23,150 & 00: 26,565 & 241,79 & 12: 10: 45\end{array}$

7 01:38,475
8 01:38,392 9 01:38,475 10 01:38,397 11 01:38,754 12 01:38,425 13 01:38,297 14 01:38,662 15 01:38,493 16 01:38,418 17 01:38,775 18 01:39,356
21 21 MIH
ITA
Lap Time 1 FIRSTLAP
2 01:37,777
3 01:37,680
4 01:37,763 5 01:38,179 6 01:38,675 7 01:38,608 8 01:38,480 9 01:38,332 10 01:38,320 11 01:38,205 12 01:38,042 13 01:38,060 14 01:37,957 15 01:38,068 16 01:38,097 17 01:38,154 18 01:38,382

$\begin{array}{llllll}00: 22,576 & 00: 26,231 & 00: 23,152 & 00: 26,516 & 241,79 & 12: 12: 24\end{array}$ $\begin{array}{llllll}00: 22,403 & 00: 26,196 & 00: 23,179 & 00: 26,614 & 240,89 & 12: 14: 02\end{array}$ $\begin{array}{llllll}00: 22,501 & 00: 26,229 & 00: 23,179 & 00: 26,566 & 237,36 & 12: 15: 41\end{array}$ $\begin{array}{llllll}00: 22,500 & 00: 26,173 & 00: 23,188 & 00: 26,536 & 236,50 & 12: 17: 19\end{array}$ $\begin{array}{llllll}00: 22,620 & 00: 26,264 & 00: 23,250 & 00: 26,620 & 237,36 & 12: 18: 58\end{array}$ $\begin{array}{llllll}00: 22,494 & 00: 26,301 & 00: 23,109 & 00: 26,521 & 237,36 & 12: 20: 36\end{array}$ $\begin{array}{llllll}00: 22,409 & 00: 26,175 & 00: 23,163 & 00: 26,550 & 239,11 & 12: 22: 15\end{array}$ $\begin{array}{llllll}00: 22,539 & 00: 26,219 & 00: 23,224 & 00: 26,680 & 235,64 & 12: 23: 53\end{array}$ $\begin{array}{llllll}00: 22,438 & 00: 26,206 & 00: 23,282 & 00: 26,567 & 237,36 & 12: 25: 32\end{array}$ $\begin{array}{llllll}00: 22,407 & 00: 26,145 & 00: 23,294 & 00: 26,572 & 240,00 & 12: 27: 10\end{array}$ $\begin{array}{llllll}00: 22,461 & 00: 26,292 & 00: 23,392 & 00: 26,630 & 238,24 & 12: 28: 49\end{array}$ | $00: 22,647$ | $00: 26,469$ | $00: 23,341$ | $00: 26,899$ | 236,50 | $12: 30: 28$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

## MOTOXRACING TEAM

P.Vmax: 4 T. Ideal: 01:37,511

Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour 00:28,692 00:26,752 00:23,110 00:26,378 $178,51 \quad 12: 02: 33$ $\begin{array}{llllll}00: 22,354 & 00: 25,980 & 00: 23,074 & 00: 26,369 & 246,39 & 12: 04: 11\end{array}$ $\begin{array}{llllll}00: 22,300 & 00: 25,973 & 00: 22,967 & 00: 26,440 & 240,00 & 12: 05: 49\end{array}$ $\begin{array}{llllll}00: 22,344 & 00: 25,961 & 00: 22,992 & 00: 26,466 & 240,00 & 12: 07: 27\end{array}$ $\begin{array}{llllll}00: 22,451 & 00: 26,106 & 00: 23,091 & 00: 26,531 & 238,24 & 12: 09: 05\end{array}$ $\begin{array}{llllll}00: 22,535 & 00: 26,270 & 00: 23,068 & 00: 26,802 & 238,24 & 12: 10: 43\end{array}$ $\begin{array}{llllll}00: 22,514 & 00: 26,299 & 00: 23,088 & 00: 26,707 & 236,50 & 12: 12: 22\end{array}$ $\begin{array}{llllll}00: 22,586 & 00: 26,237 & 00: 23,099 & 00: 26,558 & 236,50 & 12: 14: 00\end{array}$ $\begin{array}{llllll}00: 22,537 & 00: 26,165 & 00: 23,014 & 00: 26,616 & 234,78 & 12: 15: 39\end{array}$ $\begin{array}{llllll}00: 22,530 & 00: 26,124 & 00: 23,026 & 00: 26,640 & 235,64 & 12: 17: 17\end{array}$ $\begin{array}{llllll}00: 22,453 & 00: 26,043 & 00: 23,021 & 00: 26,688 & 234,78 & 12: 18: 55\end{array}$ $\begin{array}{llllll}00: 22,523 & 00: 25,998 & 00: 22,905 & 00: 26,616 & 236,50 & 12: 20: 33\end{array}$ $\begin{array}{llllll}00: 22,358 & 00: 25,982 & 00: 23,067 & 00: 26,653 & 238,24 & 12: 22: 11\end{array}$ $\begin{array}{llllll}00: 22,413 & 00: 25,969 & 00: 23,037 & 00: 26,538 & 240,00 & 12: 23: 49\end{array}$ $\begin{array}{llllll}\mathbf{0 0}: 22,276 & 00: 26,131 & 00: 23,110 & 00: 26,551 & 241,79 & 12: 25: 27\end{array}$ $\begin{array}{llllll}00: 22,373 & 00: 26,067 & 00: 23,087 & 00: 26,570 & 241,79 & 12: 27: 06\end{array}$ $\begin{array}{llllll}00: 22,388 & 00: 26,084 & 00: 23,135 & 00: 26,547 & 242,70 & 12: 28: 44\end{array}$ | $00: 22,698$ | $00: 26,055$ | $00: 23,017$ | $00: 26,612$ | 235,64 | $12: 30: 22$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

| 23 |  | ROCHA, DiegoARG |  | YAMAHA GV STRATOS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | P.Vmax: 31 |  | T. Ideal: 01:42,168 |  |
| Lap Time |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| FI | FIRST LA | LAP | 00:32,007 | 00:28,066 | 00:24,593 | 00:27,899 | 193,43 | 12:02:41 |
| 201 | 01:42,739 |  | 00:23,540 | 00:27,203 | 00:24,192 | 00:27,804 | 228,17 | 12:04:24 |
| 301 | 01:42,578 |  | 00:23,592 | 00:27,154 | 00:24,134 | 00:27,698 | 228,17 | 12:06:06 |
| 01 | 01:42,335 |  | 00:23,500 | 00:27,087 | 00:24,018 | 00:27,730 | 227,37 | 12:07:49 |
| 501 | 01:42,384 |  | 00:23,455 | 00:27,170 | 00:24,039 | 00:27,720 | 227,37 | 12:09:31 |
|  | 01:42,604 |  | 00:23,365 | 00:27,176 | 00:24,070 | 00:27,993 | 228,17 | 12:11:14 |
|  | 01:42,902 |  | 00:23,577 | 00:27,320 | 00:24,138 | 00:27,867 | 225,78 | 12:12:56 |
| 801 | 01:43,027 |  | 00:23,552 | 00:27,206 | 00:24,182 | 00:28,087 | 224,22 | 12:14:40 |
|  | 01:43,527 |  | 00:23,688 | 00:27,452 | 00:24,343 | 00:28,044 | 223,45 | 12:16:23 |
| 1001 | 01:44,305 |  | 00:23,815 | 00:27,499 | 00:24,460 | 00:28,531 | 223,45 | 12:18:07 |
| 1101 | 01:44,500 |  | 00:23,818 | 00:27,629 | 00:24,544 | 00:28,509 | 222,68 | 12:19:52 |
| 1201 | 01:43,844 |  | 00:23,734 | 00:27,523 | 00:24,462 | 00:28,125 | 224,22 | 12:21:36 |
| 1301 | 01:43,731 |  | 00:23,747 | 00:27,331 | 00:24,400 | 00:28,253 | 225,00 | 12:23:19 |
|  | PIT |  | 00:24,017 | 00:27,660 | 00:24,671 | 00:38,437 | 224,22 | 12:25:14 |
| 25 |  | VERDOIA, Andy FRA |  |  | ARCO YAMAHA MOTOR U. |  |  |  |
|  |  |  |  |  | P.V |  | T. Ideal: | 6,550 |
| Lap Time |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| FI | FIRST LA | LAP | 00:27,852 | 00:26,178 | 00:22,787 | 00:26,209 | 180,00 | 12:02:31 |
| 201 | 01:36,622 |  | 00:22,179 | 00:25,672 | 00:22,627 | 00:26,144 | 248,28 | 12:04:08 |
| 01 | 01:36,620 |  | 00:22,238 | 00:25,604 | 00:22,638 | 00:26,140 | 243,61 | 12:05:4 |

## ANALYSIS / SECTORS Carrera 2 Supersport NG

4 01:37,095
5 01:37,429
6 01:36,858
7 01:37,407
8 01:37,563
9 01:37,369
10 01:37,092
11 01:37,001
12 01:36,935
13 01:36,893
14 01:36,906 15 01:37,100 16 01:36,878 17 01:36,838 18 01:36,779

00:22,278 $00: 25,614 \quad 00: 22,914 \quad 00: 26,289 \quad 243,61 \quad 12: 07: 22$ 00:22,337 $00: 25,967 \quad 00: 22,813 \quad 00: 26,312$ 00:22,180 00:25,661 00:22,741 00:26,276 $00: 22,470 \quad 00: 25,813 \quad 00: 22,826 \quad 00: 26,298$ $00: 22,526 \quad 00: 25,798 \quad 00: 22,916 \quad 00: 26,323$ $00: 22,515 \quad 00: 25,784 \quad 00: 22,835 \quad 00: 26,235$ $00: 22,438 \quad 00: 25,713 \quad 00: 22,720 \quad 00: 26,221$ 00:22,375 00:25,719 00:22,670 00:26,237 $00: 22,229 \quad 00: 25,692 \quad 00: 22,751 \quad 00: 26,263$ 00:22,186 00:25,683 00:22,783 00:26,241 00:22,199 00:25,684 00:22,790 00:26,233 $00: 22,288 \quad 00: 25,726 \quad 00: 22,832 \quad 00: 26,254$ $00: 22,213 \quad 00: 25,716 \quad 00: 22,725 \quad 00: 26,224$ $00: 22,185 \quad 00: 25,701 \quad 00: 22,781 \quad 00: 26,171$ 00:22,236 00:25,659 00:22,691 00:26,193

244,53 12:08:59 240,00 12:10:36 240,00 12:12:13 238,24 12:13:51 241,79 12:15:28 238,24 12:17:05 240,89 12:18:42 240,00 12:20:19 240,89 12:21:56 240,89 12:23:33 241,79 12:25:10 240,00 12:26:47 240,89 12:28:24 240,89 12:30:01

| $\mathbf{2 6}$ | RUIZ, Francisco J. |  | MDR COMPETICION |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 24 |  | T. Ideal: 01:38,641 |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| 1 | FIRST LAP | $00: 29,766$ | $00: 26,627$ | $00: 23,692$ | $00: 26,757$ | 184,62 | $12: 02: 35$ |
| 2 | $01: 39,423$ | $00: 22,697$ | $00: 26,382$ | $00: 23,557$ | $00: 26,787$ | 236,50 | $12: 04: 15$ |
| 3 | $01: 39,304$ | $00: 22,833$ | $00: 26,385$ | $00: 23,201$ | $00: 26,885$ | 233,09 | $12: 05: 54$ |
| 4 | $01: 38,888$ | $00: 22,617$ | $00: 26,237$ | $00: 23,205$ | $00: 26,829$ | 233,94 | $12: 07: 33$ |
| 5 | $01: 39,143$ | $00: 22,829$ | $00: 26,232$ | $00: 23,213$ | $00: 26,869$ | 233,09 | $12: 09: 12$ |
| 6 | $01: 38,906$ | $00: 22,693$ | $00: 26,128$ | $00: 23,139$ | $00: 26,946$ | 233,09 | $12: 10: 51$ |


| 37 | GONZALEZ, Mauro | YAMAHA GV STRATOS |  |
| :---: | :---: | :--- | :--- | :--- |
|  | ESP | P.Vmax: 13 | T. Ideal: 01:36,967 |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | FIRST LAP | $00: 28,439$ | $00: 26,502$ | $00: 22,871$ | $00: 26,338$ | 180,00 | $12: 02: 33$ |
| 2 | $01: 37,140$ | $00: 22,314$ | $00: 25,774$ | $00: 22,700$ | $00: 26,352$ | 240,00 | $12 \cdot 04 \cdot 10$ |

2 01:37,140
3 01:37,188
4 01:37,543
5 01:37,556
6 01:37,629
7 01:37,432
8 01:37,730
9 01:37,561
10 01:37,488
11 01:37,754
12 01:38,150 13 01:40,040 14 01:37,874 15 01:37,654 16 01:38,257 17 01:37,982 18 01:38,085

00:28,439 $00: 26,502 \quad 00: 22,871 \quad 00: 26,338 ~ 180,00 ~ 12: 02: 33$ $\begin{array}{llllll}00: 22,314 & 00: 25,774 & 00: 22,700 & 00: 26,352 & 240,00 & 12: 04: 10\end{array}$ $\begin{array}{llllll}00: 22,412 & 00: 25,687 & 00: 22,628 & 00: 26,461 & 237,36 & 12: 05: 47\end{array}$ $\begin{array}{llllll}00: 22,513 & 00: 25,801 & 00: 22,743 & 00: 26,486 & 235,64 & 12: 07: 24\end{array}$ $\begin{array}{llllll}00: 22,405 & 00: 25,901 & 00: 22,728 & 00: 26,522 & 237,36 & 12: 09: 02\end{array}$ 00:22,497 $00: 25,842 \quad 00: 22,768 \quad 00: 26,522 \quad 234,78 \quad 12: 10: 40$ $\begin{array}{llllll}00: 22,462 & 00: 25,761 & 00: 22,745 & 00: 26,464 & 234,78 & 12: 12: 17\end{array}$ $\begin{array}{llllll}00: 22,595 & 00: 25,759 & 00: 22,857 & 00: 26,519 & 233,09 & 12: 13: 55\end{array}$ $\begin{array}{llllll}00: 22,559 & 00: 25,765 & 00: 22,759 & 00: 26,478 & 233,09 & 12: 15: 32\end{array}$ $\begin{array}{llllll}00: 22,488 & 00: 25,729 & 00: 22,841 & 00: 26,430 & 233,94 & 12: 17: 10\end{array}$ $\begin{array}{llllll}00: 22,488 & 00: 25,868 & 00: 22,800 & 00: 26,598 & 233,94 & 12: 18: 48\end{array}$ $\begin{array}{llllll}00: 22,574 & 00: 25,786 & 00: 22,982 & 00: 26,808 & 236,50 & 12: 20: 26\end{array}$ $\begin{array}{llllll}00: 22,512 & 00: 25,833 & 00: 25,141 & 00: 26,554 & 237,36 & 12: 22: 06\end{array}$ $\begin{array}{llllll}00: 22,515 & 00: 25,797 & 00: 22,774 & 00: 26,788 & 233,94 & 12: 23: 44\end{array}$ $\begin{array}{llllll}00: 22,428 & 00: 25,722 & 00: 22,785 & 00: 26,719 & 234,78 & 12: 25: 21\end{array}$ $00: 22,532 \quad 00: 26,063 \quad 00: 23,012 \quad 00: 26,650 \quad 235,64 \quad 12: 27: 00$ $\begin{array}{llllll}00: 22,536 & 00: 25,890 & 00: 22,836 & 00: 26,720 & 235,64 & 12: 28: 37\end{array}$ $\begin{array}{llllll}00: 22,789 & 00: 25,793 & 00: 22,907 & 00: 26,596 & 234,78 & 12: 30: 16\end{array}$

9 01:42,020
10 01:42,795 11 01:43,018 12 01:42,553 13 01:42,835 14 01:42,456 15 01:41,778 16 01:41,964 17 01:42,564 18 01:42,117

$\begin{array}{llllll}00: 23,399 & 00: 27,046 & 00: 23,854 & 00: 27,721 & 221,92 & 12: 16: 18\end{array}$ 00:23,635 $00: 27,511 \quad 00: 24,005 \quad 00: 27,644 \quad 221,92 \quad 12: 18: 01$ $\begin{array}{llllll}00: 23,475 & 00: 27,591 & 00: 24,278 & 00: 27,674 & 228,17 & 12: 19: 44\end{array}$ 00:23,413 $00: 27,426 \quad 00: 24,208 \quad 00: 27,506 \quad 231,43 \quad 12: 21: 26$ $\begin{array}{llllll}00: 23,584 & 00: 27,340 & 00: 24,188 & 00: 27,723 & 231,43 & 12: 23: 09\end{array}$ $\begin{array}{llllll}00: 23,368 & 00: 27,235 & 00: 24,147 & 00: 27,706 & 234,78 & 12: 24: 51\end{array}$ $00: 23,244 \quad 00: 26,926 \quad 00: 23,982 \quad 00: 27,626 \quad 228,17 \quad 12: 26: 33$ $\begin{array}{llllll}00: 23,457 & 00: 26,918 & 00: 23,931 & 00: 27,658 & 229,79 & 12: 28: 15\end{array}$ $\begin{array}{llllll}00: 23,581 & 00: 27,017 & 00: 24,327 & 00: 27,639 & 228,17 & 12: 29: 58\end{array}$ | $00: 23,652$ | $00: 26,963$ | $00: 23,939$ | $00: 27,563$ | 227,37 | $12: 31: 40$ |
| :--- | :--- | :--- | :--- | :--- | :--- |


| $\mathbf{4 3}$ | JESPERSEN, Simon |  | YAMAHA TEAM SCANDINA |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  |  |  |  | P.Vmax: 14 | T. Ideal: 01:36,388 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 27,663$ | $00: 25,688$ | $00: 22,806$ | $00: 26,258$ | 175,14 | $12: 02: 31$ |
| 2 | $01: 36,588$ | $00: 22,165$ | $00: 25,452$ | $00: 22,632$ | $00: 26,339$ | 237,36 | $12: 04: 07$ |
| 3 | $01: 36,609$ | $00: 22,075$ | $00: 25,605$ | $00: 22,641$ | $00: 26,288$ | 238,24 | $12: 05: 44$ |
| 4 | $01: 36,778$ | $00: 22,259$ | $00: 25,568$ | $00: 22,722$ | $00: 26,229$ | 239,11 | $12: 07: 21$ |
| 5 | PIT | $01: 09,384$ | $00: 31,385$ | $00: 26,696$ | $00: 37,351$ | 238,24 | $12: 10: 06$ |



| $5 \mathbf{2}$ | ERILL, Guillem |  | ANDIFER RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 16 |  | T. Ideal: 01:37,704 |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |  |
| 1 | FIRST LAP | $00: 28,473$ | $00: 26,747$ | $00: 23,142$ | $00: 26,438$ | 184,62 | $12: 02: 33$ |
| 2 | $01: 38,459$ | $00: 22,328$ | $00: 26,339$ | $00: 23,154$ | $00: 26,638$ | 238,24 | $12: 04: 12$ |


| 38 | NESBAKKEN, Ola |  | YAMAHA TEAM SCANDINA |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 29 |  | T. Ideal: 01:41,026 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 31,877$ | $00: 27,911$ | $00: 24,431$ | $00: 27,482$ | 193,43 | $12: 02: 40$ |
| 2 | $01: 42,645$ | $00: 23,395$ | $00: 27,422$ | $00: 24,327$ | $00: 27,501$ | 234,78 | $12: 04: 23$ |
| 3 | $01: 42,246$ | $00: 23,338$ | $00: 27,134$ | $00: 24,311$ | $00: 27,463$ | 233,09 | $12: 06: 05$ |
| 4 | $01: 42,688$ | $00: 23,636$ | $00: 27,249$ | $00: 24,224$ | $00: 27,579$ | 234,78 | $12: 07: 48$ |
| 5 | $01: 42,140$ | $00: 23,607$ | $00: 27,003$ | $00: 24,127$ | $00: 27,403$ | 234,78 | $12: 09: 30$ |
| 6 | $01: 41,522$ | $00: 23,026$ | $00: 26,772$ | $00: 24,102$ | $00: 27,622$ | 232,26 | $12: 11: 11$ |
| 7 | $01: 42,512$ | $00: 23,203$ | $00: 27,507$ | $00: 24,056$ | $00: 27,746$ | 227,37 | $12: 12: 54$ |
| 8 | $01: 41,887$ | $00: 23,323$ | $00: 26,952$ | $00: 23,825$ | $00: 27,787$ | 224,22 | $12: 14: 36$ | HONDA FULBAT/ ©DUNEOP GBRaCing IRELLI

3 01:38,113
4 01:38,339
5 01:38,703
6 01:38,526
7 01:38,579
8 01:38,881
9 01:38,405
10 01:38,423
11 01:38,741
$1201: 38,513$
13 01:38,304
14 01:38,882

00:22,556 00:25,954 00:22,984 00:26,619 $00: 22,405 \quad 00: 26,067 \quad 00: 23,155 \quad 00: 26,712$ $00: 22,642 \quad 00: 26,253 \quad 00: 23,200 \quad 00: 26,608$ 00:22,536 00:26,079 00:23,184 00:26,727 $\begin{array}{lllll}00: 22,638 & 00: 26,058 & 00: 23,142 & 00: 26,741\end{array}$ $00: 22,791 \quad 00: 26,161 \quad 00: 23,134 \quad 00: 26,795$ $00: 22,474 \quad 00: 26,193 \quad 00: 23,116 \quad 00: 26,622$ $00: 22,504 \quad 00: 26,125 \quad 00: 23,171 \quad 00: 26,623$ $00: 22,665 \quad 00: 26,099 \quad 00: 23,160 \quad 00: 26,817$ $00: 22,573 \quad 00: 26,196 \quad 00: 23,159 \quad 00: 26,585$ 00:22,495 00:26,089 00:23,157 00:26,563 00:22,598 00:26,393 00:23,090 00:26,801

236,50 12:05:50 237,36 12:07:28 234,78 12:09:07 233,94 12:10:45 233,09 12:12:24 233,09 12:14:03 233,94 12:15:41 233,94 12:17:20 229,79 12:18:58 234,78 12:20:37 236,50 12:22:15 236,50 12:23:54
53
MALTERRE, Charly

ILUSION RACING
P.Vmax: 30 T. Ideal: 01:41,504

Lap Time
1 FIRST LAP
2 01:43,267
3 01:42,649
4 01:42,822
5 01:42,224
6 01:41,970
7 01:42,481
8 01:41,978
9 01:42,042
10 01:42,109
11 01:42,513
12 01:42,769
13 01:42,592
14 01:42,429
15 01:42,315
16 01:42,033
17 01:42,539
18 01:42,120

Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 31,076 & 00: 27,771 & 00: 24,016 & 00: 27,557 & 189,47 & 12: 02: 39\end{array}$ $\begin{array}{llllll}00: 24,464 & 00: 27,241 & 00: 24,020 & 00: 27,542 & 233,94 & 12: 04: 22\end{array}$ $\begin{array}{llllll}00: 23,642 & 00: 27,092 & 00: 24,110 & 00: 27,805 & 231,43 & 12: 06: 05\end{array}$ $\begin{array}{llllll}00: 23,743 & 00: 27,275 & 00: 24,091 & 00: 27,713 & 231,43 & 12: 07: 48\end{array}$ $\begin{array}{llllll}00: 23,472 & 00: 26,951 & 00: 24,128 & 00: 27,673 & 233,09 & 12: 09: 30\end{array}$ $\begin{array}{llllll}00: 23,388 & 00: 26,804 & 00: 23,899 & 00: 27,879 & 229,79 & 12: 11: 12\end{array}$ $\begin{array}{llllll}00: 23,433 & 00: 27,009 & 00: 24,153 & 00: 27,886 & 232,26 & 12: 12: 54\end{array}$ 00:23,440 00:26,836 00:24,133 00:27,569 00:23,366 00:27,271 00:23,815 00:27,590 00:23,580 00:26,945 00:23,825 00:27,759 00:23,407 00:27,075 00:24,051 00:27,980 00:23,726 00:27,082 $00: 24,119 \quad 00: 27,842$ $00: 23,590 \quad 00: 26,983 \quad 00: 24,013 \quad 00: 28,006$ $\begin{array}{lllll}00: 23,588 & 00: 27,060 & 00: 23,966 & 00: 27,815\end{array}$ 00:23,541 00:26,809 00:24,114 00:27,851 00:23,429 00:26,781 00:23,982 00:27,841 $\begin{array}{llll}00: 23,492 & 00: 26,973 & 00: 24,228 & 00: 27,846\end{array}$ $00: 23,547 \quad 00: 26,962 \quad 00: 23,879 \quad 00: 27,732$

229,79 12:14:36 231,43 12:16:18 230,60 12:18:00 232,26 12:19:43 227,37 12:21:26 228,98 12:23:08 229,79 12:24:51 228,98 12:26:33 228,98 12:28:15 228,17 12:29:58 228,17 12:31:40
57

## Lap Time

1 FIRSTLAP
2 01:36,877
3 01:36,595
4 01:36,885
5 01:37,096
6 01:37,215
7 01:37,480
8 01:37,660
9 01:37,013
10 01:36,951
11 01:37,077
12 01:37,189
13 01:36,951
14 01:36,895
15 01:36,916 16 01:36,888 17 01:36,944 18 01:36,944

SP57 RACING TEAM
P.Vmax: 14 T. Ideal: 01:36,558 Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 27,440 & 00: 25,788 & 00: 22,785 & 00: 26,567 & 175,14 & 12: 02: 31\end{array}$ $\begin{array}{llllll}00: 22,200 & 00: 25,660 & 00: 22,660 & 00: 26,357 & 239,11 & 12: 04: 08\end{array}$ $\begin{array}{llllll}00: 22,154 & 00: 25,558 & 00: 22,648 & 00: 26,235 & 233,94 & 12: 05: 44\end{array}$ $00: 22,251 \quad 00: 25,624 \quad 00: 22,812 \quad 00: 26,198$ $\begin{array}{llll}00: 22,225 & 00: 25,678 & 00: 22,779 & 00: 26,414\end{array}$ $\begin{array}{llll}00: 22,329 & 00: 25,676 & 00: 22,797 & 00: 26,413\end{array}$ $\begin{array}{lllll}00: 22,537 & 00: 25,770 & 00: 22,829 & 00: 26,344\end{array}$ $\begin{array}{llll}00: 22,514 & 00: 25,917 & 00: 22,910 & 00: 26,319\end{array}$ 00:22,337 00:25,634 00:22,685 00:26,357 $\begin{array}{llll}00: 22,328 & 00: 25,641 & 00: 22,756 & 00: 26,226\end{array}$ 00:22,292 $00: 25,671 \quad 00: 22,752 \quad 00: 26,362$ $\begin{array}{llllll} & 00: 22,249 & 00: 25,754 & 00: 22,765 & 00: 26,421\end{array}$ $\begin{array}{llll}00: 22,223 & 00: 25,621 & 00: 22,761 & 00: 26,346\end{array}$ 00:22,213 00:25,576 00:22,777 00:26,329 $\begin{array}{llll}00: 22,157 & 00: 25,631 & 00: 22,758 & 00: 26,370\end{array}$ $\begin{array}{llll}00: 22,210 & 00: 25,626 & 00: 22,735 & 00: 26,317\end{array}$ $00: 22,179 \quad 00: 25,664 \quad 00: 22,757000: 26,344$ $\begin{array}{llll}00: 22,220 & 00: 25,699 & 00: 22,778 & 00: 26,247\end{array}$

235,64 12:07:21 235,64 12:08:58 233,09 12:10:36 233,09 12:12:13 232,26 12:13:51 236,50 12:15:28 232,26 12:17:05 232,26 12:18:42 233,09 12:20:19 233,94 12:21:56 234,78 12:23:33 235,64 12:25:10 234,78 12:26:47 234,78 12:28:24 233,94 12:30:01

| 60 | RUIVINHO, Isaac |  | TEAM MOTOCLUBE LOULé |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | POR |  |  | P.Vmax: 33 |  | T. Ideal: 01:44,618 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 32,133$ | $00: 28,975$ | $00: 24,820$ | $00: 28,372$ | 191,72 | $12: 02: 43$ |
| 2 | $01: 45,065$ | $00: 23,890$ | $00: 28,008$ | $00: 24,698$ | $00: 28,469$ | 226,57 | $12: 04: 28$ |
| 3 | $01: 45,585$ | $00: 23,852$ | $00: 27,958$ | $00: 25,318$ | $00: 28,457$ | 225,00 | $12: 06: 13$ |
| 4 | $01: 45,050$ | $00: 23,903$ | $00: 27,941$ | $00: 24,858$ | $00: 28,348$ | 224,22 | $12: 07: 58$ |
| 5 | $01: 45,424$ | $00: 24,119$ | $00: 27,963$ | $00: 24,837$ | $00: 28,505$ | 222,68 | $12: 09: 44$ |
| 6 | $01: 45,005$ | $00: 23,907$ | $00: 27,873$ | $00: 24,768$ | $00: 28,457$ | 222,68 | $12: 11: 29$ |
| 7 | $01: 46,568$ | $00: 24,181$ | $00: 28,110$ | $00: 25,329$ | $00: 28,948$ | 221,16 | $12: 13: 15$ |
| 8 | $01: 45,883$ | $00: 24,242$ | $00: 28,207$ | $00: 24,896$ | $00: 28,538$ | 221,92 | $12: 15: 01$ |
| 9 | $01: 46,128$ | $00: 24,087$ | $00: 28,457$ | $00: 25,039$ | $00: 28,545$ | 221,16 | $12: 16: 47$ |
| 10 | $01: 45,915$ | $00: 24,224$ | $00: 28,074$ | $00: 24,758$ | $00: 28,859$ | 221,16 | $12: 18: 33$ |
| 11 | $01: 54,343$ | $00: 24,320$ | $00: 28,313$ | $00: 28,708$ | $00: 33,002$ | 220,41 | $12: 20: 28$ |
| 12 | $01: 45,475$ | $00: 24,266$ | $00: 27,809$ | $00: 24,930$ | $00: 28,470$ | 221,16 | $12: 22: 13$ |
| 13 | $01: 45,466$ | $00: 23,763$ | $00: 28,310$ | $00: 24,758$ | $00: 28,635$ | 225,78 | $12: 23: 59$ |
| 14 | $01: 45,152$ | $00: 23,915$ | $00: 27,865$ | $00: 24,746$ | $00: 28,626$ | 222,68 | $12: 25: 44$ |
| 15 | $01: 46,038$ | $00: 24,159$ | $00: 28,093$ | $00: 25,220$ | $00: 28,566$ | 224,22 | $12: 27: 30$ |
| 16 | $01: 49,694$ | $00: 24,040$ | $00: 31,636$ | $00: 25,017$ | $00: 29,001$ | 222,68 | $12: 29: 19$ |
| 17 | $01: 46,215$ | $00: 24,463$ | $00: 28,291$ | $00: 24,843$ | $00: 28,618$ | 221,92 | $12: 31: 06$ |


| 61 | GARCIA, Iker ESP |  | Sector 2 | ARCO YAMAHA MOTOR U. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:30,687 | 00:27,562 | 00:23,712 | 00:26,967 | 194,01 | 12:02:37 |
| 2 | 01:40,155 | 00:23,029 | 00:26,790 | 00:23,377 | 00:26,959 | 237,36 | 12:04:17 |
| 3 | 01:39,894 | 00:22,814 | 00:26,803 | 00:23,373 | 00:26,904 | 236,50 | 12:05:57 |
| 4 | 01:39,900 | 00:22,794 | 00:26,770 | 00:23,417 | 00:26,919 | 236,50 | 12:07:37 |
| 5 | 01:39,992 | 00:22,846 | 00:26,767 | 00:23,397 | 00:26,982 | 235,64 | 12:09:17 |
| 6 | 01:40,337 | 00:22,895 | 00:26,923 | 00:23,462 | 00:27,057 | 234,78 | 12:10:58 |
| 7 | 01:40,438 | 00:22,919 | 00:26,871 | 00:23,499 | 00:27,149 | 234,78 | 12:12:38 |
| 8 | 01:40,228 | 00:22,899 | 00:26,858 | 00:23,435 | 00:27,036 | 231,43 | 12:14:18 |
| 9 | 01:40,369 | 00:22,906 | 00:26,882 | 00:23,480 | 00:27,101 | 232,26 | 12:15:59 |
| 10 | 01:40,633 | 00:23,008 | 00:26,851 | 00:23,510 | 00:27,264 | 230,60 | 12:17:39 |
| 11 | 01:41,097 | 00:23,063 | 00:26,983 | 00:23,721 | 00:27,330 | 229,79 | 12:19:20 |
| 12 | 01:40,955 | 00:23,084 | 00:27,037 | 00:23,648 | 00:27,186 | 228,17 | 12:21:01 |
| 13 | 01:41,163 | 00:22,978 | 00:27,141 | 00:23,738 | 00:27,306 | 230,60 | 12:22:42 |
| 14 | 01:40,950 | 00:22,953 | 00:26,980 | 00:23,740 | 00:27,277 | 231,43 | 12:24:23 |
| 15 | 01:40,547 | 00:22,975 | 00:26,839 | 00:23,594 | 00:27,139 | 228,98 | 12:26:04 |
| 16 | 01:40,713 | 00:23,029 | 00:26,801 | 00:23,623 | 00:27,260 | 232,26 | 12:27:45 |
| 17 | 01:41,404 | 00:23,101 | 00:27,039 | 00:23,840 | 00:27,424 | 229,79 | 12:29:26 |
| 18 | 01:41,562 | 00:23,090 | 00:27,09 | 00:23,837 | 00:27,544 | 231, | 12:3 |

Lap Time
1 FIRSTLAP

2 01:40,346
3 01:39,878
4 01:40,294
5 01:40,979
6 01:40,480
7 01:40,775
8 01:40,750
9 01:40,661
10 01:40,802
11 01:40,843
12 01:40,850

I+DENT RACING TEAM
P.Vmax: 25 T. Ideal: 01:39,798

FABBRI, Davide
ITA Sector 1 Sector 2 Sector 3 Sector 4 $\begin{array}{llllll}00: 31,293 & 00: 27,361 & 00: 23,658 & 00: 27,043 & 193,43 & 12: 02: 38\end{array}$ $\begin{array}{llllll}00: 23,041 & 00: 26,733 & 00: 23,354 & 00: 27,218 & 235,64 & 12: 04: 18\end{array}$ $\begin{array}{llllll}00: 23,023 & 00: 26,596 & 00: 23,226 & 00: 27,033 & 230,60 & 12: 05: 58\end{array}$ $\begin{array}{llllll}00: 23,248 & 00: 26,700 & 00: 23,393 & 00: 26,953 & 231,43 & 12: 07: 38\end{array}$ $\begin{array}{llllll}00: 23,118 & 00: 26,736 & 00: 23,820 & 00: 27,305 & 231,43 & 12: 09: 19\end{array}$ $\begin{array}{llllll}00: 23,153 & 00: 26,728 & 00: 23,507 & 00: 27,092 & 228,98 & 12: 11: 00\end{array}$ $\begin{array}{llllll}00: 23,196 & 00: 26,824 & 00: 23,517 & 00: 27,238 & 229,79 & 12: 12: 40\end{array}$ $\begin{array}{llllll}00: 23,328 & 00: 26,721 & 00: 23,484 & 00: 27,217 & 226,57 & 12: 14: 21\end{array}$ $\begin{array}{llllll}00: 23,303 & 00: 26,813 & 00: 23,376 & 00: 27,169 & 227,37 & 12: 16: 02\end{array}$ $\begin{array}{llllll}00: 23,397 & 00: 26,805 & 00: 23,346 & 00: 27,254 & 225,78 & 12: 17: 43\end{array}$ $\begin{array}{llllll}00: 23,300 & 00: 26,874 & 00: 23,512 & 00: 27,157 & 225,78 & 12: 19: 24\end{array}$ $\begin{array}{lllllll} & 00: 23,082 & 00: 27,004 & 00: 23,463 & 00: 27,301 & 228,17 & 12: 21: 04\end{array}$

CIRCUIT RICARDO TORMO

Circuit Ricardo Tormo
Circuit Ricardo Tormo
MAY 13th 14th
CTO. ESBK 2023

## ANALYSIS / SECTORS Carrera 2 Supersport NG

13 01:40,601 14 01:40,811 15 01:40,651 16 01:42,111 17 01:41,040 18 01:41,012

00:23,168 00:26,755 00:23,431 00:27,247 00:23,249 00:26,911 00:23,462 00:27,189 $00: 23,277 \quad 00: 26,688 \quad 00: 23,518 \quad 00: 27,168$ $00: 24,395 \quad 00: 26,930 \quad 00: 23,538 \quad 00: 27,248$ $00: 23,215 \quad 00: 26,747 \quad 00: 23,721 \quad 00: 27,357$ 00:23,187 00:26,827 00:23,500 00:27,498

227,37 12:22:45 228,17 12:24:26 228,17 12:26:06 229,79 12:27:49 227,37 12:29:30 225,78 12:31:11

| 67 | VALLE, Carlos |  | YAMAHA GV STRATOS |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 19 | T. Ideal: 01:36,827 |  |
| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |

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


2 01:36,874
3 01:37,043
4 01:37,141
5 01:37,344
6 01:37,640
7 01:37,531
8 01:37,602
9 01:37,413
10 01:37,837
11 01:38,217
12 01:37,997
13 01:37,861
14 01:38,040 15 01:38,327 16 01:38,284 17 01:39,048 18 01:38,248
$\begin{array}{llllll}00: 22,241 & 00: 25,801 & 00: 22,645 & 00: 26,187 & 237,36 & 12: 04: 09\end{array}$ $\begin{array}{llllll}00: 22,261 & 00: 25,757 & 00: 22,713 & 00: 26,312 & 237,36 & 12: 05: 46\end{array}$ $\begin{array}{llllll}00: 22,238 & 00: 25,763 & 00: 22,745 & 00: 26,395 & 235,64 & 12: 07: 23\end{array}$ $\begin{array}{llllll}00: 22,322 & 00: 25,822 & 00: 22,774 & 00: 26,426 & 232,26 & 12: 09: 00\end{array}$ $\begin{array}{llllll}00: 22,493 & 00: 25,869 & 00: 22,765 & 00: 26,513 & 228,98 & 12: 10: 38\end{array}$ $\begin{array}{llllll}00: 22,399 & 00: 25,907 & 00: 22,823 & 00: 26,402 & 236,50 & 12: 12: 16\end{array}$ $00: 22,426 \quad 00: 25,856 \quad 00: 22,816 \quad 00: 26,504 \quad 232,26 \quad 12: 13: 53$ $00: 22,442 \quad 00: 25,759 \quad 00: 22,753 \quad 00: 26,459 \quad 231,43 \quad 12: 15: 31$ $00: 22,429 \quad 00: 25,908 \quad 00: 22,94700: 26,553 \quad 233,94 \quad 12: 17: 08$ $\begin{array}{llllll}00: 22,490 & 00: 26,033 & 00: 23,135 & 00: 26,559 & 236,50 & 12: 18: 47\end{array}$ $\begin{array}{llllll}00: 22,430 & 00: 26,012 & 00: 22,911 & 00: 26,644 & 231,43 & 12: 20: 25\end{array}$ $\begin{array}{lllll}00: 22,492 & 00: 25,999 & 00: 22,869 & 00: 26,501 & 231,43 \\ 12: 22: 02\end{array}$ $\begin{array}{llllll}00: 22,405 & 00: 26,011 & 00: 22,958 & 00: 26,666 & 230,60 & 12: 23: 41\end{array}$ $00: 22,476 \quad 00: 26,094 \quad 00: 23,041 \quad 00: 26,716 \quad 231,43 \quad 12: 25: 19$ $\begin{array}{llllll}00: 22,539 & 00: 25,995 & 00: 23,020 & 00: 26,730 & 230,60 & 12: 26: 57\end{array}$ 00:22,476 00:26,197 00:22,998 00:27,377 $\quad 232,26 \quad 12: 28: 36$ $\begin{array}{lllll}00: 22,452 & 00: 26,108 & 00: 23,068 & 00: 26,620 & 236,50 \\ 12: 30: 14\end{array}$
 ITA P.Vmax: 25 T. Ideal: 01:39,840 $\begin{array}{lllllll}\text { Lap Time } & \text { Sector } 1 & \text { Sector } 2 & \text { Sector } 3 & \text { Sector } 4 & \text { V.Max } & \text { Hour }\end{array}$ 1 FIRSTLAP $00: 30,950 \quad 00: 28,06500: 24,10600: 27,089 \quad 195,77 \quad 12: 02: 39$ $\begin{array}{lllllll} & 01: 39,952 & 00: 23,035 & 00: 26,341 & 00: 23,491 & 00: 27,085 & 233,09\end{array} 12: 04: 19$ $\begin{array}{lllllll} & 01: 40,210 & 00: 22,999 & 00: 26,500 & 00: 23,523 & 00: 27,188 & 235,64\end{array} 12: 05: 59$ $\begin{array}{lllllll} & 01: 40,286 & 00: 22,962 & 00: 26,681 & 00: 23,597 & 00: 27,046 & 233,09\end{array} 12: 07: 39$ $\begin{array}{lllllll} & 01: 40,414 & 00: 22,990 & 00: 26,786 & 00: 23,580 & 00: 27,058 & 233,94\end{array} 12: 09: 19$ $6 \quad 01: 40,754 \quad 00: 23,254 \quad 00: 26,699 \quad 00: 23,633 \quad 00: 27,168 \quad 230,60 \quad 12: 11: 00$ $\begin{array}{lllllll}7 & 01: 40,879 & 00: 23,069 & 00: 26,912 & 00: 23,577 & 00: 27,321 & 232,26\end{array} 12: 12: 41$ $\begin{array}{lllllll} & 01: 40,867 & 00: 23,062 & 00: 26,802 & 00: 23,591 & 00: 27,412 & 228,98 \\ 12: 14: 22\end{array}$ $\begin{array}{lllllll} & 01: 41,062 & 00: 23,137 & 00: 26,851 & 00: 23,648 & 00: 27,426 & 228,17\end{array} \quad 12: 16: 03$ 10 01:41,017 11 01:41,051 12 01:41,143 13 01:41,629

00:23,138 00:26,786 00:23,571 00:27,522 $00: 23,191 \quad 00: 26,787 \quad 00: 23,595 \quad 00: 27,478$ $\begin{array}{llllll}00: 23,124 & 00: 26,863 & 00: 23,683 & 00: 27,473 & 230,60 & 12: 21: 06\end{array}$ $\begin{array}{llllll}00: 23,265 & 00: 27,001 & 00: 23,690 & 00: 27,673 & 228,17 & 12: 22: 48\end{array}$

| 76 | GIRAL, Julian LA SCUDERIA- DUCATI <br>  ESP | P.Vmax: 3 | T. Ideal: 01:36,570 |
| :---: | :--- | :--- | :--- |

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

1 FIRSTLAP
2 01:36,862
3 01:36,738
4 01:36,903
5 01:37,311
6 01:37,189
7 01:37,270
8 01:37,902
9 01:37,907
10 01:38,483 $\begin{array}{llllll}00: 28,065 & 00: 26,071 & 00: 22,943 & 00: 26,085 & 184,62 & 12: 02: 32\end{array}$ $\begin{array}{llllll}00: 22,505 & 00: 25,555 & 00: 22,742 & 00: 26,060 & 247,33 & 12: 04: 08\end{array}$ $\begin{array}{llllll}00: 22,228 & 00: 25,688 & 00: 22,727 & 00: 26,095 & 245,45 & 12: 05: 45\end{array}$ 00:22,274 00:25,597 00:22,808 00:26,224 $\quad 244,53 \quad 12: 07: 22$ $\begin{array}{llllll}00: 22,416 & 00: 25,723 & 00: 22,982 & 00: 26,190 & 243,61 & 12: 08: 59\end{array}$ $\begin{array}{llllll}00: 22,387 & 00: 25,658 & 00: 22,895 & 00: 26,249 & 244,53 & 12: 10: 37\end{array}$ $\begin{array}{llllll}00: 22,375 & 00: 25,730 & 00: 22,872 & 00: 26,293 & 241,79 & 12: 12: 14\end{array}$ $\begin{array}{llllll}00: 22,530 & 00: 26,030 & 00: 22,915 & 00: 26,427 & 240,00 & 12: 13: 52\end{array}$ $\begin{array}{llllll}00: 22,580 & 00: 25,919 & 00: 23,040 & 00: 26,368 & 240,89 & 12: 15: 30\end{array}$ $\begin{array}{llllll} & 00: 22,509 & 00: 26,307 & 00: 23,138 & 00: 26,529 & 240,89\end{array} \quad 12: 17: 08$

11 01:38,750 12 01:38,447 13 01:37,800 14 01:37,656 15 01:38,195 16 01:38,612 17 01:38,259 18 01:38,223
$\begin{array}{llllll} & 00: 22,433 & 00: 26,112 & 00: 23,554 & 00: 26,651 & 237,36\end{array} 12: 18: 47$ 00:22,590 00:26,127 $00: 23,114 \quad 00: 26,616 \quad 240,89 \quad 12: 20: 25$ $\begin{array}{llllll}00: 22,407 & 00: 26,062 & 00: 22,931 & 00: 26,400 & 240,00 & 12: 22: 03\end{array}$ 00:22,327 $00: 25,944 \quad 00: 23,022 \quad 00: 26,363 ~ 240,89 \quad 12: 23: 41$ $\begin{array}{llllll}00: 22,511 & 00: 26,059 & 00: 23,092 & 00: 26,533 & 240,00 & 12: 25: 19\end{array}$ 00:22,762 $00: 25,923 \quad 00: 23,129 \quad 00: 26,798 \quad 229,79 \quad 12: 26: 58$ $\begin{array}{llllll}00: 22,429 & 00: 26,044 & 00: 23,087 & 00: 26,699 & 240,00 & 12: 28: 36\end{array}$ $\begin{array}{llllll}00: 22,466 & 00: 26,139 & 00: 23,150 & 00: 26,468 & 237,36 & 12: 30: 14\end{array}$

| 81 |  | SANTOS, Joan ESP |  | YAMAHA GV STRATOS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 19 |  | T. Ideal: 01:39,029 |  |
| Lap | Time |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | LAP | 00:30,039 | 00:26,722 | 00:23,875 | 00:26,899 | 191,15 | 12:02:36 |
| 2 | 01:39 | ,372 | 00:22,941 | 00:26,164 | 00:23,366 | 00:26,901 | 237,36 | 12:04:15 |
| 3 | 01:39 | ,339 | 00:22,827 | 00:26,110 | 00:23,438 | 00:26,964 | 235,64 | 12:05:55 |
| 4 | 01:39 | ,530 | 00:23,146 | 00:26,162 | 00:23,312 | 00:26,910 | 234,78 | 12:07:34 |
| 5 | 01:39 | ,344 | 00:22,909 | 00:26,204 | 00:23,266 | 00:26,965 | 230,60 | 12:09:13 |
| 6 | 01:39 | ,624 | 00:22,797 | 00:26,204 | 00:23,572 | 00:27,051 | 230,60 | 12:10:53 |
| 7 | 02:16 | ,715 | 00:23,168 | 00:55,201 | 00:30,093 | 00:28,253 | 228,98 | 12:13:10 |
| 8 | 01:41 | ,552 | 00:23,349 | 00:26,829 | 00:23,832 | 00:27,542 | 225,00 | 12:14:51 |
| 9 | 01:41 | ,320 | 00:23,177 | 00:26,678 | 00:23,966 | 00:27,499 | 224,22 | 12:16:33 |
|  | 01:41 | ,192 | 00:23,245 | 00:26,675 | 00:23,756 | 00:27,516 | 225,78 | 12:18:14 |
| 11 | 01:41 | ,627 | 00:23,072 | 00:27,244 | 00:23,796 | 00:27,515 | 227,37 | 12:19:56 |
| 12 | 01:40 | ,734 | 00:22,916 | 00:26,653 | 00:23,752 | 00:27,413 | 227,37 | 12:21:36 |
| 13 | 01:40 | ,394 | 00:23,342 | 00:26,380 | 00:23,537 | 00:27,135 | 228,98 | 12:23:17 |
| 14 | 01:40 | ,268 | 00:22,917 | 00:26,496 | 00:23,491 | 00:27,364 | 228,98 | 12:24:57 |
| 15 | 01:40 | ,002 | 00:22,776 | 00:26,433 | 00:23,573 | 00:27,220 | 228,98 | 12:26:37 |
| 16 | 01:40 | ,135 | 00:22,754 | 00:26,431 | 00:23,629 | 00:27,321 | 229,79 | 12:28:17 |
| 17 | 01:41 | ,762 | 00:23,615 | 00:26,851 | 00:24,013 | 00:27,283 | 233,09 | 12:29:59 |
|  | 01:41 | ,012 | 00:22,994 | 00:26,608 | 00:23,976 | 00:27,434 | 229,79 | 12:31:40 |

## TEAM ANDIFER RACING

P.Vmax: 25 T. Ideal: 01:38,957

Lap Time
1 FIRST LAP
2 01:39,523
3 01:39,489
4 01:40,045
5 01:39,598
6 01:39,621
7 01:40,374
8 01:39,977
9 01:39,576
10 01:39,604
11 01:40,021
12 01:39,899
13 01:39,584
14 01:39,604 15 01:39,572 16 01:39,751 17 01:40,797 18 01:40,759
ector 3 Sector 4 V.
Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{lllllll}00: 30,530 & 00: 27,384 & 00: 23,390 & 00: 26,723 & 183,57 & 12: 02: 36\end{array}$ $\begin{array}{llllll}00: 23,163 & 00: 26,404 & 00: 23,055 & 00: 26,901 & 235,64 & 12: 04: 16\end{array}$ $00: 22,969 \quad 00: 26,265 \quad 00: 23,174 \quad 00: 27,081 \quad 231,43 \quad 12: 05: 55$ $00: 23,281 \quad 00: 26,61500: 23,237 \quad 00: 26,912 \quad 229,79 \quad 12: 07: 35$ $00: 22,961 \quad 00: 26,344 \quad 00: 23,290 \quad 00: 27,003 \quad 232,26 \quad 12: 09: 15$ $\begin{array}{llllll}00: 22,914 & 00: 26,340 & 00: 23,394 & 00: 26,973 & 229,79 & 12: 10: 55\end{array}$ $\begin{array}{llllll}00: 22,993 & 00: 26,659 & 00: 23,632 & 00: 27,090 & 229,79 & 12: 12: 35\end{array}$ $00: 23,172 \quad 00: 26,450 \quad 00: 23,257 \quad 00: 27,098 \quad 225,78 \quad 12: 14: 15$ 00:23,022 $00: 26,354 \quad 00: 23,211 \quad 00: 26,989 \quad 225,78 \quad 12: 15: 55$ $\begin{array}{llllll}00: 23,092 & 00: 26,328 & 00: 23,227 & 00: 26,957 & 226,57 & 12: 17: 34\end{array}$ $\begin{array}{llllll}00: 23,232 & 00: 26,418 & 00: 23,289 & 00: 27,082 & 225,78 & 12: 19: 14\end{array}$ $\begin{array}{llllll}00: 23,107 & 00: 26,560 & 00: 23,262 & 00: 26,970 & 225,00 & 12: 20: 54\end{array}$ $\begin{array}{llllll}00: 23,003 & 00: 26,384 & 00: 23,170 & 00: 27,027 & 225,78 & 12: 22: 34\end{array}$ $\begin{array}{llllll}00: 22,987 & 00: 26,386 & 00: 23,210 & 00: 27,021 & 227,37 & 12: 24: 13\end{array}$ $\begin{array}{llllll}00: 22,934 & 00: 26,342 & 00: 23,378 & 00: 26,918 & 227,37 & 12: 25: 53\end{array}$ $\begin{array}{llllll}00: 23,045 & 00: 26,466 & 00: 23,179 & 00: 27,061 & 228,17 & 12: 27: 33\end{array}$ $\begin{array}{llllll}00: 23,363 & 00: 26,694 & 00: 23,606 & 00: 27,134 & 228,98 & 12: 29: 13\end{array}$ $\begin{array}{llllll}00: 23,428 & 00: 26,725 & 00: 23,222 & 00: 27,384 & 225,78 & 12: 30: 54\end{array}$

| 88 | CATALA, AlexESP |  |  | P.Vmax: 34 |  | T. Ideal: 01:44,677 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lap Time |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| FIRS | LAP | 00:32,487 | 00:28,688 | 00:25,042 | 00:28,707 | 187,28 | 12:02:43 |
| 2 01:4 | ,872 | 00:24,227 | 00:27,678 | 00:24,599 | 00:28,368 | 216,72 | 12:04:28 |
| 3 01:45 | ,658 | 00:24,137 | 00:27,935 | 00:24,556 | 00:29,030 | 217,45 | 12:06:14 |



ANALYSIS / SECTORS Carrera 2 Supersport NG

|  | 01:45,253 | 00:24,262 | 00:2 | 00:24,560 | 00:28,655 | 216,00 | 12 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5 | 01:45,207 | 00:24,352 | 00:27,754 | 00:24,494 | 00:28,607 | 213,16 | 12:09:44 |
| 6 | 01:45,743 | 00:24,468 | 00:27,933 | 00:24,597 | 00:28,745 | 214,57 | 12:11:30 |
| 7 | 01:45,769 | 00:24,480 | 00:27,892 | 00:24,663 | 00:28,734 | 210,39 | 12:13 |
| 8 | 01:45,993 | 00:24,469 | 00:27,944 | 00:24,807 | 00:28,773 | 213,1 | 12:15:02 |
| 9 | 01:46,153 | :24,452 | 00:27,878 | 00:24,9 | 00:28,902 | 212,46 | 12:16:48 |
| 10 | 01:46,338 | 00:24,483 | 00:28,023 | 00:24,742 | 00:29,090 | 211,76 | 12:18:34 |
| 11 | 01:53,536 | 00:24,64 | 00:28,08 | 00:28,122 | 00:32,683 | 211, | 12:20:28 |
| 12 | 01:51,216 | 00:24,747 | 00:29,887 | 00:27,185 | 00:29,397 | 216,00 | 12:22:19 |
| 13 | 01:49,678 | 0:24,751 | 00:28,393 | 00:24,798 | 00:31,736 | 211,76 | 12:24:09 |
| 14 | 01:49,010 | 00:24,943 | 00:28,528 | 00:26,286 | 00:29,253 | 208 | 12:25:58 |
| 15 | 01:48,697 | 00:24,844 | 00:28,305 | 00:25,292 | 00:30,256 | 211,76 | 12:27:46 |
| 16 | 01:47,712 | 00:24,935 | 00:28,671 | 00:25,025 | 00:29,081 | 209,03 | 12:29:34 |
| 17 | 01:47,654 | 00:24,819 | 00:28,323 | 00:24,837 | 00:29,675 | 210,39 | 12:31:22 |

90
AL T
QAT

1 FIRST LAP
01:41,959
3 01:42,891
4 01:42,442
5 01:43,523
6 01:41,761
7 01:42,437
8 01:42,000
9 01:42,028
10 01:42,411
11 01:43,146
12 01:42,547
13 01:42,864
14 01:42,362
15 01:42,695
16 01:42,222
17 01:42,736
18 01:41,890

VRC TEAM
P.Vmax: 31

> T. Ideal: 01:41,298

Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 31,349 & 00: 27,965 & 00: 24,087 & 00: 27,623 & 192,86 & 12: 02: 39\end{array}$ $\begin{array}{llllll}00: 23,362 & 00: 27,105 & 00: 23,945 & 00: 27,547 & 225,00 & 12: 04: 21\end{array}$ $\begin{array}{llllll}00: 23,872 & 00: 27,345 & 00: 24,102 & 00: 27,572 & 222,68 & 12: 06: 04\end{array}$ $\begin{array}{llllll}00: 23,666 & 00: 27,258 & 00: 24,010 & 00: 27,508 & 221,92 & 12: 07: 47\end{array}$ $\begin{array}{lllll}00: 23,985 & 00: 27,496 & 00: 24,384 & 00: 27,658 & 221,92\end{array} \quad 12: 09: 30$ $\begin{array}{llllll}00: 23,255 & 00: 26,836 & 00: 23,751 & 00: 27,919 & 228,17 & 12: 11: 12\end{array}$ $\begin{array}{llllll}00: 23,458 & 00: 27,047 & 00: 23,996 & 00: 27,936\end{array}$ 00:23,424 00:27,131 00:23,744 00:27,701 $00: 23,458 \quad 00: 27,234 \quad 00: 23,783 \quad 00: 27,553$ $\begin{array}{llll}00: 23,537 & 00: 27,058 & 00: 23,978 & 00: 27,838\end{array}$ $\begin{array}{lllll}00: 23,647 & 00: 27,303 & 00: 24,246 & 00: 27,950\end{array}$ 00:23,913 00:27,247 00:23,924 00:27,463 $\begin{array}{lllll}00: 23,402 & 00: 27,373 & 00: 24,100 & 00: 27,989\end{array}$ 00:23,470 00:27,125 00:23,834 00:27,933 00:23,331 00:27,113 00:24,259 00:27,992 $00: 23,371 \quad 00: 26,964 \quad 00: 24,144 \quad 00: 27,743$ $\begin{array}{llll}00: 23,803 & 00: 26,893 & 00: 24,531 & 00: 27,509\end{array}$ $00: 23,512 \quad 00: 26,940 \quad 00: 23,847 \quad 00: 27,591$
$\begin{array}{ll}228,17 & 12: 11: 12 \\ 225,00 & 12 \cdot 12 \cdot 54\end{array}$
225,00 12:12:54
226,57 12:14:36
225,00 12:16:18
225,78 12:18:01
225,00 12:19:44
224,22 12:21:27
225,00 12:23:09
225,00 $\quad 12: 24: 52$
225,78 12:26:34
228,17 12:28:17
225,00 12:29:59
225,00 12:31:41

| 92 | ROIG, Nil | MOTAP RACING TEAM |
| :---: | :--- | :--- | :--- |
| ESP | P.Vmax: 8 | T. Ideal: 01:38,525 |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | FIRST LAP | $00: 30,230$ | $00: 26,769$ | $00: 23,466$ | $00: 26,827$ | 197,56 |
| $12: 02: 36$ |  |  |  |  |  |  |
| 2 | $01: 39,009$ | $00: 22,616$ | $00: 26,131$ | $00: 23,566$ | $00: 26,696$ | 242,70 |
| $12: 04: 15$ |  |  |  |  |  |  |


|  | $01: 38,929$ | $00: 22,668$ | $00: 26,257$ | $00: 23,240$ | $00: 26,764$ | 238,24 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | $12: 05: 54$

$$
\begin{array}{llllll} 
& 01: 38,889 & 00: 22,637 & 00: 26,315 & 00: 23,233 & 00: 26,704
\end{array} 238,24 \quad 12: 07: 32
$$

$$
\begin{array}{llllll}
5 & 01: 38,865 & 00: 22,868 & 00: 26,133 & 00: 23,104 & 00: 26,760
\end{array} 239,11 \quad 12: 09: 11
$$

$\begin{array}{lllllll}6 & 01: 39,017 & 00: 22,609 & 00: 26,230 & 00: 23,369 & 00: 26,809\end{array}$
$\begin{array}{lllllll}7 & 01: 39,112 & 00: 22,648 & 00: 26,221 & 00: 23,327 & 00: 26,916 & 237,36\end{array} 12: 12: 29$
$\begin{array}{lllllll} & 01: 39,410 & 00: 22,679 & 00: 26,391 & 00: 23,403 & 00: 26,937 & 229,79\end{array} 12: 14: 09$

$$
\begin{array}{llllll} 
& 01: 39,392 & 00: 22,656 & 00: 26,326 & 00: 23,307 & 00: 27,103
\end{array}
$$

10 01:39,426
11 01:39,905 00:23,095 00:26,304 00:23,186 00:26,841 00:22,914 00:26,481 00:23,577 00:26,933

$\begin{array}{llllll}00: 22,945 & 00: 26,577 & 00: 23,491 & 00: 26,972 & 234,78 & 12: 20: 48\end{array}$ $\begin{array}{llllll}00: 23,090 & 00: 26,252 & 00: 23,467 & 00: 26,982 & 233,94 & 12: 22: 27\end{array}$ $\begin{array}{llllll}00: 22,913 & 00: 26,337 & 00: 23,374 & 00: 26,937 & 239,11 & 12: 24: 07\end{array}$ $\begin{array}{llllll}00: 22,642 & 00: 26,161 & 00: 23,231 & 00: 26,880 & 233,94 & 12: 25: 46\end{array}$ $\begin{array}{llllll}00: 22,594 & 00: 26,311 & 00: 23,259 & 00: 26,848 & 233,09 & 12: 27: 25\end{array}$ $\begin{array}{llllll}00: 22,753 & 00: 26,381 & 00: 23,379 & 00: 26,954 & 232,26 & 12: 29: 04\end{array}$ | $00: 22,765$ | $00: 26,420$ | $00: 23,331$ | $00: 27,260$ | 230,60 |
| :--- | :--- | :--- | :--- | :--- |
| $12: 30: 44$ |  |  |  |  |


| 94 |  | GARCIA, Marco ESP |  | EASYRACE TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 8 |  | T. Ideal: 01:38,794 |  |
| Lap |  |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | TAP | 00:30,363 | 00:27,156 | 00:23,632 | 00:26,969 | 194,01 | 12:02:36 |
| 2 | 01:39 | ,802 | 00:22,968 | 00:26,727 | 00:23,301 | 00:26,806 | 242,70 | 12:04:16 |
| 3 | 01:39 | ,601 | 00:23,074 | 00:26,419 | 00:23,312 | 00:26,796 | 241,79 | 12:05:56 |
| 4 | 01:39 | ,226 | 00:22,673 | 00:26,503 | 00:23,316 | 00:26,734 | 238,24 | 12:07:35 |
| 5 | 01:38 | ,908 | 00:22,522 | 00:26,336 | 00:23,337 | 00:26,713 | 238,24 | 12:09:14 |
| 6 | 01:39 | ,344 | 00:22,530 | 00:26,258 | 00:23,486 | 00:27,070 | 238,24 | 12:10:53 |

## 12 01:39,985

13 01:39,791
14 01:39,561
15 01:38,914
16 01:39,012
17 01:39,467

| 18 | $01: 39,776$ | $00: 22,765$ | $00: 26,420$ | $00: 23,331$ | $00: 27,260$ | 230,60 | $12: 30: 44$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

P.Vmax: $8 \quad$ T. Ideal: 01:38,794

6 01:39,344

| 91 | JIMENEZ, Borja ESP |  | Sector 2 | TEAM SPEED RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 4 | T. Ideal: 01:37,081 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:28,226 |  | 00:26,348 | 00:23,003 | 00:26,253 | 187,83 | 12:02:32 |
| 2 | 01:37,941 | 00:22,395 | 00:26,530 | 00:22,890 | 00:26,126 | 245,45 | 12:04:10 |
| 3 | 01:37,665 | 00:22,355 | 00:26,120 | 00:22,987 | 00:26,203 | 246,39 | 12:05:48 |
| 4 | 01:37,384 | 00:22,108 | 00:25,957 | 00:23,056 | 00:26,263 | 246,39 | 12:07:25 |
| 5 | 01:37,872 | 00:22,332 | 00:26,179 | 00:23,058 | 00:26,303 | 244,53 | 12:09:03 |
| 6 | 01:38,045 | 00:22,201 | 00:26,147 | 00:23,248 | 00:26,44 | 243,6 | 12:10:41 |
| 7 | 01:38,357 | 00:22,367 | 00:26,326 | 00:23,203 | 00:26,461 | 243,61 | 12:12:19 |
| 8 | 01:38,494 | 00:22,401 | 00:26,431 | 00:23,276 | 00:26,386 | 240,89 | 12:13:58 |
| 9 | 01:38,456 | 00:22,431 | 00:26,319 | 00:23,232 | 00:26,474 | 240,89 | 12:15:36 |
| 10 | 01:38,442 | 00:22,380 | 00:26,305 | 00:23,269 | 00:26,488 | 240,00 | 12:17:15 |
| 11 | 01:38,351 | 00:22,347 | 00:26,369 | 00:23,194 | 00:26,441 | 240,00 | 12:18:53 |
| 12 | 01:38,686 | 00:22,382 | 00:26,506 | 00:23,222 | 00:26,576 | 240,89 | 12:20:32 |
| 13 | 01:38,912 | 00:22,460 | 00:26,368 | 00:23,564 | 00:26,520 | 241,79 | 12:22:11 |
| 14 | 01:38,258 | 00:22,289 | 00:26,322 | 00:23,202 | 00:26,445 | 242,70 | 12:23:49 |
| 15 | 01:38,104 | 00:22,181 | 00:26,255 | 00:23,121 | 00:26,547 | 242,70 | 12:25:27 |
|  | 01:38,138 | 00:22,227 | 00:26,233 | 00:23,164 | 00:26,514 | 242,70 | 12:27:05 |
|  | 01:38,499 | 00:22,212 | 00:26,301 | 00:23,473 | 00:26,513 | 241,79 | 12:28:44 |

Lap Time $\quad$ Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour
2 01:37,941 00:22,395 00:26,530 00:22,890 00:26,126 245,45 12:04:10 246,39 12:05:48 246,39 12:07:25 244,53 12:09:03 243,61 12:10:41 243,61 12:12:19 240,89 12:13:58 240,89 12:15:36 240,00 12:17:15 240,89 12:20:32 241,79 12:22:11 242,70 12:23:49 242,70 12:25:27 241,79 12:28:44

HoNDA
FULBAT $/$ © Dunlop GBRacing


CIRCUIT RICARDO TORMO

## Circuit Ricardo Tormo

Circuit Ricardo Tormo
MAY 13th 14th
CTO. ESBK 2023
Análisis por vuelta Carrera 2 Supersport NG

| Lap: 1 |  |  | 14 | 01:39,908 | 8,745 | 4 | 01:36,776 | 3,141 | 90 | 01:43,523 | 31,806 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Num | Tiempo | GAP | 94 | 01:39,802 | 8,919 | 37 | 01:37,543 | 3,631 | 23 | 01:42,384 | 32,568 |
|  | Tiempo | GAP | 47 | 01:39,836 | 9,244 | 91 | 01:37,384 | 4,430 | 60 | 01:45,424 | 45,391 |
| 43 | FIRST LAP |  | 18 | 01:39,533 | 9,524 | 21 | 01:37,763 | 5,762 | 88 | 01:45,207 | 45,881 |
| 57 | FIRST LAP | 0,165 | 61 | 01:40,155 | 10,080 | 52 | 01:38,339 | 7,321 | 43 | PIT | 01:07,1 |
| 4 50 | FIRST LAP | 0,321 | 64 | 01:40,346 | 10,698 | 19 | 01:38,292 | 7,638 | Lap: |  |  |
| 50 | FIRST LAP | 0,491 | 73 | 01:39,952 | 11,159 | 11 | 01:38,054 | 8,439 |  |  |  |
| 25 | FIRST LAP | 0,611 | 90 | 01:41,959 | 13,980 | 17 | 01:39,080 | 10,959 | Num | Tiempo | GAP |
| 76 | FIRST LAP | 0,749 | 53 | 01:43,267 | 14,684 | 7 | 01:39,011 | 11,571 | 57 | 01:37,215 |  |
| 67 | FIRST LAP | 1,189 | 9 | 01:42,448 | 14,869 | 92 | 01:38,889 | 11,729 | 50 | 01:36,985 | 0,130 |
| 91 | FIRST LAP | 1,415 | 38 | 01:42,645 | 15,343 | 26 | 01:38,888 | 12,067 | 25 | 01:36,858 | 0,402 |
| 37 | FIRST LAP | 1,735 | 23 | 01:42,739 | 16,301 | 81 | 01:39,530 | 13,386 | 76 | 01:37,189 | 0,919 |
| 52 | FIRST LAP | 2,385 | 60 | 01:45,065 | 20,362 | 8 | 01:40,148 | 13,715 | 4 | 01:36,836 | 1,693 |
| 21 | FIRST LAP | 2,517 | 88 | 01:44,872 | 20,793 | 94 | 01:39,226 | 14,359 | 67 | 01:37,640 | 2,398 |
| 19 | FIRST LAP | 2,735 | Lap: 3 |  |  | 84 | 01:40,045 | 14,694 | 37 | 01:37,629 | 3,958 |
| 11 | FIRST LAP | 3,836 | Lap. 3 |  |  | 14 | 01:39,700 | 15,252 | 91 | 01:38,045 | 5,489 |
| 17 | FIRST LAP | 3,879 | Num | Tiempo | GAP | 18 | 01:39,560 | 15,515 | 21 | 01:38,675 | 7,758 |
| 7 | FIRST LAP | 4,049 | 43 | 01:36,609 |  | 47 | 01:39,717 | 15,656 | 52 | 01:38,526 | 9,692 |
| 26 | FIRST LAP | 4,427 | 57 | 01:36,595 | 0,440 | 61 | 01:39,900 | 16,487 | 19 | 01:38,423 | 9,875 |
| 8 | FIRST LAP | 4,771 | 25 | 01:36,620 | 0,656 | 64 | 01:40,294 | 17,483 | 11 | 01:38,299 | 10,126 |
| 92 | FIRST LAP | 4,877 | 50 | 01:36,781 | 0,939 | 73 | 01:40,286 | 18,268 | 17 | 01:39,250 | 14,527 |
| 81 | FIRST LAP | 5,120 | 76 | 01:36,738 | 1,152 | 90 | 01:42,442 | 25,926 | 92 | 01:39,017 | 14,753 |
| 14 | FIRST LAP | 5,425 | 67 | 01:37,043 | 1,909 | 9 | 01:42,142 | 26,193 | 7 | 01:39,037 | 15,016 |
| 84 | FIRST LAP | 5,612 | 37 | 01:37,188 | 2,866 | 53 | 01:42,822 | 26,768 | 26 | 01:38,906 | 15,258 |
| 94 | FIRST LAP | 5,705 | 4 | 01:36,882 | 3,143 | 38 | 01:42,688 | 26,890 | 81 | 01:39,624 | 17,496 |
| 47 | FIRST LAP | 5,996 | 91 | 01:37,665 | 3,824 | 23 | 01:42,335 | 27,827 | 94 | 01:39,344 | 17,753 |
| 61 | FIRST LAP | 6,513 | 21 | 01:37,680 | 4,777 | 60 | 01:45,050 | 37,610 | 8 | 01:39,548 | 17,946 |
| 18 | FIRST LAP | 6,579 | 52 | 01:38,113 | 5,760 | 88 | 01:45,253 | 38,317 | 84 | 01:39,621 | 19,055 |
| 64 | FIRST LAP | 6,940 | 19 | 01:38,378 | 6,124 | Lap: 5 |  |  | 18 | 01:39,408 | 19,765 |
| 73 | FIRST LAP | 7,795 | 11 | 01:38,119 | 7,163 |  |  |  | 14 | 01:39,913 | 20,085 |
| 53 | FIRST LAP | 8,005 | 17 | 01:39,073 | 8,657 | Num | Tiempo | GAP | 47 | 01:39,826 | 20,291 |
| 90 | FIRST LAP | 8,609 | 7 | 01:38,982 | 9,338 | 57 | 01:37,096 |  | 61 | 01:40,337 | 21,958 |
| 9 | FIRST LAP | 9,009 | 92 | 01:38,929 | 9,618 | 50 | 01:37,120 | 0,360 | 64 | 01:40,480 | 24,084 |
| 38 | FIRST LAP | 9,286 | 26 | 01:39,304 | 9,957 | 25 | 01:37,429 | 0,759 | 73 | 01:40,754 | 24,578 |
| 23 | FIRST LAP | 10,150 | 8 | 01:39,349 | 10,345 | 76 | 01:37,311 | 0,945 | 9 | 01:42,007 | 35,376 |
| 60 | FIRST LAP | 11,885 | 81 | 01:39,339 | 10,634 | 67 | 01:37,344 | 1,973 | 38 | 01:41,522 | 35,694 |
| 88 | FIRST LAP | 12,509 | 84 | 01:39,489 | 11,427 | 4 | 01:36,574 | 2,072 | 53 | 01:41,970 | 36,104 |
| Lap: 2 |  |  | 94 | 01:39,601 | 11,911 | 37 | 01:37,556 | 3,544 | 90 | 01:41,761 | 36,352 |
| Num |  | GAP | 14 | 01:40,194 | 12,330 | 91 | 01:37,872 | 4,659 | 23 | 01:42,604 | 37,957 |
| Num | Tiempo | GAP | 47 | 01:40,082 | 12,717 | 21 | 01:38,179 | 6,298 | 60 | 01:45,005 | 53,181 |
| 43 | 01:36,588 |  | 18 | 01:39,818 | 12,733 | 52 | 01:38,703 | 8,381 | 88 | 01:45,743 | 54,409 |
| 57 | 01:36,877 | 0,454 | 61 | 01:39,894 | 13,365 | 19 | 01:38,672 | 8,667 | Lap: |  |  |
| 25 | 01:36,622 | 0,645 | 64 | 01:39,878 | 13,967 | 11 | 01:38,246 | 9,042 | Lap. |  |  |
| 50 | 01:36,864 | 0,767 | 73 | 01:40,210 | 14,760 | 17 | 01:39,176 | 12,492 | Num | Tiempo | GAP |
| 76 | 01:36,862 | 1,023 | 90 | 01:42,891 | 20,262 | 92 | 01:39,176 | 12,951 | 57 | 01:37,480 |  |
| 67 | 01:36,874 | 1,475 | 53 | 01:42,649 | 20,724 | 7 |  | 13,194 | 50 | 01:37,465 | 0,115 |
| 37 | 01:37,140 | 2,287 | 9 | 01:42,569 | 20,829 | 26 | 01:39,143 | 13,567 | 25 | 01:37,407 | 0,329 |
| 91 | 01:37,941 | 2,768 | 38 | 01:42,246 | 20,980 | 81 | 01:39,344 | 15,087 | 76 | 01:37,270 | 0,709 |
| 4 | 01:39,137 | 2,870 | 23 | 01:42,578 | 22,270 | 81 | 01:39,541 | 15,613 | 4 | 01:36,761 | 0,974 |
| 21 | 01:37,777 | 3,706 | 60 | 01:45,585 | 29,338 | 94 | 01:38,908 | 15,624 | 67 | 01:37,531 | 2,449 |
| 52 | 01:38,459 | 4,256 | 88 | 01:45,658 | 29,842 | 84 | 01:39,598 | 16,649 | 37 | 01:37,432 | 3,910 |
| 19 | 01:38,208 | 4,355 | Lap: 4 |  |  | 14 | 01:39,778 | 17,387 | 91 | 01:38,357 | 6,366 |
| 11 | 01:38,405 | 5,653 |  |  |  | 18 | 01:39,700 | 17,572 | 21 | 01:38,608 | 8,886 |
| 17 | 01:38,902 | 6,193 | Num | Tiempo | GAP | 47 |  | 17,680 | 52 | 01:38,579 | 10,791 |
| 7 | 01:39,504 | 6,965 | 43 | 01:36,778 |  | 61 | 01:39,992 | 18,836 | 19 | 01:38,475 | 10,870 |
| 26 | 01:39,423 | 7,262 | 57 | 01:36,885 | 0,547 | 64 | 01:40,979 | 20,819 | 11 | 01:38,649 | 11,295 |
| 92 | 01:39,009 | 7,298 | 50 | 01:36,722 | 0,883 | 73 | 01:40,414 | 21,039 | 92 | 01:39,112 | 16,385 |
| 8 | 01:39,422 | 7,605 | 25 | 01:37,095 | 0,973 |  | 01.42,034 |  | 17 | 01:39,507 | 16,554 |
| 81 | 01:39,372 | 7,904 | 76 | 01:36,903 | 1,277 | 53 | 01:42,224 | 31,349 | 7 | 01:39,373 | 16,909 |
| 84 | 01:39,523 | 8,547 | 67 | 01:37,141 | 2,272 | 38 | 01:42,140 | 31,387 | 84 | 01:40,374 | 21,949 |

Insparya 䔨 Kawasaki RED

| 8 | 01:41,704 | 22,170 | 21 | 01:38,332 | 11,025 | 25 | 01:37,001 | 0,653 | 57 | 01:36,951 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 18 | 01:40,017 | 22,302 | 19 | 01:38,475 | 13,064 | 4 | 01:37,035 | 1,188 | 25 | 01:36,893 | 0,341 |
| 14 | 01:39,931 | 22,536 | 52 | 01:38,405 | 13,404 | 67 | 01:38,217 | 4,817 | 4 | 01:36,877 | 0,787 |
| 47 | 01:39,847 | 22,658 | 11 | 01:38,490 | 13,697 | 76 | 01:38,750 | 5,050 | 50 | 01:37,524 | 1,265 |
| 61 | 01:40,438 | 24,916 | 92 | 01:39,392 | 20,514 | 37 | 01:37,754 | 5,742 | 67 | 01:37,861 | 6,535 |
| 64 | 01:40,775 | 27,379 | 17 | 01:39,311 | 20,562 | 91 | 01:38,351 | 11,408 | 76 | 01:37,800 | 7,157 |
| 73 | 01:40,879 | 27,977 | 7 | 01:39,338 | 20,920 | 21 | 01:38,205 | 13,522 | 37 | 01:40,040 | 9,792 |
| 9 | 01:42,478 | 40,374 | 84 | 01:39,576 | 26,829 | 19 | 01:38,754 | 16,187 | 91 | 01:38,912 | 14,866 |
| 38 | 01:42,512 | 40,726 | 8 | 01:39,642 | 27,113 | 52 | 01:38,741 | 16,540 | 21 | 01:38,060 | 15,484 |
| 53 | 01:42,481 | 41,105 | 47 | 01:39,540 | 27,319 | 11 | 01:38,754 | 16,831 | 60 | 01:45,475 | 17,172 |
| 90 | 01:42,437 | 41,309 | 18 | 01:39,982 | 27,573 | 17 | 01:39,913 | 25,615 | 19 | 01:38,297 | 18,769 |
| 23 | 01:42,902 | 43,379 | 14 | 01:39,779 | 27,970 | 92 | 01:39,905 | 25,817 | 52 | 01:38,304 | 19,217 |
| 81 | 02:16,715 | 56,731 | 61 | 01:40,369 | 30,840 | 7 | 01:39,817 | 26,080 | 11 | 01:38,503 | 19,774 |
| 60 | 01:46,568 | 01:02,2 | 64 | 01:40,661 | 34,117 | 84 | 01:40,021 | 32,426 | 88 | 01:51,216 | 23,093 |
| 88 | 01:45,769 | 01:02,6 | 73 | 01:41,062 | 35,233 | 8 | 01:40,177 | 32,676 | 17 | 01:39,831 | 31,313 |
| Lap: 8 |  |  | 38 | 01:42,020 | 49,960 | 18 | 01:40,227 | 33,634 | 92 | 01:39,791 | 31,453 |
| Num | Tiempo | GAP | 9 | 01:41,866 | 50,052 | 61 | 01:41,097 | 38,542 | 7 | 01:39,594 | 31,745 |
| 50 | 01:37,358 | GAP | 53 | 01:42,042 | 50,452 | 64 | 01:40,843 | 41,734 | 84 | 01:39,584 | 37,769 |
| 50 | 01:37,358 |  | 90 | 01:42,028 | 50,664 | 73 | 01:41,051 | 43,273 | 8 | 01:39,673 | 38,021 |
| 57 | 01:37,660 | 0,187 | 23 | 01:43,527 | 55,260 | 53 | 01:42,513 | 01:01,0 | 18 | 01:39,308 | 38,417 |
| 25 | 01:37,563 | 0,419 | 81 | 01:41,320 | 01:04,9 | 9 | 01:43,441 | 01:01,6 | 61 | 01:41,163 | 46,520 |
| 4 76 | 01:37,025 | 0,526 | 60 | 01:46,128 | 01:19,6 | 38 | 01:43,018 | 01:01,7 | 64 | 01:40,601 | 49,045 |
| 76 | 01:37,902 | 1,138 | 88 | 01:46,153 | 01:20,1 | 90 | 01:43,146 | 01:02,1 | 73 | 01:41,629 | 51,905 |
| 67 | 01:37,602 | 2,578 | Lap: 10 |  |  | 23 | 01:44,500 | 01:10,0 | 53 | 01:42,592 | 01:12,2 |
| 37 91 | 01:37,730 | 4,167 7,387 |  |  |  | 81 | 01:41,627 | 01:13,7 | 9 | 01:42,908 | 01:12,8 |
| 21 | 01:38,480 | 9,893 | 57 | 01:36,951 |  | Lap: 12 |  |  | 38 | 01:42,835 | 01:12,9 |
| 19 | 01:38,392 | 11,789 | 50 | 01:37,286 | 0,533 | Num | Tiempo | GAP | 90 | 01:42,864 | 01:13,4 |
| 52 | 01:38,881 | 12,199 | 25 | 01:37,092 | 0,729 | 57 | 01:37,189 |  | 23 | 01:43,731 | 01:23,4 |
| 11 | 01:38,585 | 12,407 | 4 | 01:37,297 | 1,230 | 25 | 01:36,935 | 0,399 | Lap: 14 |  |  |
| 92 | 01:39,410 | 18,322 | 76 | 01:38,483 | 3,377 | 50 | 01:37,267 | 0,692 |  |  |  |
| 17 | 01:39,370 | 18,451 | 67 | 01:37,837 | 3,677 | 4 | 01:36,862 | 0,861 | Num | Tiempo | GAP |
| 7 | 01:39,346 | 18,782 | 37 | 01:37,488 | 5,065 | 67 | 01:37,997 | 5,625 | 57 | 01:36,895 |  |
| 84 | 01:39,977 | 24,453 | 91 | 01:38,442 | 10,134 | 76 | 01:38,447 | 6,308 | 25 | 01:36,906 | 0,352 |
| 8 | 01:39,974 | 24,671 | 21 | 01:38,320 | 12,394 | 37 | 01:38,150 | 6,703 | 4 | 01:36,813 | 0,705 |
| 18 | 01:39,962 | 24,791 | 19 | 01:38,397 | 14,510 | 60 | 01:54,343 | 8,648 | 50 | 01:37,209 | 1,579 |
| 47 | 01:39,794 | 24,979 | 52 | 01:38,423 | 14,876 | 88 | 01:53,536 | 8,828 | 67 | 01:38,040 | 7,680 |
| 14 | 01:40,328 | 25,391 | 11 | 01:38,408 | 15,154 | 91 | 01:38,686 | 12,905 | 76 | 01:37,656 | 7,918 |
| 61 | 01:40,228 | 27,671 | 17 | 01:39,168 | 22,779 | 21 | 01:38,042 | 14,375 | 37 | 01:37,874 | 10,771 |
| 64 | 01:40,750 | 30,656 | 92 | 01:39,426 | 22,989 | 19 | 01:38,425 | 17,423 | 91 | 01:38,258 | 16,229 |
| 73 | 01:40,867 | 31,371 | 7 | 01:39,371 | 23,340 | 52 | 01:38,513 | 17,864 | 21 | 01:37,957 | 16,546 |
| 38 | 01:41,887 | 45,140 | 84 | 01:39,604 | 29,482 | 11 | 01:38,580 | 18,222 | 19 | 01:38,662 | 20,536 |
| 9 | 01:42,485 | 45,386 | 8 | 01:39,414 | 29,576 | 17 | 01:40,007 | 28,433 | 52 | 01:38,882 | 21,204 |
| 53 | 01:41,978 | 45,610 | 18 | 01:39,862 | 30,484 | 92 | 01:39,985 | 28,613 | 11 | 01:38,935 | 21,814 |
| 90 | 01:42,000 | 45,836 | 61 | 01:40,633 | 34,522 | 7 | 01:40,211 | 29,102 | 60 | 01:45,466 | 25,743 |
| 23 | 01:43,027 | 48,933 | 64 | 01:40,802 | 37,968 | 84 | 01:39,899 | 35,136 | 17 | 01:39,666 | 34,084 |
| 81 | 01:41,552 | 01:00,8 | 73 | 01:41,017 | 39,299 | 8 | 01:39,812 | 35,299 | 92 | 01:39,561 | 34,119 |
| 60 | 01:45,883 | 01:10,6 | 9 | 01:42,144 | 55,245 | 18 | 01:39,615 | 36,060 | 7 | 01:39,610 | 34,460 |
| 88 | 01:45,993 | 01:11,2 | 53 | 01:42,109 | 55,610 | 61 | 01:40,955 | 42,308 | 88 | 01:49,678 | 35,876 |
| Lap: 9 |  |  | 38 | 01:42,795 | 55,804 | 64 | 01:40,850 | 45,395 | 84 | 01:39,604 | 40,478 |
| Num | Tiempo | GAP | 90 | 01:42,411 | 56,124 | 73 | 01:41,143 | 47,227 | 8 | 01:39,573 | 40,699 |
|  | 01:37,013 | GAP | 23 | 01:44,305 | 01:02,6 | 53 | 01:42,769 | 01:06,6 | 18 | 01:39,550 | 41,072 |
| 57 | 01:37,013 |  | 81 | 01:41,192 | 01:09,1 | 9 | 01:42,506 | 01:06,9 | 61 | 01:40,950 | 50,575 |
| 50 | $01: 37,398$ $01: 37,369$ | 0,198 | 60 | 01:45,915 | 01:28,5 | 38 | 01:42,553 | 01:07,1 | 64 | 01:40,811 | 52,961 |
| 25 | 01:37,369 | 0,588 | 88 | 01:46,338 | 01:29,5 | 90 | 01:42,547 | 01:07,5 | 53 | 01:42,429 | 01:17,8 |
| 4 76 | $01: 37,558$ $01: 37,907$ | 0,884 1,845 | Lap: 11 |  |  | 23 | 01:43,844 | 01:16,6 | 9 | 01:42,404 | 01:18,3 |
| 67 | 01:37,413 | 1,845 $\mathbf{2 , 7 9 1}$ |  |  |  | 81 | 01:40,734 | 01:17,2 | 38 | 01:42,456 | 01:18,5 |
| 37 | 01:37,561 | 4,528 | 57 | 01:37,077 | GAP | Lap: 13 |  |  | 90 | 01:42,362 | 01:18,9 |
| 91 | 01:38,456 | 8,643 | 50 | 01:37,158 | 0,614 | Num | Tiempo | GAP | 81 | 01:40,268 | 01:24,0 |



CTO. ESBK 2023
Análisis por vuelta Carrera 2 Supersport NG

| Lap: 15 |  |  | Lap: 17 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Num | Tiempo | GAP | Num | Tiempo | GAP |
| 57 | 01:36,916 |  | 57 | 01:36,944 |  |
| 25 | 01:37,100 | 0,536 | 25 | 01:36,838 | 0,420 |
| 4 | 01:36,918 | 0,707 | 4 | 01:36,955 | 0,777 |
| 50 | 01:37,560 | 2,223 | 50 | 01:38,522 | 5,113 |
| 23 | PIT | 4,446 | 76 | 01:38,259 | 12,236 |
| 67 | 01:38,327 | 9,091 | 67 | 01:39,048 | 12,591 |
| 76 | 01:38,195 | 9,197 | 37 | 01:37,982 | 13,916 |
| 37 | 01:37,654 | 11,509 | 21 | 01:38,154 | 20,117 |
| 91 | 01:38,104 | 17,417 | 91 | 01:38,499 | 20,222 |
| 21 | 01:38,068 | 17,698 | 19 | 01:38,775 | 25,474 |
| 19 | 01:38,493 | 22,113 | 11 | 01:39,193 | 27,872 |
| 11 | 01:38,908 | 23,806 | 92 | 01:39,467 | 40,764 |
| 60 | 01:45,152 | 33,979 | 7 | 01:39,540 | 42,260 |
| 92 | 01:38,914 | 36,117 | 17 | 01:39,288 | 42,620 |
| 7 | 01:39,372 | 36,916 | 84 | 01:40,797 | 49,850 |
| 17 | 01:39,934 | 37,102 | 8 | 01:40,744 | 49,938 |
| 84 | 01:39,572 | 43,134 | 18 | 01:40,262 | 50,180 |
| 8 | 01:39,665 | 43,448 | 60 | 01:49,694 | 55,879 |
| 18 | 01:39,968 | 44,124 | 61 | 01:41,404 | 01:02,4 |
| 88 | 01:49,010 | 47,970 | 64 | 01:41,040 | 01:06,0 |
| 61 | 01:40,547 | 54,206 | 88 | 01:47,712 | 01:10,5 |
| 64 | 01:40,651 | 56,696 | 53 | 01:42,539 | 01:33,9 |
| 53 | 01:42,315 | 01:23,2 | 38 | 01:42,564 | 01:34,1 |
| 38 | 01:41,778 | 01:23,4 | 9 | 01:42,050 | 01:34,7 |
| 9 | 01:43,097 | 01:24,5 | 81 | 01:41,762 | 01:35,2 |
| 90 | 01:42,695 | 01:24,7 | 90 | 01:42,736 | 01:35,8 |
| 81 | 01:40,002 | 01:27,1 | Lap: 18 |  |  |
| Lap: 16 |  |  | Num | Tiempo | GAP |
| Num | Tiempo | GAP | 57 | 01:36,944 |  |
| 57 | 01:36,888 |  | 25 | 01:36,779 | 0,255 |
| 25 | 01:36,878 | 0,526 | 4 | 01:36,787 | 0,620 |
| 4 | 01:36,947 | 0,766 | 50 | 01:38,887 | 7,056 |
| 50 | 01:38,200 | 3,535 | 76 | 01:38,223 | 13,515 |
| 67 | 01:38,284 | 10,487 | 67 | 01:38,248 | 13,895 |
| 76 | 01:38,612 | 10,921 | 37 | 01:38,085 | 15,057 |
| 37 | 01:38,257 | 12,878 | 21 | 01:38,382 | 21,555 |
| 91 | 01:38,138 | 18,667 | 19 | 01:39,356 | 27,886 |
| 21 | 01:38,097 | 18,907 | 11 | 01:39,368 | 30,296 |
| 19 | 01:38,418 | 23,643 | 92 | 01:39,776 | 43,596 |
| 11 | 01:38,705 | 25,623 | 7 | 01:39,347 | 44,663 |
| 92 | 01:39,012 | 38,241 | 17 | 01:39,098 | 44,774 |
| 7 | 01:39,636 | 39,664 | 8 | 01:40,550 | 53,544 |
| 17 | 01:40,062 | 40,276 | 84 | 01:40,759 | 53,665 |
| 60 | 01:46,038 | 43,129 | 18 | 01:40,661 | 53,897 |
| 84 | 01:39,751 | 45,997 | 60 | 01:46,215 | 01:05,1 |
| 8 | 01:39,578 | 46,138 | 61 | 01:41,562 | 01:07,1 |
| 18 | 01:39,626 | 46,862 | 64 | 01:41,012 | 01:10,0 |
| 61 | 01:40,713 | 58,031 | 88 | 01:47,654 | 01:21,2 |
| 88 | 01:48,697 | 59,779 | 53 | 01:42,120 | 01:39,1 |
| 64 | 01:42,111 | 01:01,9 | 38 | 01:42,117 | 01:39,2 |
| 53 | 01:42,033 | 01:28,3 | 81 | 01:41,012 | 01:39,3 |
| 38 | 01:41,964 | 01:28,4 | 9 | 01:42,226 | 01:40,0 |
| 9 | 01:41,978 | 01:29,6 | 90 | 01:41,890 | 01:40,7 |
| 90 | 01:42,222 | 01:30,0 |  |  |  |
| 81 | 01:40,135 | 01:30,4 |  |  |  |


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## 25 - VERDOIA, Andy

57 - MUÑOZ, Daniel
4- FERNANDEZ, Eric
50 - VOSTATEK, Ondrej
76 - GIRAL, Julian
67 -VALLE, Carlos
37- GONZALEZ, Mauro
21 - MIHAILA, Demis
19- DIAZ, Joan
11- SCHULTZ, Jared Karl
92 - ROIG, Nil
7 - ROCCA, Manuel
17-ROMERO, Ruben
8 - AL-QUBAIS, Abdulla N.
84 - RIVERA, Juan E.
18-PARRILLA, Cesar
61 - GARCIA, Iker
64 - FABBRI, Davide
53-mALTERRE, Charly
38 - NESBAKKEN, Ola
81 - SANTOS, Joan
9 - DEL OLMO, Javier
90 - AL THANI, Jassim G.
60 - RUIVINHO, Isaac
88 - CATALA, Alex

- NO CLASIIFICADOS

91 - JIMENEZ, Borja
52 - ERILL, Guillem
23-ROCHA, Diego
73- GUARNIERI, Alessio
47 - VARGA, Tibor E.
14-TINKER, Corey
26 - RUIZ, Francisco J.
94- GARCIA, Marco
43 - JESPERSEN, Simon

- \#57 Sanción pierde 1 posi

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


| Director de Carrera |
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## Cronometrador

Lambea
Lambea YAMAHA HAOMNO

