

1/angongor

Campeonato de Espania de Superbitike

Circuit Ricardo Tormo
Length: 4005 metros

| Pos. |  | Rider | Team | Motorcycle | Nat. | Laps | Time | Best Lap | iL | Gap | Interval | Speed | Tyr. Pt. Cat. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 37 | PEREZ, Jose Luis | CHINA RACING TEAM | KOVE | ESP | 13 | 23:31,800 | 01:47,516 | 8 |  |  | 132,76 | Pirelli 5 |
| 2 | 33 | SANCHEZ, Gonzalo | ARCO MOTOR UNIVERSIT | YAMAHA | ESP | 13 | 23:31,811 | 01:47,121 | 8 | 00:00,011 | 00:00,011 | 132,76 | Pirelli? 0 |
| 3 | 62 | TRIAS, Blai | ILUSION RACING | KAWASAKI | ESP | 13 | 23:31,897 | 01:47,541 | 8 | 00:00,097 | 00:00,086 | 132,75 | Pirellil 6 K |
| 4 | 79 | ALONSO, Tomas M. | QUARESMA RACING TEAM | KAWASAKI | POR | 13 | 23:32,481 | 01:47,131 | 8 | 00:00,681 | 00:00,584 | 132,7 | Pirellil 3 K |
| 5 | 61 | HIDALGO, Uriel | DEZA - BOX 77 RACING | KAWASAKI | ESP | 13 | 23:32,602 | 01:47,509 | 9 | 00:00,802 | 00:00,121 | 132,69 | Pirellil 1 K |
| 6 | 55 | CALATAYUD, Unai | ARCO MOTOR UNIVERSIT | YAMAHA | ESP | 13 | 23:32,668 | 01:47,193 | 8 | 00:00,868 | 00:00,066 | 132,68 | Pirellil 0 |
| 7 | 47 | TORRES, Antonio | DEZA-BOX 77 RACING T | KAWASAKI | ESP | 13 | 23:32,938 | 01:47,565 | 9 | 00:01,138 | 00:00,270 | 132,66 | Pirelli 9 K |
| 8 | 26 | OCETE, Daniel | I+DENT JUNIOR RACING | YAMAHA | ESP | 13 | 23:42,547 | 01:47,802 | 10 | 00:10,747 | 00:09,609 | 131,76 | Pirelli 8 |
| 9 | 35 | FLEMING, Varis | MOTAP RACING TEAM | KAWASAKI | AUS | 13 | 23:42,901 | 01:48,333 | 3 | 00:11,101 | 00:00,059 | 131,73 | Pirelli 7 K |
| 10 | 71 | BOLAÑO, Ivan | DEZA - BOX 77 RACING | KAWASAKI | ESP | 13 | 23:42,842 | 01:47,693 | 5 | 00:11,042 | 00:00,295 | 131,73 | Pirelli 6 K |
| 11 | 76 | DIAS, Gonçalo | VRC TEAM | KAWASAKI | POR | 13 | 23:44,847 | 01:48,088 | 2 | 00:13,047 | 00:01,946 | 131,55 | Pirelli 5 K |
| 12 | 92 | AZNAR, Joel | ILUSION RACING | KAWASAKI | ESP | 13 | 23:45,496 | 01:47,950 | 12 | 00:13,696 | 00:00,649 | 131,49 | Pirelli 4 K |
| 13 | 32 | VALENTE Rodrigo | ILUSION RACING | KAWASAKI | POR | 13 | 23:47,041 | 01:48,590 | 6 | 00:15,241 | 00:01,545 | 131,34 | Pirelli 3 K |
| 14 | 73 | NAKAMURA, Ryunosuke | MDR COMPETICIóN | YAMAHA | JPN | 13 | 23:56,836 | 01:49,100 | 8 | 00:25,036 | 00:09,795 | 130,45 | Pirelli 2 |
| 15 | 21 | DA SILVA, Rafael | K. PL RACING JUNIOR | KAWASAKI | BRA | 13 | 23:57,073 | 01:49,111 | 9 | 00:25,273 | 00:00,237 | 130,43 | Pirelli 1 K |
| 16 | 99 | ZHAN, Junhao | CHINA RACING TEAM | Kove | CHN | 13 | 23:57,945 | 01:49,204 | 9 | 00:26,145 | 00:00,872 | 130,35 | Pirelli |
| 17 | 23 | RAPOSEIRAS, Jordi | ALMA RACING | KAWASAKI | AND | 13 | 23:59,903 | 01:48,753 | 8 | 00:28,103 | 00:01,958 | 130,17 | Pirelli K |
| 18 | 10 | DE SOUSA, F. | VRC TEAM | KAWASAKI | POR | 13 | 24:00,328 | 01:49,149 | 9 | 00:28,528 | 00:00,425 | 130,13 | Pirelli K |
| 19 | 44 | COVARRUBIAS, Adrian | PM MOTORSPORT-BULTA | KAWASAKI | ESP | 13 | 24:00,715 | 01:49,289 | 9 | 00:28,915 | 00:00,387 | 130,1 | Pirelli K |
| 20 | 16 | LIRA, Elmer Joel | MOTAP RACING TEAM | KAWASAKI | CRC | 13 | 24:10,907 | 01:49,451 | 8 | 00:39,107 | 00:10,192 | 129,18 | Pirelli K |
| 21 | 2 | RIVERA, Natalia | I+DENT JUNIOR RACING | YAMAHA | ESP | 13 | 24:13,996 | 01:49,346 | 8 | 00:42,196 | 00:03,089 | 128,91 | Pirelli |
| 22 | 48 | EUGENIO, Martim A. NO CLASIFICADOS | TEAM MOTOCLUBE LOULé | KAWASAKI | POR | 13 | 24:14,122 | 01:50,304 | 7 | 00:42,322 | 00:00,126 | 128,9 | Pirelli K |
|  | 18 | MUÑOZ, Ivan | DEZA - BOX 77 RACING | KAWASAKI | ESP | 12 | 21:43,354 | 01:47,267 | 5 | -1 Lap | -1 Lap | 132,75 | Pirelli K |
|  | 80 | RENDE, Cameron | MOTAP RACING TEAM | KAWASAKI | AUS | 2 | 03:45,355 | 01:48,897 | 2 | -11 Lap | -10 Lap | 127,96 | Pirelli K |
| \#71 Sanción de una posición en carrera por Track Limits Última vuelta |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Best Lap: Rider 33 - SANCHEZ, Gonzalo - Time: 01:47,121 at 134,60 Km/h |  |  |  |  |  |  |  |  |  |  |  |  |  |

Circuit Ricardo Tormo

## JURY:

```
Hour:
```

Length: 4005 Hour: 14:50:00

## C.Timekeeper:

Hour:


## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 1 SS300

|  | RIVERA, Natalia ESP |  | Sector 2 | I+DENT JUNIOR RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 20 | T. Ideal: 01:49,137 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:33,577 |  | 00:29,874 | 00:25,473 | 00:30,358 | 144,64 | 14:53:06 |
| 2 | 01:50,333 | 00:25,862 | 00:28,889 | 00:25,207 | 00:30,375 | 178,02 | 14:54:56 |
| 3 | 01:50,363 | 00:25,869 | 00:28,932 | 00:25,110 | 00:30,452 | 173,26 | 14:56:47 |
| 4 | 01:49,839 | 00:25,831 | 00:28,602 | 00:24,956 | 00:30,450 | 173,26 | 14:58:37 |
| 5 | 01:49,959 | 00:25,604 | 00:28,922 | 00:25,095 | 00:30,338 | 175,14 | 15:00:27 |
| 6 | 01:50,939 | 00:26,468 | 00:28,930 | 00:25,253 | 00:30,288 | 177,05 | 15:02:18 |
| 7 | 01:50,797 | 00:26,485 | 00:29,179 | 00:25,050 | 00:30,083 | 178,02 | 15:04:08 |
| 8 | 01:49,346 | 00:25,813 | 00:28,574 | 00:24,883 | 00:30,076 | 181,01 | 15:05:58 |
| 9 | 01:49,446 | 00:25,650 | 00:28,768 | 00:24,949 | 00:30,079 | 177,05 | 15:07:47 |
| 10 | 01:49,763 | 00:25,769 | 00:28,707 | 00:25,015 | 00:30,272 | 174,19 | 15:09:37 |
| 11 | 01:59,396 | 00:25,850 | 00:28,603 | 00:33,958 | 00:30,985 | 171,88 | 15:11:36 |
| 12 | 01:52,494 | 00:26,503 | 00:29,563 | 00:25,544 | 00:30,884 | 165,31 | 15:13:29 |
| 13 | 01:52,039 | 00:26,665 | 00:29,171 | 00:25,519 | 00:30,684 | 165,31 | 15:15:21 |


|  | $\begin{aligned} & \text { DE SOUSA, F. } \\ & \text { POR } \end{aligned}$ |  | Sector 2 | VRC TEAM <br> P.Vmax: 5 |  | T. Ideal: 01:48,865 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:33,472 | 00:30,052 | 00:26,016 | 00:30,869 | 149,31 | 14:53:07 |
| 2 | 01:50,402 | 00:25,708 | 00:28,726 | 00:25,052 | 00:30,916 | 181,51 | 14:54:58 |
| 3 | 01:50,535 | 00:26,101 | 00:28,712 | 00:25,056 | 00:30,666 | 176,57 | 14:56:48 |
| 4 | 01:50,220 | 00:26,420 | 00:28,547 | 00:24,791 | 00:30,462 | 175,14 | 14:58:38 |
| 5 | 01:49,992 | 00:25,710 | 00:28,624 | 00:24,987 | 00:30,671 | 175,14 | 15:00:28 |
| 6 | 01:49,537 | 00:25,810 | 00:28,502 | 00:24,890 | 00:30,335 | 176,57 | 15:02:18 |
| 7 | 01:50,278 | 00:26,322 | 00:28,743 | 00:24,766 | 00:30,447 | 185,14 | 15:04:08 |
| 8 | 01:49,163 | 00:25,750 | 00:28,258 | 00:24,776 | 00:30,379 | 176,09 | 15:05:57 |
| 9 | 01:49,149 | 00:25,763 | 00:28,379 | 00:24,823 | 00:30,184 | 176,57 | 15:07:47 |
| 10 | 01:49,464 | 00:25,735 | 00:28,268 | 00:25,165 | 00:30,296 | 180,00 | 15:09:36 |
| 11 | 01:50,149 | 00:25,657 | 00:28,436 | 00:25,512 | 00:30,544 | 178,02 | 15:11:26 |
| 12 | 01:50,828 | 00:26,305 | 00:28,373 | 00:25,470 | 00:30,680 | 176,09 | 15:13:17 |
| 13 | 01:50,202 | 00:26,029 | 00:28,465 | 00:24,984 | 00:30,724 | 170,53 | 15:15:07 |



| 18 | MUÑOZ, Ivan ESP |  | Sector 2 | DEZA - BOX 77 RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 12 | T. Ideal: 01:46,880 |  |
| Lap Time |  | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 FIRS | AP | 00:31,068 |  | 00:28,270 | 00:25,739 | 00:30,271 | 140,26 | 14:53:02 |
| 2 01:4 | 438 | 00:25,266 | 00:28,098 | 00:24,987 | 00:30,087 | 180,00 | 14:54:51 |
| 3 01:4 | 119 | 00:25,692 | 00:28,205 | 00:24,655 | 00:29,567 | 182,54 | 14:56:39 |
| 4 01:4 | 477 | 00:25,237 | 00:27,942 | 00:24,643 | 00:29,655 | 182,02 | 14:58:26 |
| 5 01:4 | ,267 | 00:25,125 | 00:27,863 | 00:24,527 | 00:29,752 | 180,50 | 15:00:13 |

6 01:47,883
7 01:47,868
8 01:47,372
9 01:48,420
10 01:49,036
11 01:47,446
12 01:48,680
$\begin{array}{llllll}00: 25,604 & 00: 27,904 & 00: 24,535 & 00: 29,840 & 168,75 & 15: 02: 01\end{array}$ 00:25,725 $00: 27,898 \quad 00: 24,589 \quad 00: 29,656 \quad 171,43 \quad 15: 03: 49$ 00:25,590 $\quad 00: 27,705 \quad 00: 24,554 \quad 00: 29,523 \quad 175,14 \quad 15: 05: 37$ $00: 25,798 \quad 00: 27,880 \quad 00: 24,828 \quad 00: 29,914 \quad 173,73 \quad 15: 07: 25$ $00: 26,117 \quad 00: 28,188 \quad 00: 24,743 \quad 00: 29,988 \quad 168,31 \quad 15: 09: 14$ $\begin{array}{llllll}00: 25,203 & 00: 27,846 & 00: 24,555 & 00: 29,842 & 179,01 & 15: 11: 02\end{array}$ $\begin{array}{llllll}00: 25,825 & 00: 28,125 & 00: 24,808 & 00: 29,922 & 170,08 & 15: 12: 50\end{array}$

| 21 |  | DA SILVA, Rafael BRA |  | K. PL RACING JUNIOR |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 18 |  | T. Ideal: 01:48,853 |  |
|  | Time |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | AP | 00:34,071 | 00:29,744 | 00:25,498 | 00:30,953 | 150,70 | 14:53:07 |
| 2 | 01:50 | 653 | 00:26,107 | 00:28,683 | 00:25,045 | 00:30,818 | 177,05 | 14:54:58 |
| 3 | 01 | 73 | 00:25,807 | 00:28,676 | 00:25,109 | 00:30,781 | 180,50 | 14:56:48 |
| 4 | 01:50, | 008 | 00:26,057 | 00:28,543 | 00:24,958 | 00:30,450 | 174,66 | 14:58:38 |
| 5 | 01:49 | ,996 | 00:25,794 | 00:28,569 | 00:24,940 | 00:30,693 | 174,66 | 15:00:28 |
| 6 | 01:49 | 663 | 00:25,863 | 00:28,322 | 00:25,062 | 00:30,416 | 172,80 | 15:02:18 |
| 7 | 01:50 | ,093 | 00:25,941 | 00:28,492 | 00:25,080 | 00:30,580 | 181,51 | 15:04:08 |
| 8 | 01:49 | 279 | 00:25,633 | 00:28,341 | 00:24,921 | 00:30,384 | 176,09 | 15:05:57 |
| 9 | 01: | 111 | 00:25,666 | 00:28,331 | 00:24,937 | 00:30,177 | 176,57 | 15:07:46 |
|  | 01 | 237 | 00:25,488 | 00:28,452 | 00:25,028 | 00:30,269 | 180,50 | 15:09:36 |
|  | 01: | 296 | 00:25,734 | 00:28,303 | 00:24,958 | 00:30,301 | 173,73 | 15:11:25 |
| 12 | 01: | 525 | 00:25,780 | 00:28,267 | 00:25,080 | 00:30,398 | 176,57 | 15:13:14 |
| 13 | 01:49 | 573 | 00:25,764 | 00:28,481 | 00:24,984 | 00:30,344 | 173,26 | 15:15:04 |
| 23 |  | RAPOSEIRAS, Jordi AND |  |  | ALMA RACING |  | T. Ideal: 01:48,407 |  |
| Lap | Time |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 |  | AP | 00:33,405 | 00:29,990 | 00:25,111 | 00:30,201 | 146,28 | 14:53:06 |
| 2 |  |  | 00:25,608 | 00:28,610 | 00:25,254 | 00:29,958 | 180,50 | 14:54:55 |
| 3 | 01: | 290 | 00:25,818 | 00:28,659 | 00:25,371 | 00:30,442 | 182,54 | 14:56:45 |
| 4 | 01:50 | 498 | 00:25,851 | 00:28,457 | 00:25,878 | 00:30,312 | 178,51 | 14:58:36 |
| 5 | 01:50, | 22 | 00:25,908 | 00:28,867 | 00:25,419 | 00:30,428 | 179,50 | 15:00:26 |
| 6 | 01:50 | ,943 | 00:26,288 | 00:28,518 | 00:25,429 | 00:30,708 | 174,66 | 15:02:17 |
| 7 | 01:49 | ,533 | 00:26,356 | 00:28,066 | 00:24,935 | 00:30,176 | 174,19 | 15:04:07 |
| 8 | 01:48 | ,753 | 00:25,637 | 00:28,173 | 00:24,822 | 00:30,121 | 181,51 | 15:05:56 |
| 9 | 01:49 | ,005 | 00:25,787 | 00:28,019 | 00:24,944 | 00:30,255 | 172,80 | 15:07:45 |
| 10 | 01:49 | 143 | 00:26,024 | 00:28,043 | 00:24,873 | 00:30,203 | 169,63 | 15:09:34 |
| 11 | 01:49 | ,585 | 00:26,021 | 00:28,053 | 00:25,031 | 00:30,480 | 167,88 | 15:11:23 |
| 12 | 01:49 | ,788 | 00:26,277 | 00:28,036 | 00:25,202 | 00:30,273 | 169,19 | 15:13:13 |
| 13 | 01:50 | ,606 | 00:26,521 | 00:28,102 | 00:25,194 | 00:30,789 | 165,73 | 15:15:04 |


| 2 | OCETE, Daniel ESP |  | I+DENT JUNIOR RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 16 |  | T. Ideal: 01:47,700 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:33,042 | 00:29,293 | 00:25,495 | 00:30,019 | 141,79 | 14:53:05 |
| 2 | 01:49,080 | 00:25,627 | 00:28,590 | 00:24,802 | 00:30,061 | 182,02 | 14:54:54 |
| 3 | 01:48,313 | 00:25,599 | 00:28,058 | 00:24,752 | 00:29,904 | 175,61 | 14:56:42 |
| 4 | 01:47,932 | 00:25,552 | 00:27,955 | 00:24,659 | 00:29,766 | 172,34 | 14:58:30 |
| 5 | 01:48,871 | 00:25,779 | 00:28,277 | 00:24,836 | 00:29,979 | 179,01 | 15:00:19 |
| 6 | 01:48,676 | 00:25,711 | 00:28,202 | 00:24,692 | 00:30,071 | 176,09 | 15:02:08 |
| 7 | 01:49,550 | 00:26,336 | 00:28,065 | 00:24,700 | 00:30,449 | 170,08 | 15:03:57 |
| 8 | 01:48,812 | 00:25,905 | 00:28,243 | 00:24,695 | 00:29,969 | 173,26 | 15:05:46 |
| 9 | 01:49,164 | 00:25,785 | 00:28,482 | 00:24,716 | 00:30,181 | 175,61 | 15:07:35 |
| 10 | 01:47,802 | 00:25,341 | 00:27,938 | 00:24,675 | 00:29,848 | 176,57 | 15:09:23 |
| 11 | 01:48,845 | 00:26,228 | 00:27,934 | 00:24,716 | 00:29,967 | 169,63 | 15:11:12 |
| 12 | 01:48,552 | 00:25,799 | 00:27,996 | 00:24,793 | 00:29,964 | 167,44 | 15:13:00 |
|  | 01:49,101 | 00:26,129 | 00:27,997 | 00:24,731 | 00:30,244 | 165,73 | 15:14:49 |



## CTO. ESBK 2023

ANALYSIS / SECTORS Carrera 1 SS300

| $\mathbf{3 2}$ | VALENTE Rodrigo | ILUSION RACING |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | POR |  |  | P.Vmax: 7 | T. Ideal: 01:48,182 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 32,284$ | $00: 28,912$ | $00: 25,067$ | $00: 29,976$ | 144,32 | $14: 53: 03$ |
| 2 | $01: 48,953$ | $00: 25,656$ | $00: 28,269$ | $00: 24,925$ | $00: 30,103$ | 183,57 | $14: 54: 52$ |
| 3 | $01: 49,166$ | $00: 25,825$ | $00: 28,282$ | $00: 24,886$ | $00: 30,173$ | 182,54 | $14: 56: 41$ |
| 4 | $01: 48,629$ | $00: 25,495$ | $00: 28,270$ | $00: 24,755$ | $00: 30,109$ | 179,01 | $14: 58: 30$ |
| 5 | $01: 49,460$ | $00: 25,878$ | $00: 28,920$ | $00: 24,689$ | $00: 29,973$ | 174,66 | $15: 00: 19$ |
| 6 | $01: 48,590$ | $00: 25,723$ | $00: 28,293$ | $00: 24,621$ | $00: 29,953$ | 182,54 | $15: 02: 08$ |
| 7 | $01: 49,257$ | $00: 25,530$ | $00: 28,397$ | $00: 25,104$ | $00: 30,226$ | 181,01 | $15: 03: 57$ |
| 8 | $01: 48,906$ | $00: 25,538$ | $00: 28,470$ | $00: 25,049$ | $00: 29,849$ | 177,53 | $15: 05: 46$ |
| 9 | $01: 48,825$ | $00: 25,443$ | $00: 28,451$ | $00: 24,658$ | $00: 30,273$ | 181,01 | $15: 07: 35$ |
| 10 | $01: 49,814$ | $00: 26,230$ | $00: 28,480$ | $00: 24,868$ | $00: 30,236$ | 172,34 | $15: 09: 25$ |
| 11 | $01: 49,752$ | $00: 25,720$ | $00: 28,330$ | $00: 25,479$ | $00: 30,223$ | 172,34 | $15: 11: 14$ |
| 12 | $01: 49,068$ | $00: 25,594$ | $00: 28,460$ | $00: 24,781$ | $00: 30,233$ | 176,09 | $15: 13: 03$ |
| 13 | $01: 50,382$ | $00: 26,036$ | $00: 28,507$ | $00: 24,926$ | $00: 30,913$ | 172,34 | $15: 14: 54$ |


| 3 | SANCHEZ, Gonzalo ESP |  | Sector 2 | ARCO MOTOR UNIVERSIT |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 12 | T. Ideal: 01:46,874 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:31,222 |  | 00:28,251 | 00:24,869 | 00:30,071 | 137,58 | 14:53:01 |
| 2 | 01:48,905 | 00:25,589 | 00:28,254 | 00:24,957 | 00:30,105 | 177,05 | 14:54:50 |
| 3 | 01:47,811 | 00:25,503 | 00:27,988 | 00:24,634 | 00:29,686 | 180,00 | 14:56:38 |
| 4 | 01:47,893 | 00:25,420 | 00:28,011 | 00:24,380 | 00:30,082 | 173,73 | 14:58:26 |
| 5 | 01:48,270 | 00:25,924 | 00:28,027 | 00:24,373 | 00:29,946 | 170,98 | 15:00:14 |
| 6 | 01:47,777 | 00:25,829 | 00:27,804 | 00:24,547 | 00:29,597 | 171,43 | 15:02:02 |
| 7 | 01:47,483 | 00:25,418 | 00:27,909 | 00:24,441 | 00:29,715 | 181,51 | 15:03:49 |
| 8 | 01:47,121 | 00:25,243 | 00:27,866 | 00:24,259 | 00:29,753 | 179,50 | 15:05:37 |
| 9 | 01:48,924 | 00:26,236 | 00:27,807 | 00:25,084 | 00:29,797 | 170,98 | 15:07:25 |
| 10 | 01:48,702 | 00:25,985 | 00:28,001 | 00:24,930 | 00:29,786 | 177,53 | 15:09:14 |
| 11 | 01:48,108 | 00:25,903 | 00:28,258 | 00:24,379 | 00:29,568 | 175,61 | 15:11:02 |
| 12 | 01:48,444 | 00:25,893 | 00:27,888 | 00:24,902 | 00:29,761 | 182,54 | 15:12:51 |
| 13 | 01:47,960 | 00:25,512 | 00:28,023 | 00:24,637 | 00:29,788 | 178,51 | 15:14:39 |


| 35 | FLEMING, Varis AUS |  | MOTAP RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 20 |  | T. Ideal: 01:48,039 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:32,107 | 00:28,713 | 00:25,080 | 00:29,837 | 145,62 | 14:53:03 |
| 2 | 01:49,138 | 00:25,817 | 00:28,501 | 00:24,853 | 00:29,967 | 179,50 | 14:54:52 |
| 3 | 01:48,333 | 00:25,561 | 00:28,314 | 00:24,823 | 00:29,635 | 181,01 | 14:56:40 |
| 4 | 01:48,502 | 00:25,572 | 00:28,242 | 00:24,814 | 00:29,874 | 179,50 | 14:58:29 |
| 5 | 03:36,941 | 02:13,798 | 00:28,235 | 00:24,878 | 00:30,030 | 175,14 | 15:02:05 |
| 6 | 01:48,522 | 00:25,701 | 00:28,192 | 00:24,829 | 00:29,800 | 173,26 | 15:03:54 |
| 7 | 01:49,300 | 00:26,106 | 00:28,048 | 00:24,873 | 00:30,273 | 175,14 | 15:05:43 |
| 8 | 01:49,494 | 00:26,105 | 00:28,236 | 00:25,108 | 00:30,045 | 170,53 | 15:07:33 |
| 9 | 01:50,076 | 00:26,099 | 00:28,591 | 00:25,220 | 00:30,166 | 171,43 | 15:09:23 |
| 10 | 01:49,699 | 00:26,058 | 00:28,493 | 00:25,069 | 00:30,079 | 170,53 | 15:11:13 |
| 11 | 01:48,474 | 00:25,720 | 00:28,141 | 00:24,997 | 00:29,616 | 180,00 | 15:13:01 |
| 12 | 01:48,685 | 00:25,835 | 00:28,191 | 00:24,874 | 00:29,785 | 179,50 | 15:14:50 |


| $\mathbf{3 7}$ | PEREZ, Jose Luis |  | CHINA RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 23 | T. Ideal: 01:46,907 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | $00: 30,807$ | $00: 28,400$ | $00: 25,031$ | $00: 29,856$ | 137,00 | $14: 53: 01$ |
| 2 | $01: 48,881$ | $00: 25,521$ | $00: 28,312$ | $00: 24,800$ | $00: 30,248$ | 176,57 | $14: 54: 50$ |
| 3 | $01: 48,434$ | $00: 26,016$ | $00: 28,114$ | $00: 24,572$ | $00: 29,732$ | 173,26 | $14: 56: 38$ |
| 4 | $01: 47,879$ | $00: 25,573$ | $00: 27,945$ | $00: 24,655$ | $00: 29,706$ | 176,57 | $14: 58: 26$ |
| 5 | $01: 47,803$ | $00: 25,528$ | $00: 27,895$ | $00: 24,454$ | $00: 29,926$ | 176,57 | $15: 00: 14$ |
| 6 | $01: 47,697$ | $00: 25,635$ | $00: 27,928$ | $00: 24,528$ | $00: 29,606$ | 171,88 | $15: 02: 02$ |

7 01:47,526
8 01:47,516
9 01:48,377 10 01:48,745 11 01:47,801
12 01:48,617
13 01:48,430

00:25,354 00:27,962 00:24,382 00:29,828 00:25,805 00:27,736 00:24,540 00:29,435 $00: 25,561 \quad 00: 28,002 \quad 00: 24,756 \quad 00: 30,058$ 00:25,767 00:28,361 00:24,774 00:29,843 00:25,619 00:27,842 00:24,632 00:29,708 $00: 25,670 \quad 00: 28,121 \quad 00: 25,200 \quad 00: 29,626$ 00:25,731 00:28,129 00:24,634 00:29,936

176,57 15:03:49 171,88 15:05:37 174,66 15:07:25 170,08 15:09:14 171,43 15:11:02 172,34 15:12:50 171,43 15:14:39

44
COV
Lap Time
1 FIRST LAP
2 01:49,637
3 01:49,981
4 01:51,370
5 01:50,715
6 01:50,917
7 01:50,078
8 01:49,429
9 01:49,289 10 01:49,597 11 01:49,921 12 01:51,416 13 01:50,557

PM MOTORSPORT- BULTA
P.Vmax: 18 T. Ideal: 01:48,977

Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 33,005 & 00: 29,007 & 00: 25,472 & 00: 30,324 & 147,61 & 14: 53: 05\end{array}$ $\begin{array}{llllll}\mathbf{0 0}: 25,616 & 00: 28,279 & 00: 25,072 & 00: 30,670 & 181,51 & 14: 54: 54\end{array}$ $\begin{array}{llllll}00: 25,956 & 00: 28,595 & 00: 25,091 & 00: 30,339 & 175,61 & 14: 56: 44\end{array}$ $00: 26,015 \quad 00: 28,943 \quad 00: 26,137 \quad 00: 30,275 \quad 172,80 \quad 14: 58: 36$ $00: 25,940 \quad 00: 28,551 \quad 00: 25,135 \quad 00: 31,089 \quad 177,05 \quad 15: 00: 26$ $00: 26,444 \quad 00: 28,558 \quad 00: 25,553 \quad 00: 30,362 \quad 175,61 \quad 15: 02: 17$ 00:26,230 $00: 28,498 \quad 00: 25,051 \quad 00: 30,299 \quad 176,57 \quad 15: 04: 07$ $00: 25,877 \quad 00: 28,312 \quad 00: 24,970 \quad 00: 30,270 \quad 174,19 \quad 15: 05: 57$ $\begin{array}{llllll}00: 25,823 & 00: 28,195 & 00: 25,061 & 00: 30,210 & 172,34 & 15: 07: 46\end{array}$ 00:25,865 $00: 28,399 \quad 00: 25,137 \quad 00: 30,196 ~ 172,80 \quad 15: 09: 36$ $00: 25,785 \quad 00: 28,405 \quad 00: 25,333 \quad 00: 30,398 \quad 176,09 \quad 15: 11: 26$ $\begin{array}{llllll}00: 26,007 & 00: 28,852 & 00: 25,688 & 00: 30,869 & 171,88 & 15: 13: 17\end{array}$ | $00: 26,176$ | $00: 28,453$ | $00: 25,188$ | $00: 30,740$ | 170,98 | $15: 15: 08$ |
| :--- | :--- | :--- | :--- | :--- | :--- |






|  | HIDALGO, Uriel ESP |  | Sector 2 | DEZA - BOX 77 RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 12 | T. Ideal: 01:47,289 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:32,110 |  | 00:28,666 | 00:24,664 | 00:29,896 | 139,35 | 14:53:02 |
| 2 | 01:48,732 | 00:25,562 | 00:28,008 | 00:24,983 | 00:30,179 | 181,01 | 14:54:51 |
| 3 | 01:48,357 | 00:25,573 | 00:28,241 | 00:24,720 | 00:29,823 | 181,51 | 14:56:39 |
| 4 | 01:47,856 | 00:25,458 | 00:27,875 | 00:24,702 | 00:29,821 | 182,54 | 14:58:27 |
| 5 | 01:47,855 | 00:25,545 | 00:27,824 | 00:24,790 | 00:29,696 | 179,50 | 15:00:15 |
| 6 | 01:48,059 | 00:25,551 | 00:27,940 | 00:24,664 | 00:29,904 | 179,50 | 15:02:03 |
| 7 | 01:47,571 | 00:25,408 | 00:27,900 | 00:24,557 | 00:29,706 | 176,57 | 15:03:51 |
| 8 | 01:47,672 | 00:25,248 | 00:27,934 | 00:24,731 | 00:29,759 | 178,51 | 15:05:38 |
| 9 | 01:47,509 | 00:25,380 | 00:27,800 | 00:24,574 | 00:29,755 | 177,53 | 15:07:26 |
| 10 | 01:48,860 | 00:25,998 | 00:28,032 | 00:25,074 | 00:29,756 | 181,01 | 15:09:15 |
| 11 | 01:48,003 | 00:25,695 | 00:27,938 | 00:24,686 | 00:29,684 | 181,01 | 15:11:03 |
| 12 | 01:48,419 | 00:25,666 | 00:28,033 | 00:24,886 | 00:29,834 | 178,51 | 15:12:51 |
| 13 | 01:48,373 | 00:25,693 | 00:28,114 | 00:24,719 | 00:29,847 | 180,00 | 15:14:39 |


| 62 | TRIAS, Blai ESP |  | Sector 2 | ILUSION RACING |  |  | 1:47,126 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vma | $\text { ax: } 6$ | T. Ideal: 01 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:32,026 |  | 00:28,147 | 00:24,928 | 00:30,003 | 143,68 | 14:5 |
| 2 | 01:48,269 | 00:25,420 | 00:27,923 | 00:25,097 | 00:29,829 | 184,62 | 14:54:50 |
| 3 | 01:48,316 | 00:26,043 | 00:28,074 | 00:24,657 | 00:29,542 | 181,01 | 6:39 |
| 4 | 01:48,187 | 00:25,857 | 00:27,935 | 00:24,726 | 00:29,669 | 174,66 | 14:58:27 |
| 5 | 01:47,584 | 00:25,632 | 00:27,804 | 00:24,552 | 00:29,596 | 02 | 15:00:14 |
| 6 | 01:47,547 | 00:25,458 | 00:27,878 | 00:24,576 | 00:29,635 | 179,50 | 15:02:02 |
|  | 01:47,726 | 00:25,639 | 00:27,869 | 00:24,636 | 00:29,582 | 181,51 | 15:03:50 |
| 8 | 01:47,541 | 00:25,546 | 00:27,703 | 00:24,785 | 00:29,507 | 182,02 | 15:05:37 |
| 9 | 01:48,011 | 00:25,503 | 00:27,767 | 00:24,846 | 00:29,895 | 179,50 | 15:07:25 |
|  | 01:48,680 | 00:25,595 | 00:28,170 | 00:24,869 | 00:30,046 | 174,66 | 15:09:14 |
|  | 01:47,977 | 00:26,075 | 00:27,874 | 00:24,577 | 00:29,451 | 170,53 | 15:11:02 |
|  | 01:48,574 | 00:25,751 | 00:28,157 | 00:24,998 | 00:29,668 | 176,57 | 15:12:50 |
|  | 01:48,381 | 00:25,720 | 00:28,084 | 00:24,877 | 00:29,700 | 179,01 | 15:14:39 |


| 71 |  | BOLAÑO, Ivan ESP |  | Sector 2 | DEZA - BOX 77 RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 22 | T. Ideal: 01:47,693 |  |
| Lap | Time |  |  |  | Sector 1 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRS | LP | 00:32,402 |  | 00:28,635 | 00:25,058 | 00:29,665 | 145,95 | 14:53:03 |
| 2 | 01:48 | 890 | 00:25,714 |  | 00:28,315 | 00:24,805 | 00:30,056 | 178,51 | 14:54:51 |
| 3 | 01:48 | ,320 | 00:25,518 | 00:28,197 | 00:24,737 | 00:29,868 | 176,57 | 14:56:40 |
| 4 | 01:48 | ,121 | 00:25,496 | 00:28,170 | 00:24,650 | 00:29,805 | 177,53 | 14:58:28 |
| 5 | 01:47 | ,693 | 00:25,411 | 00:28,072 | 00:24,550 | 00:29,660 | 175,61 | 15:00:16 | DIAS, Gonçalo

POR
POR

3 01:48,79
4 01:48,905
5 01:48,796
6 01:48,512
7 01:49,479
8 01:49,166
9 01:48,939 10 01:49,709 11 01:48,784
12 01:48,473
13 01:49,531

79

## Lap Time

1 FIRST LAP

2 01:48,653
3 01:48,100
4 01:47,962
5 01:48,239
6 01:47,894
7 01:47,563
8 01:47,131
9 01:48,160
10 01:48,770
11 01:48,713
12 01:47,960
13 01:48,415

QUARESMA RACING TEAM
P.Vmax: $7 \quad$ T. Ideal: 01:46,983 Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour 00:31,625 00:28,146 00:25,056 00:30,094 $\begin{array}{lllll}142,11 & 14: 53: 02\end{array}$ $00: 25,407 \quad 00: 28,053 \quad 00: 25,053 \quad 00: 30,140 \quad 180,00 \quad 14: 54: 50$ $\begin{array}{llllll}00: 25,610 & 00: 28,093 & 00: 24,625 & 00: 29,772 & 183,57 & 14: 56: 39\end{array}$ $\begin{array}{llllll}00: 25,645 & 00: 28,088 & 00: 24,502 & 00: 29,727 & 177,05 & 14: 58: 26\end{array}$ $\begin{array}{llllll}00: 25,677 & 00: 27,827 & 00: 25,013 & 00: 29,722 & 180,50 & 15: 00: 15\end{array}$ $00: 25,598 \quad 00: 27,940 \quad 00: 24,611 \quad 00: 29,745 \quad 182,54 \quad 15: 02: 03$ 00:25,270 00:27,968 $00: 24,664 \quad 00: 29,661 \quad 180,50 \quad 15: 03: 50$ $\begin{array}{llllll}00: 25,390 & 00: 27,847 & 00: 24,285 & 00: 29,609 & 182,02 & 15: 05: 37\end{array}$ $\begin{array}{llllll}00: 25,642 & 00: 27,819 & 00: 24,662 & 00: 30,037 & 180,50 & 15: 07: 25\end{array}$ $\begin{array}{llllll}00: 25,618 & 00: 28,069 & 00: 25,110 & 00: 29,973 & 178,51 & 15: 09: 14\end{array}$ $\begin{array}{llllll}00: 25,423 & 00: 27,911 & 00: 24,623 & 00: 30,756 & 181,51 & 15: 11: 03\end{array}$ 00:25,565 $00: 27,889 \quad 00: 24,689 \quad 00: 29,817 \quad 176,09 \quad 15: 12: 51$ $\begin{array}{llllll}00: 25,571 & 00: 28,290 & 00: 24,589 & 00: 29,965 & 178,51 & 15: 14: 39\end{array}$

6 01:48,194 7 01:48,601 8 01:51,173 9 01:49,231 10 01:49,987 11 01:49,600 12 01:48,497 13 01:48,775

00:25,475 00:28,203 00:24,621 00:29,895 00:25,485 00:28,379 00:24,807 00:29,930 00:25,650 00:28,308 00:27,315 00:29,900 00:25,554 00:28,447 00:24,937 00:30,293 00:25,976 00:28,589 00:25,181 00:30,241 00:26,523 00:28,200 00:24,906 00:29,971 00:25,776 00:28,166 00:24,770 00:29,785 00:25,789 00:28,225 00:24,738 00:30,023

|  | NAKAMURA, Ryunosuke JPN |  |  | MDR COMPETICIóN |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 9 |  | T. Ideal: 01:48,440 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIRST LAP | 00:33,417 | 00:29,816 | 00:25,111 | 00:30,099 | 141,18 | 14:53:05 |
| 2 | 01:49,539 | 00:25,517 | 00:28,832 | 00:25,013 | 00:30,177 | 181,51 | 14:54:55 |
| 3 | 01:50,524 | 00:25,728 | 00:28,794 | 00:25,337 | 00:30,665 | 180,50 | 14:56:45 |
| 4 | 01:49,876 | 00:25,557 | 00:28,598 | 00:25,205 | 00:30,516 | 183,05 | 14:58:35 |
| 5 | 01:50,570 | 00:26,177 | 00:28,566 | 00:25,105 | 00:30,722 | 173,26 | 15:00:26 |
| 6 | 01:50,787 | 00:26,462 | 00:28,747 | 00:25,107 | 00:30,471 | 170,08 | 15:02:17 |
| 7 | 01:49,531 | 00:26,038 | 00:28,106 | 00:24,949 | 00:30,438 | 172,34 | 15:04:06 |
| 8 | 01:49,100 | 00:25,642 | 00:28,085 | 00:24,880 | 00:30,493 | 171,43 | 15:05:55 |
| 9 | 01:49,595 | 00:25,738 | 00:28,165 | 00:25,327 | 00:30,365 | 170,53 | 15:07:45 |
| 10 | 01:49,160 | 00:25,376 | 00:28,479 | 00:25,065 | 00:30,240 | 177,53 | 15:09:34 |
| 11 | 01:49,347 | 00:25,525 | 00:28,236 | 00:24,907 | 00:30,679 | 176,09 | 15:11:23 |
| 12 | 01:49,831 | 00:25,854 | 00:28,373 | 00:25,167 | 00:30,437 | 169,19 | 15:13:13 |
| 13 | 01:50,533 | 00:26,240 | 00:28,329 | 00:25,409 | 00:30,555 | 165,31 | 15:15:04 |

175,61 15:02:04
172,80 15:03:52
173,73 15:05:44
175,61 15:07:33
171,43 15:09:23
168,31 15:11:12
171,43 15:13:01
175,14 15:14:50

## CóN

 T. Ideal: 01:48,440 Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour $\begin{array}{llllll}00: 25,517 & 00: 28,832 & 00: 25,013 & 00: 30,177 & 181,51 & 14: 54: 55\end{array}$ $\begin{array}{llllll}00: 25,728 & 00: 28,794 & 00: 25,337 & 00: 30,665 & 180,50 & 14: 56: 45\end{array}$ 183,05 14:58:35 73,26 15:00:26 5:02:17 71,43 15:05:55 170,53 15:07:45 17,53 15:09:34 15.11.23 69,19 $\quad 15: 13: 13$ 65,31 15:15:04VRC TEAM
P.Vmax: 9 T. Ideal: 01:47,943

| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 FIRST | $00: 33,093$ | $00: 29,224$ | $00.25,331$ | $00: 30,026$ | $143: 68$ | $14: 53: 05$ |


|  | $01: 48,088$ | $00: 25,433$ | $00: 28,062$ | $00: 24,727$ | $00: 29,866$ | 179,50 | $14: 54: 53$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | 00:25,433 00:28,062 00:24,727 00:29,866 00:25,564 00:28,371 00:24,847 00:30,009 00:25,637 00:28,241 00:24,830 00:30,197 00:25,689 00:28,447 00:24,662 00:29,998 00:25,778 00:28,120 00:24,731 00:29,883 $\begin{array}{llllll}00: 26,225 & 00: 28,037 & 00: 25,093 & 00: 29,811 & 174,19 & 15: 05: 46\end{array}$ $00: 25,761 \quad 00: 28,395 \quad 00: 24,786 \quad 00: 29,997 \quad 178,02 \quad 15: 07: 35$ $\begin{array}{llllll}00: 26,527 & 00: 28,147 & 00: 24,704 & 00: 30,331 & 183,05 & 15: 09: 25\end{array}$ $00: 25,652 \quad 00: 28,382 \quad 00: 24,686 \quad 00: 30,064 \quad 177,05 \quad 15: 11: 14$ $\begin{array}{llllll}00: 25,634 & 00: 28,066 & 00: 24,704 & 00: 30,069 & 172,34 & 15: 13: 02\end{array}$ | $00: 25,774$ | $00: 28,442$ | $00: 24,918$ | $00: 30,397$ | 169,63 | $15: 14: 52$ |
| :--- | :--- | :--- | :--- | :--- | :--- | 179,50 14:54:53 180,50 $\quad 14: 56: 41$ 181,01 14:58:30 180,50 15:00:19 178,51 15:02:08 174,66 15:03:57 $\begin{array}{ll}77,05 & 15: 11: 14 \\ 72,34 & 15: 13: 02\end{array}$



CTO. ESBK 2023
ANALYSIS / SECTORS Carrera 1 SS300

| 80 | RENDE, Cameron <br> AUS | MOTAP RACING TEAM <br> P.Vmax: 1 | T. Ideal: 01:48,897 |
| :---: | :--- | :--- | :--- |


| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- | Hour | 1 | FIRST LAP | $00: 32,501$ | $00: 28,942$ | $00: 25,124$ | $00: 29,891$ |
| :---: | :--- | :--- | :--- | :--- | :--- |
| 145,62 | $14: 53: 03$ |  |  |  |  |
| 2 | 01:48,897 | $00: 25,531$ | $00: 28,685$ | $00: 24,952$ | $00: 29,729$ |
| $\mathbf{1 8 7 , 8 3}$ | $14: 54: 52$ |  |  |  |  |


| 92 |  | AZNAR, Joel ESP |  | ILUSION RACING |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 2 |  | T. Ideal: 01:47,684 |  |
| Lap | Tim |  |  |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | FIR | AP | 00:32,563 | 00:28,810 | 00:25,040 | 00:29,970 | 143,05 | 14:53:03 |
| 2 | 01:4 |  | 00:25,756 | 00:28,432 | 00:24,860 | 00:29,818 | 187,28 | 14:54:52 |
| 3 | 01:4 | ,065 | 00:25,896 | 00:28,319 | 00:24,862 | 00:29,988 | 182,02 | 14:56:41 |
| 4 | 01:4 | ,695 | 00:25,682 | 00:28,244 | 00:24,814 | 00:29,955 | 176,57 | 14:58:30 |
| 5 | 01: | 971 | 00:25,688 | 00:28,367 | 00:24,887 | 00:30,029 | 176,09 | 15:00:19 |
| 6 | 01: |  | 00:26,258 | 00:28,380 | 00:24,713 | 00:29,799 | 173,73 | 15:02:08 |
| 7 | 01:4 |  | 00:25,538 | 00:28,315 | 00:24,783 | 00:30,427 | 180,00 | 15:03:57 |
| 8 | 01:4 | ,805 | 00:25,773 | 00:28,265 | 00:24,761 | 00:30,006 | 174,19 | 15:05:46 |
| 9 | 01:4 |  | 00:25,732 | 00:28,473 | 00:24,678 | 00:30,293 | 172,34 | 15:07:35 |
| 10 | 01:4 | ,177 | 00:25,535 | 00:28,032 | 00:24,627 | 00:29,983 | 178,51 | 15:09:23 |
| 11 | 01:4 | ,477 | 00:26,279 | 00:28,208 | 00:24,968 | 00:30,022 | 177,05 | 15:11:13 |
| 12 | 01:4 | ,950 | 00:25,279 | 00:27,979 | 00:24,793 | 00:29,899 | 179,50 | 15:13:01 |
| 13 | 01:4 | ,718 | 00:25,904 | 00:28,042 | 00:24,701 | 00:30,071 | 173,73 | 15:14:49 |


| 99 | ZHAN, Junhao |  | CHINA RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 4 |  | T. Ideal: 01:48,550 |  |
| Lap |  | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 |  | $00: 33,269$ | $00: 29,807$ | $00: 25,070$ | $00: 29,841$ | 150,70 | $14: 53: 05$ |
| 2 |  | $00: 25,803$ | $00: 28,959$ | $00: 24,912$ | $00: 30,012$ | 185,67 | $14: 54: 55$ |
| 3 |  | $00: 25,914$ | $00: 28,701$ | $00: 24,983$ | $00: 30,263$ | 184,62 | $14: 56: 44$ |
| 4 |  | $00: 25,802$ | $00: 29,010$ | $00: 25,659$ | $00: 30,402$ | 178,02 | $14: 58: 35$ |
| 5 |  | $00: 25,881$ | $00: 28,647$ | $00: 25,163$ | $00: 31,059$ | 177,05 | $15: 00: 26$ |
| 6 | $01: 50,675$ | $00: 26,068$ | $00: 28,722$ | $00: 25,187$ | $00: 30,698$ | 176,57 | $15: 02: 17$ |
| 7 | $01: 50,071$ | $00: 26,308$ | $00: 28,545$ | $00: 24,885$ | $00: 30,333$ | 174,19 | $15: 04: 07$ |
| 8 | $01: 49,544$ | $00: 25,967$ | $00: 28,535$ | $00: 24,768$ | $00: 30,274$ | 177,05 | $15: 05: 56$ |
| 9 | $01: 49,204$ | $00: 25,479$ | $00: 28,474$ | $00: 25,065$ | $00: 30,186$ | 177,05 | $15: 07: 45$ |
| 10 | $01: 49,254$ | $00: 25,626$ | $00: 28,477$ | $00: 24,910$ | $00: 30,241$ | 178,02 | $15: 09: 35$ |
| 11 | $01: 49,695$ | $00: 25,814$ | $00: 28,545$ | $00: 25,110$ | $00: 30,226$ | 175,14 | $15: 11: 24$ |
| 12 | $01: 50,380$ | $00: 25,727$ | $00: 28,462$ | $00: 26,102$ | $00: 30,089$ | 175,14 | $15: 13: 15$ |
| 13 | $01: 49,965$ | $00: 25,762$ | $00: 28,762$ | $00: 25,068$ | $00: 30,373$ | 177,05 | $15: 15: 05$ |



CIRCUIT RICARDO TORMO

Análisis por vuelta Carrera 1 SS300


Insparya 舛Kawasaki RED


Circuit Ricardo Tormo
CTO. ESBK 2023
Análisis por vuelta Carrera 1 SS300

| 79 | 01:48,770 | 0,441 | 76 | 01:48,473 | 11,964 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 55 | 01:48,907 | 0,519 | 32 | 01:49,068 | 13,307 |
| 47 | 01:48,900 | 0,600 | 23 | 01:49,788 | 22,945 |
| 61 | 01:48,860 | 0,855 | 73 | 01:49,831 | 22,951 |
| 71 | 01:49,987 | 9,018 | 21 | 01:49,525 | 24,148 |
| 35 | 01:50,076 | 9,091 | 99 | 01:50,380 | 24,628 |
| 26 | 01:47,802 | 9,097 | 10 | 01:50,828 | 26,774 |
| 92 | 01:48,177 | 9,399 | 44 | 01:51,416 | 26,806 |
| 32 | 01:49,814 | 10,887 | 16 | 01:53,073 | 33,617 |
| 76 | 01:49,709 | 11,107 | 2 | 01:52,494 | 38,605 |
| 23 | 01:49,143 | 19,972 | 48 | 01:51,146 | 40,087 |
| 73 | 01:49,160 | 20,173 | Lap: 13 |  |  |
| 99 | 01:49,254 | 20,953 | Num | Tiempo | GAP |
| 21 | 01:49,237 | 21,727 | Num |  |  |
| 44 | 01:49,597 | 21,869 | 37 | 01:48,430 |  |
| 10 | 01:49,464 | 22,197 | 33 | 01:47,960 | 0,011 |
| 2 | 01:49,763 | 23,115 | 62 | 01:48,381 | 0,097 |
| 16 | 01:50,665 | 25,566 | 79 | 01:48,415 | 0,681 |
| 48 | 01:51,135 | 33,854 |  | 01:48,373 | 0,802 |
| Lap: 11 |  |  | 55 | 01:49,316 | 0,868 |
| Num | Tiempo | GAP | 92 | 01:48,718 | 10,696 |
| 18 | 01:47,446 |  | 26 | 01:49,101 | 10,747 |
| 37 | 01:47,801 | 0,079 | 71 | 01:48,775 | 11,042 |
| 55 | 01:47,452 | 0,249 | 35 | 01:48,685 | 11,101 |
| 62 | 01:47,977 | 0,268 | 76 | 01:49,531 | 13,047 |
| 47 | 01:47,735 | 0,613 | 32 | 01:50,382 | 15,241 |
| 33 | 01:48,108 | 0,733 | 73 | 01:50,533 | 25,036 |
| 61 | 01:48,003 | 1,136 | 23 | 01:50,606 | 25,103 |
| 79 | 01:48,713 | 1,432 | 21 | 01:49,573 | 25,273 |
| 26 | 01:48,845 | 10,220 | 99 | 01:49,965 | 26,145 |
| 71 | 01:49,600 | 10,896 | 10 | 01:50,202 | 28,528 |
| 35 | 01:49,699 | 11,068 | 44 | 01:50,557 | 28,915 |
| 92 | 01:49,477 | 11,154 | 16 | 01:53,938 | 39,107 |
| 76 | 01:48,784 | 12,169 | 2 | 01:52,039 | 42,196 |
| 32 | 01:49,752 | 12,917 | 48 | 01:50,683 | 42,322 |
| 73 | 01:49,347 | 21,798 |  |  |  |
| 23 | 01:49,585 | 21,835 |  |  |  |
| 99 | 01:49,695 | 22,926 |  |  |  |
| 21 | 01:49,296 | 23,301 |  |  |  |
| 44 | 01:49,921 | 24,068 |  |  |  |
| 10 | 01:50,149 | 24,624 |  |  |  |
| 16 | 01:51,378 | 29,222 |  |  |  |
| 2 | 01:59,396 | 34,789 |  |  |  |
| 48 | 01:51,487 | 37,619 |  |  |  |
| Lap: 12 |  |  |  |  |  |
| Num | Tiempo | GAP |  |  |  |
| 55 | 01:48,429 |  |  |  |  |
| 18 | 01:48,680 | 0,002 |  |  |  |
| 37 | 01:48,617 | 0,018 |  |  |  |
| 62 | 01:48,574 | 0,164 |  |  |  |
| 33 | 01:48,444 | 0,499 |  |  |  |
| 47 | 01:48,730 | 0,665 |  |  |  |
| 79 | 01:47,960 | 0,714 |  |  |  |
| 61 | 01:48,419 | 0,877 |  |  |  |
| 26 | 01:48,552 | 10,094 |  |  |  |
| 92 | 01:47,950 | 10,426 |  |  |  |
| 71 | 01:48,497 | 10,715 |  |  |  |
| 35 | 01:48,474 | 10,864 |  |  |  |

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## Lambea

EPERIS
insparya

,umang mom

37 - PEREZ, Jose Luis
33 - SANCHEZ, Gonzalo
62 - TRIAS, Blai
79 - ALONSO, Tomas M.
61 - HIDALGO, Uriel
55 - CALATAYUD, Unai
47 - TORRES, Antonio
26- OCETE, Daniel
35 - FLEMING, Varis
71 - BOLAÑO, Ivan
76 - DIAS, Gonģalo
92 - AZNAR, Joel
32 - VALENTE Rodrigo
73 - NAKAMURA, Ryunosuke
21 - DA SILVA, Rafael
99 - ZHAN, Junhao
23-RAPOSEIRAS, Jordi
10 - DE SOUSA, F.
44-COVARRUBIAS, Adrian
16 - LIRA, EImer Joel
2- RIVERA, Natalia
48 - EUGENIO, Martim A.

- NO CLASIFICADOS

18 - MUÑOZ, Ivan
80 - RENDE, Cameron
-\#71 Sanción de una posici

- \#92 \#23 3 Seg. en carrera

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


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

Cronometrador

Lambea
Lambea

