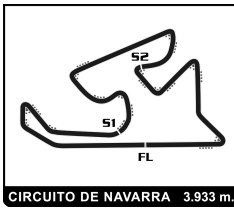


GT-CER  
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY  
IBERIAN HISTORIC RACING

CIRCUITO DE NAVARRA



# HISTORIC ENDURANCE FESTIVAL DE LA VELOCIDAD Carrera 2

## Sector Analysis

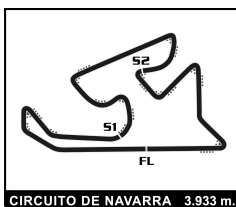
— Invalidated Lap

■ 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
<b>11</b> Florent Cazalot Lotus Seven 1.Florent Cazalot GTP & SC								13 2 2:13.702 41.507 47.684 44.511 105.9 27:13.485							
1 1 2:34.277 B 39.397 45.541 1:09.339 91.8 2:34.277								14 2 2:04.152 33.421 45.510 45.221 114.0 29:17.637							
2 1 2:09.627 38.601 45.219 45.807 109.2 4:43.904								15 2 2:04.968 33.364 46.336 45.268 113.3 31:22.605							
3 1 2:04.508 33.895 45.025 45.588 113.7 6:48.412								16 2 2:04.003 33.085 45.510 45.408 114.2 33:26.608							
4 1 2:03.308 32.931 44.831 45.546 114.8 8:51.720								17 2 2:00.369 32.569 44.033 43.767 117.6 35:26.977							
5 1 2:04.288 33.064 44.989 46.235 113.9 10:56.008								18 2 2:02.916 33.633 44.814 44.469 115.2 37:29.893							
6 1 2:04.509 33.586 45.340 45.583 113.7 13:00.517								19 2 2:03.579 33.628 45.005 44.946 114.6 39:33.472							
7 1 2:04.386 33.293 45.632 45.461 113.8 15:04.903								20 2 2:03.253 33.829 45.180 44.244 114.9 41:36.725							
8 1 2:05.533 34.353 45.044 46.136 112.8 17:10.436								21 2 2:04.044 33.593 45.798 44.653 114.1 43:40.769							
9 1 2:06.167 34.119 45.415 46.633 112.2 19:16.603								22 2 2:03.122 33.205 45.373 44.544 115.0 45:43.891							
10 1 2:04.573 33.704 45.243 45.626 113.7 21:21.176								23 2 2:04.420 33.968 45.466 44.986 113.8 47:48.311							
								24 2 2:05.688 35.030 45.074 45.584 112.7 49:53.999							
								25 2 2:04.794 33.597 45.036 46.161 113.5 51:58.793							
<b>18</b> Nou Onze Team Porsche 911 SWB 1.Carlos Beltran GDS								<b>22</b> Ellie Birchenhough Austin Mini Cooper S 1.Ellie Birchenhough GDS 2.Nick Topliss							
1 1 2:31.913 49.459 51.036 51.418 93.2 2:31.913								1 1 2:40.576 53.205 55.101 52.270 88.2 2:40.576							
2 1 2:19.927 39.820 50.109 49.998 101.2 4:51.840								2 1 2:27.977 40.712 54.896 52.369 95.7 5:08.553							
3 1 2:17.675 38.268 49.352 50.055 102.8 7:09.515								3 1 2:27.580 40.979 54.260 52.341 95.9 7:36.133							
4 1 2:18.123 37.717 50.179 50.227 102.5 9:27.638								4 1 2:26.937 40.286 54.618 52.033 96.4 10:03.070							
5 1 2:19.877 38.887 51.001 49.989 101.2 11:47.515								5 1 2:27.472 41.549 53.346 52.577 96.0 12:30.542							
6 1 2:18.937 38.663 50.310 49.964 101.9 14:06.452								6 1 2:29.621 40.850 55.774 52.997 94.6 15:00.163							
7 1 2:18.806 38.441 49.942 50.423 102.0 16:25.258								7 1 2:33.777 45.223 55.567 52.987 92.1 17:33.940							
8 1 2:20.346 38.923 51.211 50.212 100.9 18:45.604								8 1 2:31.929 42.630 55.551 53.748 93.2 20:05.869							
9 1 3:39.343 B 39.726 50.274 2:09.343 64.6 22:24.947								9 1 3:44.608 B 41.533 54.423 2:08.652 63.0 23:50.477							
10 1 2:34.339 47.256 52.618 54.465 91.7 24:59.286								10 2 2:25.349 43.438 51.327 50.584 97.4 26:15.826							
11 1 2:26.987 40.807 53.743 52.437 96.3 27:26.273								11 2 2:20.460 39.348 50.660 50.452 100.8 28:36.286							
12 1 2:25.447 41.208 52.501 51.738 97.3 29:51.720								12 2 2:20.125 39.169 50.665 50.291 101.0 30:56.411							
13 1 2:23.809 40.623 52.123 51.063 98.5 32:15.529								13 2 2:19.184 38.780 50.368 50.036 101.7 33:15.595							
14 1 2:23.280 40.295 51.885 51.100 98.8 34:38.809								14 2 2:20.670 39.893 50.501 50.276 100.7 35:36.265							
15 1 2:24.372 40.121 52.883 51.368 98.1 37:03.181								15 2 2:30.820 B 40.087 50.910 59.823 93.9 38:07.085							
16 1 2:22.951 39.778 51.712 51.461 99.0 39:26.132								16 2 2:22.897 41.265 50.697 50.935 99.1 40:29.982							
17 1 2:24.555 40.152 52.831 51.572 97.9 41:50.687								17 2 2:19.539 38.359 50.476 50.704 101.5 42:49.521							
18 1 2:25.096 40.124 53.571 51.401 97.6 44:15.783								18 2 2:19.127 38.452 50.338 50.337 101.8 45:08.648							
19 1 2:24.831 40.668 52.446 51.717 97.8 46:40.614								19 2 2:51.180 B 39.169 50.444 1:21.567 82.7 47:59.828							
20 1 2:24.146 40.668 52.003 51.475 98.2 49:04.760								20 2 2:29.606 48.653 50.465 50.488 94.6 50:29.434							
21 1 2:23.462 39.483 52.338 51.641 98.7 51:28.222								21 2 2:19.638 39.282 50.423 49.933 101.4 52:49.072							
22 1 2:24.218 40.843 51.695 51.680 98.2 53:52.440															
<b>19</b> Jordi Puig Ford GT 40 1.Jordi Puig GTP & SC 2.Fernando Navarrete								<b>23</b> Nou Onze Team Porsche 356 Speedster 1.Vincent Tourneur H-1965							
1 1 2:00.323 35.636 42.806 41.881 117.7 2:00.323								1 1 2:49.189 57.852 55.259 56.078 83.7 2:49.189							
2 1 1:53.857 30.533 41.803 41.521 124.4 3:54.180								2 1 2:32.632 41.951 55.094 55.587 92.8 5:21.821							
3 1 1:58.725 31.650 43.741 43.334 119.3 5:52.905								3 1 2:32.818 41.967 54.972 55.879 92.7 7:54.639							
4 1 1:58.930 32.524 43.183 43.223 119.1 7:51.835								4 1 2:33.668 42.390 55.266 56.012 92.1 10:28.307							
5 1 1:58.360 31.769 43.445 43.146 119.6 9:50.195								5 1 2:39.352 43.712 57.970 57.670 88.9 13:07.659							
6 1 1:58.007 31.964 43.149 42.894 120.0 11:48.202								6 1 2:32.780 42.466 55.179 55.135 92.7 15:40.439							
7 1 2:00.136 33.357 43.575 43.204 117.9 13:48.338								7 1 2:34.018 42.454 55.537 56.027 91.9 18:14.457							
8 1 1:58.893 32.319 43.544 43.030 119.1 15:47.231								8 1 2:34.329 42.286 56.168 55.875 91.7 20:48.786							
9 1 1:59.057 32.382 43.839 42.836 118.9 17:46.288								9 1 4:00.727 B 42.379 56.587 2:21.761 58.8 24:49.513							
10 1 1:59.096 31.682 44.453 42.961 118.9 19:45.384								10 1 2:42.732 48.939 57.757 56.036 87.0 27:32.245							
11 1 1:58.030 32.008 43.299 42.723 120.0 21:43.414								11 1 2:34.155 42.187 55.882 56.086 91.8 30:06.400							
12 1 3:16.369 B 32.242 44.006 2:00.121 72.1 24:59.783								12 1 2:35.686 42.478 56.519 56.689 90.9 32:42.086							
								13 1 2:36.747 42.090 57.469 57.188 90.3 35:18.833							
								14 1 2:37.597 43.129 57.175 57.293 89.8 37:56.430							
								15 1 2:38.759 44.580 56.924 57.255 89.2 40:35.189							

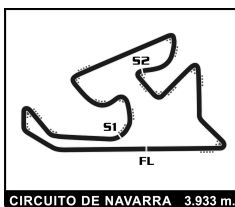
GT-CER  
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY  
IBERIAN HISTORIC RACING

# HISTORIC ENDURANCE 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
16	1	2:33.514	41.915	55.348	56.251	92.2	43:08.703	23	1	2:09.142	35.329	47.221	46.592	109.6	50:29.910
17	1	<b>2:31.043</b>	<b>41.525</b>	54.317	55.201	93.7	45:39.746	24	1	2:08.613	35.395	46.723	46.495	110.1	52:38.523
18	1	2:31.417	41.872	<b>54.273</b>	55.272	93.5	48:11.163	<b>34</b> Carlos M. Santos 1.Carlos M. Santos 2.Carlos A. Santos Ford Escort RS 2000 H-1976							
19	1	2:34.648	41.576	56.640	56.432	91.6	50:45.811								
20	1	2:31.893	41.853	55.004	<b>55.036</b>	93.2	53:17.704								
<b>26</b>		Robin Ellis 1.Robin Ellis		Lotus Elite GDS											
1	1	2:37.498	56.429	49.735	51.334	89.9	2:37.498	1	1	2:26.818	47.700	49.641	<b>49.477</b>	96.4	2:26.818
2	1	2:17.164	37.601	49.549	50.014	103.2	4:54.662	2	1	2:17.315	37.295	50.194	49.826	103.1	4:44.133
3	1	<b>2:16.061</b>	36.626	49.371	50.064	104.1	7:10.723	3	1	2:17.152	37.083	50.416	49.653	103.2	7:01.285
4	1	2:18.677	37.357	50.359	50.961	102.1	9:29.400	4	1	2:15.746	36.988	<b>48.252</b>	50.506	104.3	9:17.031
5	1	2:17.177	37.554	49.471	50.152	103.2	11:46.577	5	1	2:14.943	36.483	48.712	49.748	104.9	11:31.974
6	1	2:16.733	37.884	<b>49.032</b>	<b>49.817</b>	103.6	14:03.310	6	1	2:14.851	36.510	48.622	49.719	105.0	13:46.825
7	1	2:17.972	38.247	49.753	49.972	102.6	16:21.282	7	1	<b>2:14.761</b>	36.444	48.615	49.702	105.1	16:01.586
8	1	2:16.585	37.161	49.488	49.936	103.7	18:37.867	8	1	2:14.790	36.658	48.496	49.636	105.0	18:16.376
9	1	2:17.916	37.470	49.991	50.455	102.7	20:55.783	9	1	2:15.092	36.953	48.422	49.717	104.8	20:31.468
10	1	2:17.389	36.769	50.215	50.405	103.1	23:13.172	10	1	2:15.709	37.155	48.553	50.001	104.3	22:47.177
11	1	2:16.842	<b>36.470</b>	49.837	50.535	103.5	25:30.014	11	1	4:02.849 B	<b>36.219</b>	48.983	2:37.647	58.3	26:50.026
12	1	3:35.528 B	37.322	50.164	2:08.042	65.7	29:05.542	12	2	2:37.226	50.315	52.383	54.528	90.1	29:27.252
13	1	2:25.709	44.172	51.440	50.097	97.2	31:31.251	13	2	2:21.200	39.088	50.367	51.745	100.3	31:48.452
14	1	2:18.339	36.837	49.845	51.657	102.3	33:49.590	14	2	2:31.640	46.460	53.051	52.129	93.4	34:20.092
15	1	2:19.093	37.833	50.473	50.787	101.8	36:08.683	15	2	2:24.669	40.251	51.955	52.463	97.9	36:44.761
16	1	2:17.238	37.035	49.863	50.340	103.2	38:25.921	16	2	2:24.564	40.530	51.770	52.264	97.9	39:09.325
17	1	2:18.054	37.232	50.474	50.348	102.6	40:43.975	17	2	2:20.709	38.683	50.030	51.996	100.6	41:30.034
18	1	2:17.529	37.006	49.616	50.907	103.0	43:01.504	18	2	2:22.760	39.073	50.881	52.806	99.2	43:52.794
19	1	2:18.340	37.160	50.303	50.877	102.3	45:19.844	19	2	2:20.035	37.904	50.152	51.979	101.1	46:12.829
20	1	2:16.071	36.657	49.475	49.939	104.1	47:35.915	20	2	2:21.674	38.767	50.675	52.232	99.9	48:34.503
21	1	2:21.075	37.760	51.421	51.894	100.4	49:56.990	21	2	2:21.915	39.038	50.443	52.434	99.8	50:56.418
22	1	2:17.522	37.099	50.090	50.333	103.0	52:14.512	22	2	2:23.523	38.860	52.228	52.435	98.7	53:19.941
<b>27</b>		Carlos Barbot 1.Carlos Barbot		Lotus Elan 26R H-1965											
1	1	2:10.042	39.056	<b>45.038</b>	<b>45.948</b>	108.9	2:10.042	<b>49</b> Joaquim Soares 1.Joaquim Soares Lotus Elan H-1971							
2	1	2:08.133	35.013	46.020	47.100	110.5	4:18.175								
3	1	2:08.832	36.526	46.076	46.230	109.9	6:27.007								
4	1	2:07.943	35.217	45.871	46.855	110.7	8:34.950								
5	1	2:08.803	34.888	46.629	47.286	109.9	10:43.753								
6	1	2:08.323	34.721	46.495	47.107	110.3	12:52.076								
7	1	2:07.960	34.792	46.500	46.668	110.7	15:00.036								
8	1	2:08.461	34.819	46.699	46.943	110.2	17:08.497								
9	1	2:08.497	34.647	46.465	47.385	110.2	19:16.994								
10	1	3:24.235 B	34.664	46.259	2:03.312	69.3	22:41.229								
11	1	2:13.825	40.126	45.860	47.839	105.8	24:55.054								
12	1	2:08.382	34.554	46.799	47.029	110.3	27:03.436								
13	1	2:08.063	34.677	46.040	47.346	110.6	29:11.499								
14	1	2:07.929	35.230	46.585	46.114	110.7	31:19.428								
15	1	2:09.071	34.964	46.402	47.705	109.7	33:28.499								
16	1	2:06.900	34.797	45.814	46.289	111.6	35:35.399								
17	1	2:07.044	<b>34.070</b>	46.771	46.203	111.4	37:42.443								
18	1	2:07.890	34.839	46.521	46.530	110.7	39:50.333								
19	1	2:06.958	34.884	46.049	46.025	111.5	41:57.291								
20	1	2:08.325	34.703	47.181	46.441	110.3	44:05.616								
21	1	<b>2:06.803</b>	34.628	45.864	46.311	111.7	46:12.419								
22	1	2:08.349	35.382	46.538	46.429	110.3	48:20.768								
1	1	2:17.614	41.779	48.648	47.187	102.9	2:17.614								
2	1	2:09.324	35.111	47.524	46.689	109.5	4:26.938								
3	1	2:08.947	35.279	46.865	46.803	109.8	6:35.885								
4	1	2:09.351	35.247	47.422	46.682	109.5	8:45.236								
5	1	2:11.496	34.839	48.237	48.420	107.7	10:56.732								
6	1	2:08.730	35.216	46.894	46.620	110.0	13:05.462								
7	1	2:07.784	34.341	46.645	46.798	110.8	15:13.246								
8	1	2:08.034	34.794	46.929	<b>46.311</b>	110.6	17:21.280								
9	1	2:07.699	34.705	46.510	46.484	110.9	19:28.979								
10	1	2:09.089	34.590	47.280	47.219	109.7	21:38.068								
11	1	3:26.494 B	34.578	46.543	2:05.373	68.6	25:04.562								
12	1	2:14.997	41.075	47.333	46.589	104.9	27:19.559								
13	1	2:08.789	34.644	47.316	46.829	109.9	29:28.348								
14	1	2:08.878	35.502	46.819	46.557	109.9	31:37.226								
15	1	2:08.056	35.182	46.315	46.559	110.6	33:45.282								
16	1	2:07.881	34.406	46.800	46.675	110.7	35:53.163								
17	1	2:08.448	34.709	47.186	46.553	110.2	38:01.611								
18	1	2:08.026	34.930	46.689	46.407	110.6	40:09.637								
19	1	2:08.364	34.879	46.783	46.702	110.3	42:18.001								
20	1	2:08.167	34.481	47.038	46.648	110.5	44:26.168								
21	1	<b>2:06.750</b>	<b>34.178</b>	<b>46.071</b>	46.501	111.7	46:32.918								
22	1	2:07.603	34.634	46.124	46.845	111.0	48:40.521								
23	1	2:08.212	34.711	47.051	46.450	110.4	50:48.733								
24	1	2:09.605	35.322	47.232	47.051	109.2	52:58.338								

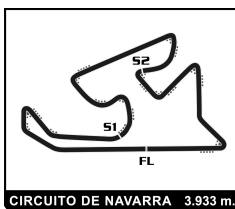
GT-CER  
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY  
IBERIAN HISTORIC RACING

# HISTORIC ENDURANCE 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				
<b>58</b>	Savinien Legeleux 1.Savinien Legeleux							Lotus Seven GTP & SC											
	1	1	2:15.227	40.457	<b>47.076</b>	47.694	104.7	2:15.227	1	1	2:25.652	45.488	49.747	50.417	97.2	2:25.652			
	2	1	<b>2:08.931</b>	<b>34.279</b>	47.545	47.107	109.8	4:24.158	2	1	2:17.220	37.372	49.937	49.911	103.2	4:42.872			
	3	1	2:09.026	34.530	47.316	47.180	109.7	6:33.184	3	1	2:17.540	37.397	49.573	50.570	102.9	7:00.412			
	4	1	2:09.251	34.527	47.548	47.176	109.5	8:42.435	4	1	2:16.361	36.823	48.850	50.688	103.8	9:16.773			
	5	1	3:21.286B	34.568	48.543	1:58.175	70.3	12:03.721	5	1	2:15.622	<b>36.492</b>	49.700	49.430	104.4	11:32.395			
	6	1	2:16.254	40.846	47.938	47.470	103.9	14:19.975	6	1	2:16.570	37.378	48.975	50.217	103.7	13:48.965			
	7	1	2:09.665	34.969	47.599	47.097	109.2	16:29.640	7	1	<b>2:14.695</b>	36.624	<b>48.811</b>	<b>49.260</b>	105.1	16:03.660			
	8	1	2:10.307	35.029	48.289	<b>46.989</b>	108.7	18:39.947	8	1	2:16.198	37.821	48.884	49.493	104.0	18:19.858			
	9	1	2:10.074	34.904	47.586	47.584	108.9	20:50.021	9	1	2:16.700	37.156	49.932	49.612	103.6	20:36.558			
	10	1	2:10.343	34.994	47.979	47.370	108.6	23:00.364	10	1	2:16.260	37.274	49.167	49.819	103.9	22:52.818			
	11	1	3:51.046B	34.758	48.786	2:27.502	61.3	26:51.410	11	1	3:34.451B	37.387	49.063	2:08.001	66.0	26:27.269			
	12	1	2:20.042	43.760	47.923	48.359	101.1	29:11.452	12	1	2:23.913	43.241	49.437	51.235	98.4	28:51.182			
	13	1	2:14.850	37.181	49.581	48.088	105.0	31:26.302	13	1	2:17.121	37.751	49.659	49.711	103.3	31:08.303			
	14	1	2:10.353	34.666	47.673	48.014	108.6	33:36.655	14	1	2:17.854	37.793	49.576	50.485	102.7	33:26.157			
	15	1	2:11.418	35.092	47.891	48.435	107.7	35:48.073	15	1	2:18.607	37.938	50.438	50.231	102.2	35:44.764			
	16	1	2:10.245	34.925	47.845	47.475	108.7	37:58.318	16	1	2:18.820	37.447	50.987	50.386	102.0	38:03.584			
	17	1	2:11.405	34.992	48.488	47.925	107.7	40:09.723	17	1	2:18.263	37.893	50.402	49.968	102.4	40:21.847			
	18	1	2:11.009	35.321	47.978	47.710	108.1	42:20.732	18	1	2:17.994	37.465	49.531	50.998	102.6	42:39.841			
	19	1	2:10.046	34.626	48.042	47.378	108.9	44:30.778	19	1	2:17.407	37.451	49.723	50.233	103.0	44:57.248			
	20	1	2:09.257	34.341	47.110	47.806	109.5	46:40.035	20	1	2:17.347	37.581	49.885	49.881	103.1	47:14.595			
	21	1	2:10.187	34.884	48.064	47.239	108.8	48:50.222	21	1	2:18.304	37.861	49.772	50.671	102.4	49:32.899			
	22	1	2:11.254	34.936	47.902	48.416	107.9	51:01.476	22	1	2:19.749	38.222	50.347	51.180	101.3	51:52.648			
	23	1	2:12.401	35.039	48.098	49.264	106.9	53:13.877	23	1	2:23.667	38.702	51.391	53.574	98.6	54:16.315			
<b>92</b>	Michel Mora 1.Michel Mora							Porsche 911 SWB GDS											
	1	1	6:01.707	4:20.266	51.526	49.915	39.1	6:01.707	1	1	6:01.707	4:20.266	51.526	49.915	39.1	6:01.707			
	2	1	2:16.306	37.488	49.036	49.782	103.9	8:18.013	2	1	2:16.306	37.488	49.036	49.782	103.9	8:18.013			
	3	1	2:17.164	37.817	49.358	49.989	103.2	10:35.177	3	1	2:17.164	37.817	49.358	49.989	103.2	10:35.177			
	4	1	2:20.416	37.760	51.056	51.600	100.8	12:55.593	4	1	2:20.416	37.760	51.056	51.600	100.8	12:55.593			
	5	1	2:20.747	37.683	50.475	52.589	100.6	15:16.340	5	1	2:20.747	37.683	50.475	52.589	100.6	15:16.340			
	6	1	2:19.529	40.598	49.474	<b>49.457</b>	101.5	17:35.869	6	1	2:19.529	40.598	49.474	<b>49.457</b>	101.5	17:35.869			
	7	1	2:18.491	37.968	50.745	49.778	102.2	19:54.360	7	1	2:18.491	37.968	50.745	49.778	102.2	19:54.360			
	8	1	2:17.771	37.721	49.221	50.829	102.8	22:12.131	8	1	2:17.771	37.721	49.221	50.829	102.8	22:12.131			
	9	1	2:16.190	37.704	48.990	49.496	104.0	24:28.321	9	1	2:16.190	37.704	48.990	49.496	104.0	24:28.321			
	10	1	3:34.835B	37.453	51.194	2:06.188	65.9	28:03.156	10	1	3:34.835B	37.453	51.194	2:06.188	65.9	28:03.156			
	11	1	2:22.293	43.379	48.976	49.938	99.5	30:25.449	11	1	2:22.293	43.379	48.976	49.938	99.5	30:25.449			
	12	1	2:19.026	38.459	50.618	49.949	101.8	32:44.475	12	1	2:19.026	38.459	50.618	49.949	101.8	32:44.475			
	13	1	2:16.631	37.902	49.133	49.596	103.6	35:01.106	13	1	2:16.631	37.902	49.133	49.596	103.6	35:01.106			
	14	1	2:16.793	37.550	<b>48.952</b>	50.291	103.5	37:17.899	14	1	2:16.793	37.550	<b>48.952</b>	50.291	103.5	37:17.899			
	15	1	2:17.435	37.973	48.972	50.490	103.0	39:35.334	15	1	2:17.435	37.973	48.972	50.490	103.0	39:35.334			
	16	1	<b>2:15.889</b>	<b>37.011</b>	49.125	49.753	104.2	41:51.223	16	1	<b>2:15.889</b>	<b>37.011</b>	49.125	49.753	104.2	41:51.223			
	17	1	2:20.484	38.507	50.063	51.914	100.8	44:11.707	17	1	2:20.484	38.507	50.063	51.914	100.8	44:11.707			
	18	1	2:16.313	37.279	49.271	49.763	103.9	46:28.020	18	1	2:16.313	37.279	49.271	49.763	103.9	46:28.020			
	19	1	2:17.738	37.667	49.651	50.420	102.8	48:45.758	19	1	2:17.738	37.667	49.651	50.420	102.8	48:45.758			
	20	1	2:18.388	38.027	50.284	50.077	102.3	51:04.146	20	1	2:18.388	38.027	50.284	50.077	102.3	51:04.146			
21	1	2:17.356	38.028	49.202	50.126	103.1	53:21.502	21	1	2:17.356	38.028	49.202	50.126	103.1	53:21.502				
<b>88</b>	François Legeleux 1.François Legeleux 2.Michel Cazalot							Lotus Seven S2 GTP & SC											
	1	1	2:38.739	52.055	<b>53.005</b>	53.679	89.2	2:38.739											
2	1	<b>2:28.496</b>	<b>40.272</b>	56.016	<b>52.208</b>	95.3	5:07.235												
<b>90</b>	Toni Garcia 1.Toni Garcia							Porsche 924 H-INV											
	1	1	2:38.739	52.055	<b>53.005</b>	53.679	89.2	2:38.739											
2	1	<b>2:28.496</b>	<b>40.272</b>	56.016	<b>52.208</b>	95.3	5:07.235												
<b>103</b>	Luis S. Ribeiro 1.Luis S. Ribeiro							Ford Cortina Lotus GDS											
	1	1	2:24.514	44.146	50.116	50.252	98.0	2:24.514											
	2	1	2:17.889	37.591	49.688	50.610	102.7	4:42.403											
	3	1	2:16.599	37.493	49.465	49.641	103.7	6:59.002											
	4	1	2:16.791	37.083	49.460	50.248	103.5	9:15.793											
5	1	<b>2:16.037</b>	37.164	<b>48.594</b>	50.279	104.1	11:31.830												

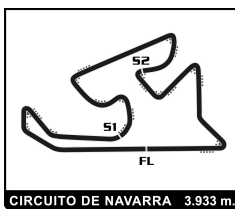
GT-CER  
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY  
IBERIAN HISTORIC RACING

# HISTORIC ENDURANCE FESTIVAL DE LA VELOCIDAD

## Carrera 2

### Sector Analysis

CIRCUITO DE NAVARRA 3.933 m.															
<span style="color: grey;">—</span> Invalidated Lap <span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> 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
<b>132</b> <b>AECD</b> Porsche 911 3.0 RS 1. Juan Alonso H-1976 2. Jose Antonio Zorrilla															
6	1	2:17.879	38.273	49.373	50.233	102.7	13:49.709	13	1	2:11.169	36.136	47.429	47.604	107.9	30:14.498
7	1	2:17.693	37.141	49.321	51.231	102.8	16:07.402	14	1	2:11.865	36.498	47.702	47.665	107.4	32:26.363
8	1	2:16.557	37.366	49.373	49.818	103.7	18:23.959	15	1	2:12.433	37.495	47.001	47.937	106.9	34:38.796
9	1	2:16.459	37.082	49.354	50.023	103.8	20:40.418	16	1	2:13.140	36.775	48.462	47.903	106.3	36:51.936
10	1	2:17.032	37.304	49.880	49.848	103.3	22:57.450	17	1	2:12.631	36.611	48.036	47.984	106.8	39:04.567
11	1	2:17.691	<b>36.998</b>	50.293	50.400	102.8	25:15.141	18	1	2:10.728	35.913	47.024	47.791	108.3	41:15.295
12	1	3:34.659 <b>B</b>	37.515	49.747	2:07.397	66.0	28:49.800	19	1	2:13.896	36.501	48.541	48.854	105.7	43:29.191
13	1	2:22.821	43.198	50.149	<b>49.474</b>	99.1	31:12.621	20	1	2:11.551	36.731	47.287	47.533	107.6	45:40.742
14	1	2:20.221	37.272	50.797	52.152	101.0	33:32.842	21	1	2:13.369	37.322	48.112	47.935	106.2	47:54.111
15	1	2:17.488	37.223	49.531	50.734	103.0	35:50.330	22	1	2:12.157	36.034	48.001	48.122	107.1	50:06.268
16	1	2:17.959	37.250	50.638	50.071	102.6	38:08.289	23	1	2:12.922	36.812	48.043	48.067	106.5	52:19.190
17	1	2:17.356	37.122	49.657	50.577	103.1	40:25.645								
18	1	2:17.804	37.222	49.885	50.697	102.7	42:43.449								
19	1	2:18.729	37.897	50.104	50.728	102.1	45:02.178								
20	1	2:17.684	37.829	49.498	50.357	102.8	47:19.862								
21	1	2:21.222	38.052	51.521	51.649	100.3	49:41.084								
22	1	2:22.974	38.832	51.987	52.155	99.0	52:04.058								
<b>176</b> <b>AECD</b> Porsche 911 3.0 RS 1. Eduardo Davila H-1976															
1	1	2:11.744	39.899	45.563	46.282	107.5	2:11.744	1	1	2:11.744	39.899	45.563	46.282	107.5	2:11.744
2	1	2:06.603	34.410	45.969	46.224	111.8	4:18.347	2	1	2:06.603	34.410	45.969	46.224	111.8	4:18.347
3	1	2:05.594	35.124	45.314	<b>45.156</b>	112.7	6:23.941	3	1	2:05.594	35.124	45.314	<b>45.156</b>	112.7	6:23.941
4	1	2:04.749	<b>33.804</b>	45.496	45.449	113.5	8:28.690	4	1	2:04.749	<b>33.804</b>	45.496	45.449	113.5	8:28.690
5	1	2:05.872	34.859	45.810	45.203	112.5	10:34.562	5	1	2:05.872	34.859	45.810	45.203	112.5	10:34.562
6	1	<b>2:04.524</b>	34.307	<b>45.060</b>	45.157	113.7	12:39.086	6	1	<b>2:04.524</b>	34.307	<b>45.060</b>	45.157	113.7	12:39.086
7	1	2:06.685	34.278	46.498	45.909	111.8	14:45.771	7	1	2:06.685	34.278	46.498	45.909	111.8	14:45.771
8	1	2:05.820	34.294	45.868	45.658	112.5	16:51.591	8	1	2:05.820	34.294	45.868	45.658	112.5	16:51.591
9	1	2:05.178	34.208	45.788	45.182	113.1	18:56.769	9	1	2:05.178	34.208	45.788	45.182	113.1	18:56.769
10	1	3:22.946 <b>B</b>	35.913	45.873	2:01.160	69.8	22:19.715	10	1	3:22.946 <b>B</b>	35.913	45.873	2:01.160	69.8	22:19.715
11	1	2:12.456	39.934	46.561	45.961	106.9	24:32.171	11	1	2:12.456	39.934	46.561	45.961	106.9	24:32.171
12	1	2:07.838	34.192	46.574	47.072	110.8	26:40.009	12	1	2:07.838	34.192	46.574	47.072	110.8	26:40.009
13	1	2:10.467	34.840	46.986	48.641	108.5	28:50.476	13	1	2:10.467	34.840	46.986	48.641	108.5	28:50.476
<b>216</b> <b>Jorge Guimarães</b> Volvo 121 1. Jorge Guimarães H-1971															
1	1	2:29.193	49.392	49.521	50.280	94.9	2:29.193	1	1	2:29.193	49.392	49.521	50.280	94.9	2:29.193
2	1	2:18.834	38.460	49.311	51.063	102.0	4:48.027	2	1	2:18.834	38.460	49.311	51.063	102.0	4:48.027
3	1	2:17.690	<b>37.111</b>	<b>49.129</b>	51.450	102.8	7:05.717	3	1	2:17.690	<b>37.111</b>	<b>49.129</b>	51.450	102.8	7:05.717
4	1	2:19.755	38.404	50.152	51.199	101.3	9:25.472	4	1	2:19.755	38.404	50.152	51.199	101.3	9:25.472
5	1	2:18.001	37.601	49.509	50.891	102.6	11:43.473	5	1	2:18.001	37.601	49.509	50.891	102.6	11:43.473
6	1	2:19.437	38.568	49.892	50.977	101.5	14:02.910	6	1	2:19.437	38.568	49.892	50.977	101.5	14:02.910
7	1	2:18.336	38.143	49.622	50.571	102.4	16:21.246	7	1	2:18.336	38.143	49.622	50.571	102.4	16:21.246
8	1	<b>2:17.007</b>	37.953	49.399	<b>49.655</b>	103.3	18:38.253	8	1	<b>2:17.007</b>	37.953	49.399	<b>49.655</b>	103.3	18:38.253
9	1	8:15.572 <b>B</b>	1:11.716	1:00.428	6:03.428	28.6	26:53.825	9	1	8:15.572 <b>B</b>	1:11.716	1:00.428	6:03.428	28.6	26:53.825
<b>135</b> <b>Franck Biraben</b> Porsche 911R 1. Franck Biraben H-1971															
1	1	2:25.276	44.968	49.853	50.455	97.5	2:25.276	1	1	2:25.276	44.968	49.853	50.455	97.5	2:25.276
2	1	2:16.301	37.300	49.989	49.012	103.9	4:41.577	2	1	2:16.301	37.300	49.989	49.012	103.9	4:41.577
3	1	2:12.583	36.663	47.741	48.179	106.8	6:54.160	3	1	2:12.583	36.663	47.741	48.179	106.8	6:54.160
4	1	2:11.903	36.509	47.566	47.828	107.3	9:06.063	4	1	2:11.903	36.509	47.566	47.828	107.3	9:06.063
5	1	2:11.387	36.497	47.381	47.509	107.8	11:17.450	5	1	2:11.387	36.497	47.381	47.509	107.8	11:17.450
6	1	2:13.928	37.029	48.196	48.703	105.7	13:31.378	6	1	2:13.928	37.029	48.196	48.703	105.7	13:31.378
7	1	2:11.090	36.274	47.257	47.559	108.0	15:42.468	7	1	2:11.090	36.274	47.257	47.559	108.0	15:42.468
8	1	2:12.164	37.299	47.563	<b>47.302</b>	107.1	17:54.632	8	1	2:12.164	37.299	47.563	<b>47.302</b>	107.1	17:54.632
9	1	<b>2:10.457</b>	<b>35.772</b>	47.146	47.539	108.5	20:05.089	9	1	<b>2:10.457</b>	<b>35.772</b>	47.146	47.539	108.5	20:05.089
10	1	3:27.915 <b>B</b>	35.864	47.156	2:04.895	68.1	23:33.004	10	1	3:27.915 <b>B</b>	35.864	47.156	2:04.895	68.1	23:33.004
11	1	2:19.547	41.177	50.755	47.615	101.5	25:52.551	11	1	2:19.547	41.177	50.755	47.615	101.5	25:52.551
12	1	2:10.778	35.963	<b>46.934</b>	47.881	108.3	28:03.329	12	1	2:10.778	35.963	<b>46.934</b>	47.881	108.3	28:03.329
<b>220</b> <b>Paulo Rompante</b> Alfa Romeo Ti Super 1. Paulo Rompante GTP & SC															
1	1	2:26.264	45.844	50.035	50.385	96.8	2:26.264	1	1	2:26.264	45.844	50.035	50.385	96.8	2:26.264
2	1	2:17.303	37.133	50.358	49.812	103.1	4:43.567	2	1	2:17.303	37.133	50.358	49.812	103.1	4:43.567
3	1	2:17.546	37.351	49.445	50.750	102.9	7:01.113	3	1	2:17.546	37.351	49.445	50.750	102.9	7:01.113
4	1	2:16.972	37.088	50.028	49.856	103.4	9:18.085	4	1	2:16.972	37.088	50.028	49.856	103.4	9:18.085
5	1	2:16.348	<b>36.783</b>	49.740	49.825	103.8	11:34.433	5	1	2:16.348	<b>36.783</b>	49.740	49.825	103.8	11:34.433
6	1	2:16.177	37.235	<b>49.184</b>	49.758	104.0	13:50.610	6	1	2:16.177	37.235	<b>49.184</b>	49.758	104.0	13:50.610
7	1	2:16.369	36.802	49.598	49.969	103.8	16:06.979	7	1	2:16.369	36.802	49.598	49.969	103.8	16:06.979
8	1	<b>2:15.851</b>	36.862	49.296	<b>49.693</b>	104.2	18:22.830	8	1	<b>2:15.851</b>	36.862	49.296	<b>49.693</b>	104.2	18:22.830
9	1	2:16.863	37.003	49.879	49.981	103.5	20:39.693	9	1	2:16.863	37.003	49.879	49.981	103.5	20:39.693
10	1	2:16.974	37.410	49.725	49.839	103.4	22:56.667	10	1	2:16.974	37.410	49.725	49.839	103.4	22:56.667
11	1	2:17.912	36.941	49.859	51.112	102.7	25:14.579	11	1	2:17.912	36.941	49.859	51.112	102.7	25:14.579

GT-CER  
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY  
IBERIAN HISTORIC RACING

# HISTORIC ENDURANCE FESTIVAL DE LA VELOCIDAD

## Carrera 2

### Sector Analysis

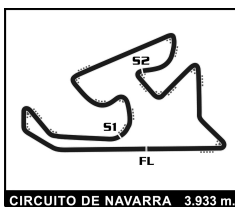
CIRCUITO DE NAVARRA 3.933 m.																	
<span style="color: grey;">—</span> Invalidated Lap <span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: red;">■</span> Crossing the pit lane																	
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed		
12	1	3:30.451	B	37.503	49.815	2:03.133	67.3	28:45.030	19	1	2:06.694	33.439	46.641	46.614	111.8	41:59.420	
13	1	2:26.986		46.582	50.251	50.153	96.3	31:12.016	20	1	2:08.609	33.660	47.213	47.736	110.1	44:08.029	
14	1	2:19.283		37.395	50.562	51.326	101.7	33:31.299	21	1	2:06.979	33.638	46.885	46.456	111.5	46:15.008	
15	1	2:18.072		37.510	50.078	50.484	102.5	35:49.371	22	1	2:08.849	35.017	46.986	46.846	109.9	48:23.857	
16	1	2:17.603		37.735	49.688	50.180	102.9	38:06.974	23	1	2:08.632	34.920	46.956	46.756	110.1	50:32.489	
17	1	2:17.829		37.431	49.960	50.438	102.7	40:24.803	24	1	2:09.021	35.111	47.200	46.710	109.7	52:41.510	
18	1	2:17.527		37.439	49.895	50.193	103.0	42:42.330									
19	1	2:18.742		38.510	50.051	50.181	102.1	45:01.072									
20	1	2:21.407		38.529	51.013	51.865	100.1	47:22.479									
21	1	2:25.400		39.751	53.149	52.500	97.4	49:47.879									
22	1	2:25.119		40.148	52.430	52.541	97.6	52:12.998									
<b>239</b> Volker Hichert Alfa Romeo GTAm H-1971 1. Volker Hichert 2. Björn Ebsen																	
1	1	2:32.206		55.660	48.222	48.324	93.0	2:32.206	1	1	2:35.101	50.328	51.907	52.866	91.3	2:35.101	
2	1	2:13.817		37.275	47.716	48.826	105.8	4:46.023	2	1	2:20.978	38.268	50.538	52.172	100.4	4:56.079	
3	1	2:12.987		36.203	48.466	48.318	106.5	6:59.010	3	1	2:19.450	37.688	50.452	51.310	101.5	7:15.529	
4	1	2:10.167		35.212	47.581	47.374	108.8	9:09.177	4	1	2:19.603	37.742	50.562	51.299	101.4	9:35.132	
5	1	2:10.767		35.828	47.465	47.474	108.3	11:19.944	5	1	2:21.115	37.739	51.358	52.018	100.3	11:56.247	
6	1	2:10.634		35.967	47.157	47.510	108.4	13:30.578	6	1	2:19.219	37.226	50.840	51.153	101.7	14:15.466	
7	1	2:09.934		36.097	46.848	46.989	109.0	15:40.512	7	1	2:18.909	37.455	50.341	51.113	101.9	16:34.375	
8	1	2:12.333		35.430	47.979	48.924	107.0	17:52.845	8	1	2:19.102	37.352	50.786	50.964	101.8	18:53.477	
9	1	2:08.695		35.552	46.322	46.821	110.0	20:01.540	9	1	2:18.868	37.365	50.437	51.066	102.0	21:12.345	
10	1	2:08.027		34.491	46.548	46.988	110.6	22:09.567	10	1	3:30.444	B	37.888	50.260	2:02.296	67.3	24:42.789
11	1	3:36.315	B	35.458	47.139	2:13.718	65.5	25:45.882	11	2	2:31.163	46.561	52.656	51.946	93.7	27:13.952	
12	2	2:20.123		44.156	48.423	47.544	101.0	28:06.005	12	2	2:22.978	38.649	52.028	52.301	99.0	29:36.930	
13	2	2:12.756		36.809	48.216	47.731	106.7	30:18.761	13	2	2:22.434	39.133	51.292	52.009	99.4	31:59.364	
14	2	2:13.822		36.926	48.507	48.389	105.8	32:32.583	14	2	2:22.953	38.603	52.582	51.768	99.0	34:22.317	
15	2	2:11.791		36.535	47.925	47.331	107.4	34:44.374	15	2	2:23.384	39.380	52.016	51.988	98.7	36:45.701	
16	2	2:14.140		37.316	49.162	47.662	105.6	36:58.514	16	2	2:21.909	38.792	51.099	52.018	99.8	39:07.610	
17	2	2:23.866		36.352	47.385	1:00.129	98.4	39:22.380	17	2	2:21.255	39.142	50.698	51.415	100.2	41:28.865	
18	2	2:14.538		37.581	47.799	49.158	105.2	41:36.918	18	2	2:22.290	38.150	51.772	52.368	99.5	43:51.155	
19	2	2:13.315		36.586	47.702	49.027	106.2	43:50.233	19	2	2:21.120	38.465	50.628	52.027	100.3	46:12.275	
20	2	2:12.830		37.134	47.144	48.552	106.6	46:03.063	20	2	2:21.238	38.464	51.119	51.655	100.2	48:33.513	
<b>313</b> Paulo Lima Ford Mustang H-1971 1. Paulo Lima																	
1	1	2:13.962		40.065	47.504	46.393	105.7	2:13.962	1	1	2:28.984	47.183	50.759	51.042	95.0	2:28.984	
2	1	2:07.547		33.767	46.899	46.881	111.0	4:21.509	2	1	2:21.115	38.386	51.616	51.113	100.3	4:50.099	
3	1	2:07.327		34.411	46.571	46.345	111.2	6:28.836	3	1	2:18.649	38.025	50.171	50.453	102.1	7:08.748	
4	1	2:06.720		33.832	46.547	46.341	111.7	8:35.556	4	1	2:21.411	37.853	51.201	52.357	100.1	9:30.159	
5	1	2:08.537		34.590	46.799	47.148	110.2	10:44.093	5	1	2:18.669	37.523	50.376	50.770	102.1	11:48.828	
6	1	2:08.983		34.785	47.122	47.076	109.8	12:53.076	6	1	2:19.151	37.900	50.693	50.558	101.8	14:07.979	
7	1	2:07.975		34.131	47.330	46.514	110.6	15:01.051	7	1	2:18.718	37.754	50.503	50.461	102.1	16:26.697	
8	1	2:09.053		34.433	47.331	47.289	109.7	17:10.104	8	1	2:20.062	38.699	50.553	50.810	101.1	18:46.759	
9	1	2:08.098		34.856	46.974	46.268	110.5	19:18.202	9	1	2:21.453	39.246	50.474	51.733	100.1	21:08.212	
10	1	2:07.209		34.105	46.404	46.700	111.3	21:25.411	10	1	3:31.844	B	37.985	50.541	2:03.318	66.8	24:40.056
11	1	3:26.863	B	34.302	47.065	2:05.496	68.4	24:52.274	11	1	2:28.861	45.667	50.671	52.523	95.1	27:08.917	
12	1	2:15.106		41.320	46.742	47.044	104.8	27:07.380	12	1	2:21.594	38.638	51.006	51.950	100.0	29:30.511	
13	1	2:07.173		34.123	46.586	46.464	111.3	29:14.553	13	1	2:21.893	39.121	51.741	51.031	99.8	31:52.404	
14	1	2:08.414		34.502	46.764	47.148	110.3	31:22.967	14	1	2:20.395	38.715	50.852	50.828	100.8	34:12.799	
15	1	2:07.492		33.802	46.482	47.208	111.1	33:30.459	15	1	2:20.503	38.562	50.677	51.264	100.8	36:33.302	
16	1	2:07.486		34.073	46.731	46.682	111.1	35:37.945	16	1	2:19.792	38.099	50.919	50.774	101.3	38:53.094	
17	1	2:07.850		34.123	47.112	46.615	110.7	37:45.795	17	1	2:19.811	37.982	50.815	51.014	101.3	41:12.905	
18	1	2:06.931		34.097	46.494	46.340	111.5	39:52.726	18	1	2:20.871	38.154	51.277	51.440	100.5	43:33.776	
									19	1	2:20.523	38.363	50.833	51.327	100.8	45:54.299	
									20	1	2:20.608	38.168	51.080	51.360	100.7	48:14.907	
									21	1	2:21.730	38.087	51.596	52.047	99.9	50:36.637	

**317** Nuno Nunes Porsche 911 SWB GDS  
1. Piero dal Maso  
2. José Carvalhosa

1	1	2:35.101		50.328	51.907	52.866	91.3	2:35.101
2	1	2:20.978		38.268	50.538	52.172	100.4	4:56.079
3	1	2:19.450		37.688	50.452	51.310	101.5	7:15.529
4	1	2:19.603		37.742	50.562	51.299	101.4	9:35.132
5	1	2:21.115		37.739	51.358	52.018	100.3	11:56.247
6	1	2:19.219		37.226	50.840	51.153	101.7	14:15.466
7	1	2:18.909		37.455	50.341	51.113	101.9	16:34.375
8	1	2:19.102		37.352	50.786	50.964	101.8	18:53.477
9	1	2:18.868		37.365	50.437	51.066	102.0	21:12.345
10	1	3:30.444	B	37.888	50.260	2:02.296	67.3	24:42.789
11	2	2:31.163		46.561	52.656	51.946	93.7	27:13.952
12	2	2:22.978		38.649	52.028	52.301	99.0	29:36.930
13	2	2:22.434		39.133	51.292	52.009	99.4	31:59.364
14	2	2:22.953		38.603	52.582	51.768	99.0	34:22.317
15	2	2:23.384		39.380	52.016	51.988	98.7	36:45.701
16	2	2:21.909		38.792	51.099	52.018	99.8	39:07.610
17	2	2:21.255		39.142	50.698	51.415	100.2	41:28.865
18	2	2:22.290		38.150	51.772	52.368	99.5	43:51.155
19	2	2:21.120		38.465	50.628	52.027	100.3	46:12.275
20	2	2:21.238		38.464	51.119	51.655	100.2	48:33.513
21	2	2:21.186		38.355	51.233	51.598	100.3	50:54.699
22	2	2:22.920		38.313	51.842	52.765	99.1	53:17.619

**327** Piero dal Maso Porsche 911 SWB GDS  
1. Nuno Nunes

1	1	2:28.984		47.183	50.759	51.042	95.0	2:28.984
2	1	2:21.115		38.386	51.616	51.113	100.3	4:50.099
3	1	2:18.649		38.025	50.171	50.453	102.1	7:08.748
4	1	2:21.411		37.853	51.201	52.357	100.1	9:30.159
5	1	2:18.669		37.523	50.376	50.770	102.1	11:48.828
6	1	2:19.151		37.900	50.693	50.558	101.8	14:07.979
7	1	2:18.718		37.754	50.503			

GT-CER  
CAMPEONATO DE ESPAÑA RESISTENCIARACE READY  
IBERIAN HISTORIC RACING

# HISTORIC ENDURANCE 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				
22	1	2:21.104	38.160	51.303	51.641	100.3	52:57.741	3	1	2:23.396	40.385	51.807	51.204	98.7	7:32.620				
<b>501</b>		<b>Ricardo Pereira</b> 1.Ricardo Pereira 2.Nuno Breda					Ford Escort RS2000 H-1976					4	1	2:20.260	38.455	50.628	<b>51.177</b>	100.9	9:52.880
1	1	2:22.105	42.368	50.483	49.254	99.6	2:22.105	5	1	2:20.399	38.255	<b>50.229</b>	51.915	100.8	12:13.279				
2	1	<b>2:08.574</b>	34.643	46.953	<b>46.978</b>	110.1	4:30.679	6	1	<b>2:19.902</b>	38.351	50.264	51.287	101.2	14:33.181				
3	1	2:08.830	34.753	<b>46.505</b>	47.572	109.9	6:39.509	7	1	2:23.428	39.090	50.646	53.692	98.7	16:56.609				
4	1	2:09.049	34.731	46.641	47.677	109.7	8:48.558	8	1	2:21.759	38.211	50.369	53.179	99.9	19:18.368				
5	1	2:09.918	34.655	47.572	47.691	109.0	10:58.476	9	1	2:23.010	<b>37.985</b>	53.259	51.766	99.0	21:41.378				
6	1	2:08.914	34.763	46.695	47.456	109.8	13:07.390	10	1	3:53.136 B	39.643	51.429	2:22.064	60.7	25:34.514				
7	1	2:09.732	34.657	46.907	48.168	109.1	15:17.122	11	1	2:25.900	42.886	51.038	51.976	97.0	28:00.414				
8	1	2:12.943	37.671	47.116	48.156	106.5	17:30.065	12	1	2:23.312	39.191	52.574	51.547	98.8	30:23.726				
9	1	2:09.780	34.851	46.654	48.275	109.1	19:39.845	13	1	2:23.814	39.685	52.307	51.822	98.5	32:47.540				
10	1	2:10.727	35.066	47.444	48.217	108.3	21:50.572	14	1	2:21.660	38.736	51.370	51.554	99.9	35:09.200				
11	1	2:11.392	35.043	47.445	48.904	107.8	24:01.964	15	1	2:41.219 B	38.314	51.003	1:11.902	87.8	37:50.419				
12	1	2:12.462	<b>34.525</b>	47.089	50.848	106.9	26:14.426	16	1	2:26.564	43.361	50.801	52.402	96.6	40:16.983				
<b>503</b>		<b>AECD</b> 1.Guillermo Velasco					Datsun 1200 GDS					17	1	2:47.921 B	38.947	52.282	1:16.692	84.3	43:04.904
1	1	2:57.991	1:01.173	57.465	59.353	79.5	2:57.991	18	1	2:34.123	50.233	51.254	52.636	91.9	45:39.027				
2	1	2:41.888	45.167	57.589	59.132	87.5	5:39.879	19	1	2:23.261	39.650	51.494	52.117	98.8	48:02.288				
3	1	2:44.215	46.059	58.447	59.709	86.2	8:24.094	20	1	2:24.150	40.782	51.225	52.143	98.2	50:26.438				
4	1	2:46.784	46.646	58.552	1:01.586	84.9	11:10.878	21	1	2:21.291	38.878	51.166	51.247	100.2	52:47.729				
5	1	2:42.819	45.741	<b>57.406</b>	59.672	87.0	13:53.697												
6	1	2:43.316	45.107	59.463	58.746	86.7	16:37.013												
7	1	2:41.951	45.440	58.150	<b>58.361</b>	87.4	19:18.964												
8	1	2:44.233	46.677	58.982	58.574	86.2	22:03.197												
9	1	4:05.337 B	45.315	58.181	2:21.841	57.7	26:08.534												
10	1	2:55.211	53.589	58.382	1:03.240	80.8	29:03.745												
11	1	2:45.737	46.705	59.666	59.366	85.4	31:49.482												
12	1	2:45.294	46.448	1:00.127	58.719	85.7	34:34.776												
13	1	2:44.874	46.653	59.471	58.750	85.9	37:19.650												
14	1	2:44.447	45.506	58.846	1:00.095	86.1	40:04.097												
15	1	2:46.606	46.220	59.441	1:00.945	85.0	42:50.703												
16	1	<b>2:41.491</b>	<b>44.794</b>	58.145	58.552	87.7	45:32.194												
17	1	2:47.270	45.085	1:02.411	59.774	84.6	48:19.464												
18	1	2:45.766	45.650	59.712	1:00.404	85.4	51:05.230												
19	1	2:44.258	46.136	59.088	59.034	86.2	53:49.488												
<b>523</b>		<b>Maximilien Huber</b> 1.Maximilien Huber					Ford Escort RS2000 H-1976												
1	1	2:22.225	42.205	50.250	49.770	99.6	2:22.225												
2	1	2:10.045	35.169	46.922	<b>47.954</b>	108.9	4:32.270												
3	1	<b>2:09.899</b>	<b>34.786</b>	<b>46.649</b>	48.464	109.0	6:42.169												
4	1	2:10.116	34.921	46.861	48.334	108.8	8:52.285												
5	1	2:11.242	34.909	47.556	48.777	107.9	11:03.527												
6	1	2:13.151	35.517	47.393	50.241	106.3	13:16.678												
<b>545</b>		<b>Guillaume Huber</b> 1.Guillaume Huber					BMW 1600 ti H-1971												
1	1	2:41.837	55.019	53.973	52.845	87.5	2:41.837												
2	1	2:27.387	39.587	55.367	52.433	96.1	5:09.224												