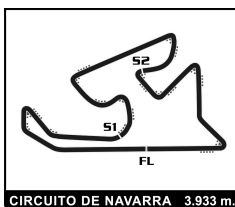




GT-CER
CAMPEONATO DE ESPAÑA RESISTENCIA



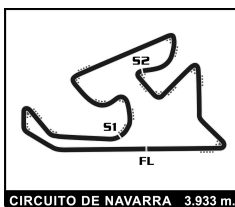
RACE READY
IBERIAN HISTORIC RACING



HGPCA FESTIVAL DE LA VELOCIDAD Carrera 2

Sector Analysis

CARRERA 1							CARRERA 2								
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
11 Motorsport UK 1.Justin Maers							Brabham BT11A 12								
1	1	2:03.616	37.968	43.580	42.068	114.5	2:03.616	4	1	2:04.271	33.827	44.908	45.536	113.9	8:27.885
2	1	1:58.417	32.103	44.155	42.159	119.6	4:02.033	5	1	2:04.318	33.263	44.992	46.063	113.9	10:32.203
3	1	1:58.253	32.650	43.670	41.933	119.7	6:00.286	6	1	2:05.358	34.131	45.643	45.584	112.9	12:37.561
4	1	1:57.509	32.243	43.094	42.172	120.5	7:57.795	7	1	2:03.658	33.264	44.554	45.840	114.5	14:41.219
5	1	1:57.248	31.946	43.121	42.181	120.8	9:55.043	8	1	2:03.626	33.578	45.011	45.037	114.5	16:44.845
6	1	1:56.593	31.774	42.860	41.959	121.4	11:51.636	9	1	2:04.683	34.216	44.673	45.794	113.6	18:49.528
7	1	1:57.345	32.224	43.508	41.613	120.7	13:48.981	10	1	2:04.512	34.225	45.573	44.714	113.7	20:54.040
8	1	1:57.082	31.984	43.026	42.072	120.9	15:46.063	11	1	2:05.298	33.295	46.343	45.660	113.0	22:59.338
9	1	1:56.679	31.633	43.101	41.945	121.3	17:42.742	12	1	2:06.373	33.977	47.269	45.127	112.0	25:05.711
10	1	1:56.598	31.781	43.049	41.768	121.4	19:39.340	13	1	2:03.289	33.605	44.678	45.006	114.8	27:09.000
11	1	1:57.213	32.110	43.481	41.622	120.8	21:36.553								
12	1	1:57.533	31.919	43.875	41.739	120.5	23:34.086								
13	1	1:57.741	31.928	43.978	41.835	120.3	25:31.827								
12 DMSB 1.Rudi Friedrichs							Cooper T53 7b								
1	1	2:04.612	38.436	43.815	42.361	113.6	2:04.612	1	1	2:30.231	49.973	50.773	49.485	94.2	2:30.231
2	1	1:58.581	32.181	43.888	42.512	119.4	4:03.193	2	1	2:19.244	38.675	50.533	50.036	101.7	4:49.475
3	1	1:58.183	32.159	43.585	42.439	119.8	6:01.376	3	1	2:20.407	38.785	50.907	50.715	100.8	7:09.882
4	1	1:57.291	31.880	43.220	42.191	120.7	7:58.667	4	1	2:19.745	38.911	50.744	50.090	101.3	9:29.627
5	1	1:56.919	31.637	43.096	42.186	121.1	9:55.586	5	1	2:20.751	38.508	51.325	50.918	100.6	11:50.378
6	1	1:56.607	31.693	42.973	41.941	121.4	11:52.193	6	1	2:20.887	39.199	51.190	50.498	100.5	14:11.265
7	1	1:56.533	31.546	42.824	42.163	121.5	13:48.726	7	1	2:20.459	38.907	51.024	50.528	100.8	16:31.724
8	1	1:56.570	31.722	42.260	42.588	121.5	15:45.296	8	1	2:21.552	39.104	51.958	50.490	100.0	18:53.276
9	1	1:56.647	31.829	42.787	42.031	121.4	17:41.943	9	1	2:20.070	38.573	51.008	50.489	101.1	21:13.346
10	1	1:57.225	31.815	43.095	42.315	120.8	19:39.168	10	1	2:22.007	38.822	52.180	51.005	99.7	23:35.353
11	1	1:56.778	31.715	42.832	42.231	121.2	21:35.946	11	1	2:21.794	38.596	52.278	50.920	99.9	25:57.147
12	1	1:57.261	31.625	43.563	42.073	120.7	23:33.207								
13	1	1:57.628	31.816	43.608	42.204	120.4	25:30.835								
16 DMSB 1.Klara Rettenmaier							Cooper Bristol Mk II 5								
1	1	2:37.710	52.314	53.209	52.187	89.8	2:37.710	1	1	2:10.109	40.461	45.085	44.563	108.8	2:10.109
2	1	2:26.315	40.983	53.115	52.217	96.8	5:04.025	2	1	2:04.258	32.618	46.725	44.915	113.9	4:14.367
3	1	2:26.871	40.893	53.681	52.297	96.4	7:30.896	3	1	2:03.566	32.920	45.733	44.913	114.6	6:17.933
4	1	2:25.504	40.887	52.926	51.691	97.3	9:56.400	4	1	2:04.656	33.360	46.227	45.069	113.6	8:22.589
5	1	2:23.147	40.077	51.856	51.214	98.9	12:19.547	5	1	2:03.454	32.979	45.633	44.842	114.7	10:26.043
6	1	2:24.603	39.882	52.960	51.761	97.9	14:44.150	6	1	2:03.883	33.090	45.670	45.123	114.3	12:29.926
7	1	2:22.548	40.060	51.780	50.708	99.3	17:06.698	7	1	2:03.630	33.238	45.734	44.658	114.5	14:33.556
8	1	2:22.147	39.689	51.788	50.670	99.6	19:28.845	8	1	2:04.351	33.604	45.645	45.102	113.9	16:37.907
9	1	2:22.356	39.483	51.780	51.093	99.5	21:51.201	9	1	2:04.148	33.338	46.021	44.789	114.0	18:42.055
10	1	2:22.462	39.638	52.294	50.530	99.4	24:13.663	10	1	2:03.985	33.410	45.750	44.825	114.2	20:46.040
11	1	2:23.370	39.682	52.217	51.471	98.8	26:37.033	11	1	2:05.226	33.482	46.135	45.609	113.1	22:51.266
								12	1	2:05.435	33.550	46.681	45.204	112.9	24:56.701
								13	1	2:05.567	33.131	46.656	45.780	112.8	27:02.268
27 Motorsport UK 1.Steve Hart							Cooper Maserati T51 9								
1	1	2:10.109	40.461	45.085	44.563	108.8	2:10.109	1	1	2:11.738	41.597	45.534	44.607	107.5	2:11.738
2	1	2:04.258	32.618	46.725	44.915	113.9	4:14.367	2	1	2:03.950	33.560	45.779	44.611	114.2	4:15.688
3	1	2:03.566	32.920	45.733	44.913	114.6	6:17.933	3	1	2:03.685	33.638	45.304	44.743	114.5	6:19.373
4	1	2:04.656	33.360	46.227	45.069	113.6	8:22.589	4	1	2:03.779	33.588	45.775	44.416	114.4	8:23.152
5	1	2:03.454	32.979	45.633	44.842	114.7	10:26.043	5	1	2:03.640	33.447	45.599	44.594	114.5	10:26.792
6	1	2:03.883	33.090	45.670	45.123	114.3	12:29.926	6	1	2:03.552	33.314	45.865	44.373	114.6	12:30.344
7	1	2:03.630	33.238	45.734	44.658	114.5	14:33.556	7	1	2:04.396	34.342	45.807	44.247	113.8	14:34.740
8	1	2:04.351	33.604	45.645	45.102	113.9	16:37.907	8	1	2:04.315	33.666	45.263	45.386	113.9	16:39.055
9	1	2:04.148	33.338	46.021	44.789	114.0	18:42.055	9	1	2:04.543	34.535	45.487	44.521	113.7	18:43.598
10	1	2:03.985	33.410	45.750	44.825	114.2	20:46.040	10	1	2:03.827	33.529	45.802	44.496	114.3	20:47.425
11	1	2:05.226	33.482	46.135	45.609	113.1	22:51.266								
12	1	2:05.435	33.550	46.681	45.204	112.9	24:56.701								
13	1	2:05.567	33.131	46.656	45.780	112.8	27:02.268								
31 RSEA 1.Guillermo Fierro							Maserati 250F 2501/2523 6								
1	1	2:11.738	41.597	45.534	44.607	107.5	2:11.738								
2	1	2:03.950	33.560	45.779	44.611	114.2	4:15.688								
3	1	2:03.685	33.638	45.304	44.743	114.5	6:19.373								
4	1	2:03.779	33.588	45.775	44.416	114.4	8:23.152								
5	1	2:03.640	33.447	45.599	44.594	114.5	10:26.792								
6	1	2:03.552	33.314	45.865	44.373	114.6	12:30.344								
7	1	2:04.396	34.342	45.807	44.247	113.8	14:34.740								
8	1	2:04.315	33.666	45.263	45.386	113.9	16:39.055								
9	1	2:04.543	34.535	45.487	44.521	113.7	18:43.598								
10	1	2:03.827	33.529	45.802	44.496	114.3	20:47.425								

GT-CER
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY
IBERIAN HISTORIC RACING

HGPCA FESTIVAL DE LA VELOCIDAD Carrera 2

Sector Analysis

CARRERA 2							SECTOR ANALYSIS																																																																																																																					
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed																																																																																																													
11	1	2:06.771	34.255	47.552	44.964	111.7	22:54.196	4	1	2:12.469	36.062	47.934	48.473	106.9	9:01.812																																																																																																													
12	1	2:05.624	34.427	46.831	44.366	112.7	24:59.820	5	1	2:12.036	35.922	47.852	48.262	107.2	11:13.848																																																																																																													
13	1	2:05.357	33.763	46.507	45.087	112.9	27:05.177	6	1	2:11.155	35.218	47.492	48.445	108.0	13:25.003																																																																																																													
37 KNAF 1.Eddy Perk Heron F1 10a							<table border="1"> <thead> <tr> <th>Lap</th><th>D</th><th>Time</th><th>Sector 1</th><th>Sector 2</th><th>Sector 3</th><th>Kph</th><th>Elapsed</th> </tr> </thead> <tbody> <tr> <td>7</td><td>1</td><td>2:11.884</td><td>35.560</td><td>47.739</td><td>48.585</td><td>107.4</td><td>15:36.887</td> </tr> <tr> <td>8</td><td>1</td><td>2:15.650</td><td>36.294</td><td>49.683</td><td>49.673</td><td>104.4</td><td>17:52.537</td> </tr> <tr> <td>9</td><td>1</td><td>2:14.723</td><td>37.029</td><td>49.193</td><td>48.501</td><td>105.1</td><td>20:07.260</td> </tr> <tr> <td>10</td><td>1</td><td>2:14.201</td><td>35.958</td><td>49.738</td><td>48.505</td><td>105.5</td><td>22:21.461</td> </tr> <tr> <td>11</td><td>1</td><td>2:16.551</td><td>38.721</td><td>49.100</td><td>48.730</td><td>103.7</td><td>24:38.012</td> </tr> <tr> <td>12</td><td>1</td><td>2:15.552</td><td>36.885</td><td>49.680</td><td>48.987</td><td>104.5</td><td>26:53.564</td> </tr> </tbody> </table>						Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	7	1	2:11.884	35.560	47.739	48.585	107.4	15:36.887	8	1	2:15.650	36.294	49.683	49.673	104.4	17:52.537	9	1	2:14.723	37.029	49.193	48.501	105.1	20:07.260	10	1	2:14.201	35.958	49.738	48.505	105.5	22:21.461	11	1	2:16.551	38.721	49.100	48.730	103.7	24:38.012	12	1	2:15.552	36.885	49.680	48.987	104.5	26:53.564																																																								
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12	1	2:08.337	34.650	47.747	45.940	110.3	25:12.312																																																																																																																					
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44 DMSB 1.Klaus Bergs Lotus 18 908 10a							<table border="1"> <thead> <tr> <th>Lap</th><th>D</th><th>Time</th><th>Sector 1</th><th>Sector 2</th><th>Sector 3</th><th>Kph</th><th>Elapsed</th> </tr> </thead> <tbody> <tr> <td>1</td><td>1</td><td>2:04.415</td><td>32.290</td><td>43.741</td><td>42.384</td><td>119.6</td><td>6:02.068</td> </tr> <tr> <td>2</td><td>1</td><td>2:05.414</td><td>39.059</td><td>43.776</td><td>42.579</td><td>112.9</td><td>2:05.414</td> </tr> <tr> <td>3</td><td>1</td><td>1:58.415</td><td>32.290</td><td>43.741</td><td>42.384</td><td>119.6</td><td>6:02.068</td> </tr> <tr> <td>4</td><td>1</td><td>1:57.683</td><td>32.021</td><td>43.498</td><td>42.164</td><td>120.3</td><td>7:59.751</td> </tr> <tr> <td>5</td><td>1</td><td>1:56.840</td><td>31.583</td><td>42.924</td><td>42.333</td><td>121.2</td><td>9:56.591</td> </tr> <tr> <td>6</td><td>1</td><td>1:57.345</td><td>31.595</td><td>42.953</td><td>42.797</td><td>120.7</td><td>11:53.936</td> </tr> <tr> <td>7</td><td>1</td><td>1:57.708</td><td>32.205</td><td>43.170</td><td>42.333</td><td>120.3</td><td>13:51.644</td> </tr> <tr> <td>8</td><td>1</td><td>1:56.250</td><td>31.425</td><td>42.702</td><td>42.123</td><td>121.8</td><td>15:47.894</td> </tr> <tr> <td>9</td><td>1</td><td>1:57.006</td><td>31.431</td><td>43.263</td><td>42.312</td><td>121.0</td><td>17:44.900</td> </tr> <tr> <td>10</td><td>1</td><td>1:58.422</td><td>32.648</td><td>43.517</td><td>42.257</td><td>119.6</td><td>19:43.322</td> </tr> <tr> <td>11</td><td>1</td><td>2:02.592</td><td>32.228</td><td>45.949</td><td>44.415</td><td>115.5</td><td>21:45.914</td> </tr> <tr> <td>12</td><td>1</td><td>2:04.528</td><td>33.523</td><td>46.470</td><td>44.535</td><td>113.7</td><td>23:50.442</td> </tr> <tr> <td>13</td><td>1</td><td>2:05.713</td><td>33.890</td><td>46.390</td><td>45.433</td><td>112.6</td><td>25:56.155</td> </tr> </tbody> </table>						Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	1	1	2:04.415	32.290	43.741	42.384	119.6	6:02.068	2	1	2:05.414	39.059	43.776	42.579	112.9	2:05.414	3	1	1:58.415	32.290	43.741	42.384	119.6	6:02.068	4	1	1:57.683	32.021	43.498	42.164	120.3	7:59.751	5	1	1:56.840	31.583	42.924	42.333	121.2	9:56.591	6	1	1:57.345	31.595	42.953	42.797	120.7	11:53.936	7	1	1:57.708	32.205	43.170	42.333	120.3	13:51.644	8	1	1:56.250	31.425	42.702	42.123	121.8	15:47.894	9	1	1:57.006	31.431	43.263	42.312	121.0	17:44.900	10	1	1:58.422	32.648	43.517	42.257	119.6	19:43.322	11	1	2:02.592	32.228	45.949	44.415	115.5	21:45.914	12	1	2:04.528	33.523	46.470	44.535	113.7	23:50.442	13	1	2:05.713	33.890	46.390	45.433	112.6	25:56.155
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248 DMSB 1.Klaus Lehr Maserati 250F CM5 6							<table border="1"> <thead> <tr> <th>Lap</th><th>D</th><th>Time</th><th>Sector 1</th><th>Sector 2</th><th>Sector 3</th><th>Kph</th><th>Elapsed</th> </tr> </thead> <tbody> <tr> <td>1</td><td>1</td><td>2:18.831</td><td>44.989</td><td>47.098</td><td>46.744</td><td>102.0</td><td>2:18.831</td> </tr> <tr> <td>2</td><td>1</td><td>2:08.840</td><td>34.731</td><td>47.346</td><td>46.763</td><td>109.9</td><td>4:27.671</td> </tr> <tr> <td>3</td><td>1</td><td>2:10.099</td><td>35.496</td><td>47.819</td><td>46.784</td><td>108.8</td><td>6:37.770</td> </tr> <tr> <td>4</td><td>1</td><td>2:09.121</td><td>34.947</td><td>47.418</td><td>46.756</td><td>109.7</td><td>8:46.891</td> </tr> <tr> <td>5</td><td>1</td><td>2:10.403</td><td>35.944</td><td>47.472</td><td>46.987</td><td>108.6</td><td>10:57.294</td> </tr> <tr> <td>6</td><td>1</td><td>2:10.194</td><td>34.883</td><td>47.938</td><td>47.373</td><td>108.8</td><td>13:07.488</td> </tr> <tr> <td>7</td><td>1</td><td>2:10.513</td><td>35.492</td><td>47.920</td><td>47.101</td><td>108.5</td><td>15:18.001</td> </tr> <tr> <td>8</td><td>1</td><td>2:09.957</td><td>35.820</td><td>48.057</td><td>46.080</td><td>108.9</td><td>17:27.958</td> </tr> <tr> <td>9</td><td>1</td><td>2:11.331</td><td>36.474</td><td>48.391</td><td>46.466</td><td>107.8</td><td>19:39.289</td> </tr> <tr> <td>10</td><td>1</td><td>2:13.473</td><td>35.951</td><td>50.207</td><td>47.315</td><td>106.1</td><td>21:52.762</td> </tr> <tr> <td>11</td><td>1</td><td>2:13.670</td><td>36.482</td><td>49.889</td><td>47.299</td><td>105.9</td><td>24:06.432</td> </tr> </tbody> </table>						Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	1	1	2:18.831	44.989	47.098	46.744	102.0	2:18.831	2	1	2:08.840	34.731	47.346	46.763	109.9	4:27.671	3	1	2:10.099	35.496	47.819	46.784	108.8	6:37.770	4	1	2:09.121	34.947	47.418	46.756	109.7	8:46.891	5	1	2:10.403	35.944	47.472	46.987	108.6	10:57.294	6	1	2:10.194	34.883	47.938	47.373	108.8	13:07.488	7	1	2:10.513	35.492	47.920	47.101	108.5	15:18.001	8	1	2:09.957	35.820	48.057	46.080	108.9	17:27.958	9	1	2:11.331	36.474	48.391	46.466	107.8	19:39.289	10	1	2:13.473	35.951	50.207	47.315	106.1	21:52.762	11	1	2:13.670	36.482	49.889	47.299	105.9	24:06.432																
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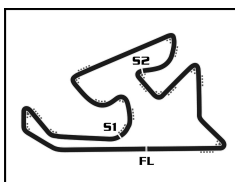
GT-CER
CAMPEONATO DE ESPAÑA RESISTENCIA



RACE READY
IBERIAN HISTORIC RACING



CIRCUITO DE NAVARRA



CIRCUITO DE NAVARRA 3.933 m

HGPCA FESTIVAL DE LA VELOCIDAD Carrera 2

Sector Analysis

— Invalidated Lap ■ Personal Best ■ Session Best B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
12	1	2:10.975	35.384	49.269	46.322	108.1	26:17.407								