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IBERIAN HISTORIC ENDURANCE

ESTORIL CLASSICS

QUALIFYING

Sector Analysis

Lap under Red Flag

Invalide Lap

Personal Best

Session Best

B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2	1	2:09.329	27.038	1:02.785	39.506	175.7	6:39.991
3	1	2:42.497 B	25.337	1:04.689	1:12.471	190.2	9:22.488
4	1	6:01.405	4:20.248	1:01.589	39.568		15:23.893
5	1	2:07.509	26.108	4:02.147	39.254	179.7	17:31.402
6	1	3:03.994	25.598	1:32.374	1:06.022	184.5	20:35.396
7	1	2:23.079	43.103	1:01.251	38.725	86.5	22:58.475
8	1	2:05.850	26.016	1:00.655	39.179	187.3	25:04.325
9	1	2:06.375	25.304	1:01.824	39.247	185.1	27:10.700
10	1	2:06.151	25.542	4:01.301	39.308	207.4	29:16.851
11	1	2:07.341	25.569	1:01.098	40.674	190.9	31:24.192
12	1	2:06.054	25.090	1:01.574	39.390	192.2	33:30.246
13	1	2:07.218	25.763	1:01.437	40.018	190.6	35:37.464
14	1	2:05.788	25.498	4:01.190	39.100	197.7	37:43.252
15	1	2:23.720 B	25.645	1:02.802	55.273	188.6	40:06.972
16	1	4:01.725	2:15.690	1:03.927	42.108		44:08.697
17	1	2:06.036	25.227	1:01.667	39.142	183.0	46:14.733

41

Ford Escort TC
1.Manuel FERRA?O

H-1971

1	1	3:48.864	1:47.699	1:16.635	44.530		3:48.864
2	1	2:22.634	28.844	1:09.777	44.013	163.7	6:11.498
3	1	2:47.756 B	29.167	1:12.536	1:06.053	156.3	8:59.254
4	1	6:39.654	4:46.827	1:09.238	43.589		15:38.908
5	1	2:23.125	28.074	1:11.301	43.750	170.0	18:02.033
6	1	2:48.057	31.375	1:21.489	55.193	146.6	20:50.090
7	1	2:33.660	40.316	1:09.085	44.259	79.5	23:23.750
8	1	2:21.761	28.884	1:09.015	43.862	157.4	25:45.511
9	1	2:19.023	27.902	1:07.880	43.241	165.7	28:04.534
10	1	2:35.270 B	28.146	1:09.251	57.873	177.7	30:39.804
11	1	4:15.728	2:11.611	1:15.109	49.008		34:55.532
12	1	2:33.039	32.646	1:14.612	45.781	152.9	37:28.571
13	1	2:36.047 B	30.294	1:08.768	56.985	162.3	40:04.618

50

Alfa Romeo Giulia Ti Super
1.Rui BEVILACQUA
2.Antonio MAGALHA?ES
3.Nuno VEIGA

GDS

1	1	3:24.424	1:23.286	1:15.973	45.165		3:24.424
2	1	2:27.288	30.163	1:12.393	44.732	179.4	5:51.712
3	1	2:41.356 B	29.428	4:41.159	1:00.769	164.0	8:33.068
4	1	10:44.243	8:38.231	1:16.201	49.811		19:17.311
5	1	2:46.348	39.245	1:22.271	44.832	89.1	22:03.659
6	1	2:21.452	28.406	1:09.292	43.754	163.7	24:25.111
7	1	2:23.267	29.938	1:09.796	43.533	147.4	26:48.378
8	1	3:04.769 B	32.648	1:24.745	1:07.376	129.4	29:53.147

52

Jaguar E Type
1.Rhea SAUTTER
2.Andrew NEWALL

H-1965

1	1	4:01.929	2:11.886	1:07.916	42.127		4:01.929
2	1	2:16.464	28.720	1:06.212	41.532	155.4	6:18.393
3	1	2:50.529 B	28.042	1:09.566	1:12.921	164.5	9:08.922
4	1	9:08.626	7:22.001	1:02.683	43.942		18:17.548
5	1	2:39.230	34.046	1:15.041	50.143	116.7	20:56.778
6	1	2:16.365	36.739	1:00.228	39.398	88.6	23:13.143
7	1	2:01.815	24.407	59.447	37.961	209.7	25:14.958

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
8	1	2:01.638	24.222	59.368	38.048	199.1	27:16.596
9	1	2:02.378	24.205	59.977	38.196	203.2	29:18.974
10	1	2:26.226 B	25.496	1:09.267	51.463	193.6	31:45.200

57

Ford Mustang
1.Bart UITERWAAAL

H-1965

1	1	3:41.131	1:23.962	1:32.263	44.906		3:41.131
2	1	2:25.939	29.065	1:11.526	45.348	161.8	6:07.070
3	1	2:58.080 B	32.992	1:14.929	1:10.159	139.9	9:05.150
4	1	6:33.257	4:32.942	1:14.366	45.949		15:38.407
5	1	2:33.003	30.830	1:13.248	48.925	140.6	18:11.410
6	1	2:41.277	34.413	1:14.653	52.211	115.5	20:52.687
7	1	2:43.572	42.504	1:13.130	47.938	89.1	23:36.259
8	1	2:53.661 B	34.555	1:15.630	1:03.476	145.0	26:29.920
9	1	4:00.414	1:54.812	1:16.026	49.576		30:30.334
10	1	2:35.435	31.960	1:14.766	48.709	144.1	33:05.769
11	1	2:34.013	31.753	1:14.679	47.581	143.7	35:39.782
12	1	2:34.933	31.895	1:14.236	48.802	139.5	38:14.715
13	1	2:39.533	33.179	1:16.967	49.387	143.5	40:54.248
14	1	2:38.368	32.446	1:17.002	48.920	135.6	43:32.616
15	1	2:38.939	34.809	1:15.052	49.078	124.9	46:11.555

73

Chevrolet Corvette L88
1.Pedro BETHENCOURT
2.Jorge NOGUEIRA PINTO

H-1971

1	1	5:33.123					5:33.123
2	1	2:26.496 B					7:59.619
3	1	3:29.477 B					11:29.096
4	1	5:43.064	3:44.584	1:20.031	38.449		17:12.160
5	1	2:36.201	24.661	1:15.569	55.971	196.3	19:48.361
6	1	2:45.529	40.311	1:22.599	42.619	102.3	22:33.890
7	1	2:33.546 B	26.558	1:08.763	58.225	193.9	25:07.436
8	1	13:36.541	...	1:00.108	39.156		38:43.977
9	1	2:21.360	24.037	1:19.408	37.915	198.1	41:05.337
10	1	2:01.434	23.959	59.824	37.651	205.8	43:06.771
11	1	2:03.073	24.833	1:00.366	37.874	214.6	45:09.844
12	1	2:01.299	24.503	58.896	37.900	185.4	47:11.143

75

Porsche 911 3.0 RS
1.Carlos BRIZIDO
2.Miguel LOBO

H-1976

1	1	4:11.437	2:17.131	1:12.354	41.952		4:11.437
2	1	2:09.938	25.835	1:03.661	40.442	177.4	6:21.375
3	1	2:36.152 B	25.434	1:04.089	1:06.629	194.2	8:57.527
4	1	6:53.281	5:09.888	1:04.155	39.238		15:50.808
5	1	2:07.559	26.600	1:01.865	39.094	193.6	17:58.367
6	1	2:47.233	28.563	1:21.736	56.934	157.9	20:45.600
7	1	2:30.849 B	39.298	1:04.069	47.482	80.4	23:16.449
8	1	3:31.003	1:50.042	1:02.118	38.843		26:47.452
9	1	2:05.852	24.632	1:01.229	39.991	201.3	28:53.304
10	1	2:25.187	24.404	1:22.573	38.210	212.1	31:18.491
11	1	2:03.082	23.942	4:01.007	38.133	212.5	33:21.573
12	1	2:01.363	24.233	59.795	37.335	212.1	35:22.936
13	1	2:00.742	23.838	59.127	37.777	220.6	37:23.678
14	1	1:59.905	23.848	58.976	37.081	212.9	39:23.583

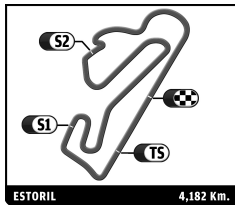
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IBERIAN HISTORIC ENDURANCE ESTORIL CLASSICS QUALIFYING

Sector Analysis

Lap Under Red Flag							Invalidated Lap							Personal Best							Session Best							B Crossing the pit lane						
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed			
16	1	2:09.167	25.860	1:03.168	40.139	187.6	46:03.124	10	1	2:16.492	27.553	1:06.875	42.064	165.2	28:34.336	11	1	2:18.464	27.222	1:07.794	43.445	171.3	30:52.497	12	1	2:14.637	27.349	1:05.323	41.965	165.2	33:07.134			
120		Porsche 911 3.0 RS 1.Joao SANTOS 2.Jose CARVALHOSA						H-1976	13	1	2:15.148	27.137	1:06.006	42.005	178.3	35:22.282	14	1	2:13.497	26.872	1:04.810	41.845	176.3	37:35.779	15	1	2:49.790 B	28.464	1:17.725	1:03.904	197.4	40:25.569		
1	1	3:26.351	1:32.857	1:11.960	41.534		3:26.351	1	1	3:36.080	1:28.846	1:22.252	44.982		3:36.080	2	1	2:20.674	29.211	1:08.910	42.553	162.1	5:56.754	3	1	2:42.053 B	29.369	1:09.004	1:03.680	175.7	8:38.807			
2	1	2:12.982	28.331	1:03.973	40.678	164.2	5:39.333	4	1	7:22.184	5:19.705	1:19.016	43.463		16:00.991	5	1	2:34.046	28.334	1:09.976	55.736	171.9	18:35.037	6	1	2:59.605	42.731	1:28.870	48.004	85.3	21:34.642			
3	1	2:09.460	27.203	1:03.067	39.190	175.4	7:48.793	7	1	2:17.176	28.092	1:07.502	41.582	188.0	23:51.818	8	1	2:17.257	27.542	1:07.470	42.245	175.2	26:09.075	9	1	2:17.164	28.107	1:07.229	41.828	165.4	28:26.239			
4	1	3:47.607 B	34.228	1:41.149	1:32.230	128.4	11:36.400	10	1	2:17.225	27.727	1:07.127	42.371	176.5	30:43.464	11	1	2:32.352 B	27.711	1:07.590	57.051	165.4	33:15.816	12	1	4:06.096	2:03.942	1:18.297	43.857		37:21.912			
5	1	4:29.096	2:45.178	1:03.513	40.405		16:05.496	13	1	2:32.328	28.440	1:08.395	55.493	191.2	39:54.240	14	1	2:35.213	40.481	1:12.434	42.298	85.4	42:29.453	15	1	2:16.209	27.590	1:07.193	41.426	183.3	44:45.662			
6	1	2:18.967	25.893	1:03.547	49.527	192.2	18:24.463	16	1	3:05.869 B	33.159	1:23.897	1:08.813	152.7	47:51.531	159		Datsun 1600 SSS 1.Filipe CARVALHO 2.Filipe MARTINS						H-1971										
7	1	2:54.874	32.877	1:16.527	1:05.470	107.8	21:19.337	1	1	2:53.314	58.545	1:11.497	43.272		2:53.314	2	1	2:15.856	28.033	1:06.292	41.531	166.4	5:09.170	3	1	2:13.870	26.794	1:05.280	41.796	184.5	7:23.040			
8	1	2:09.711	28.270	1:01.980	39.461	169.5	23:29.048	4	1	3:11.088 B	27.375	1:26.721	1:16.992	164.2	10:27.094	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965										
9	1	2:05.793	24.762	1:02.266	38.765	205.0	25:34.841	5	1	6:00.714	4:06.828	1:10.767	43.119		16:27.808	1	1	2:43.244	48.072	1:12.921	42.251		2:43.244	2	1	2:16.554	27.376	1:08.058	41.120	154.6	4:59.798			
10	1	2:06.576	25.627	1:02.038	38.911	204.3	27:41.417	6	1	2:27.764	27.413	1:07.023	53.328	162.5	18:55.572	3	1	2:16.208	25.899	1:06.977	43.332	192.5	7:16.006	4	1	2:16.208	25.899	1:06.977	43.332	192.5	7:16.006			
11	1	2:04.893	24.859	1:01.433	38.601	195.6	29:46.310	7	1	2:48.264	33.952	1:27.384	46.928	125.7	21:43.836	5	1	6:00.714	4:06.828	1:10.767	43.119		16:27.808	6	1	2:27.764	27.413	1:07.023	53.328	162.5	18:55.572			
12	1	2:03.882	24.795	1:00.788	38.299	200.2	31:50.192	8	1	2:17.838	28.017	1:08.421	41.400	161.6	24:01.674	7	1	2:48.264	33.952	1:27.384	46.928	125.7	21:43.836	8	1	2:17.838	28.017	1:08.421	41.400	161.6	24:01.674			
13	1	2:05.481	24.565	1:01.961	38.955	207.0	33:55.673	9	1	2:14.903	27.051	1:05.773	42.079	166.2	26:16.577	8	1	2:17.838	28.017	1:08.421	41.400	161.6	24:01.674	9	1	2:14.903	27.051	1:05.773	42.079	166.2	26:16.577			
14	1	2:04.084	24.549	1:01.104	38.431	202.8	35:59.757	10	1	2:25.847	26.152	1:04.550	55.145	169.8	28:42.424	9	1	2:14.903	27.051	1:05.773	42.079	166.2	26:16.577	10	1	2:25.847	26.152	1:04.550	55.145	169.8	28:42.424			
15	1	2:10.622	24.874	1:03.652	42.096	201.7	38:10.379	11	1	2:26.274	33.574	1:08.369	44.328	180.0	31:08.695	10	1	2:25.847	26.152	1:04.550	55.145	169.8	28:42.424	11	1	2:26.274	33.574	1:08.369	44.328	180.0	31:08.695			
16	1	2:17.311	24.819	1:06.250	46.242	201.7	40:27.690	12	1	2:21.033	29.180	1:08.468	43.385	150.2	33:29.728	11	1	2:26.274	33.574	1:08.369	44.328	180.0	31:08.695	12	1	2:21.033	29.180	1:08.468	43.385	150.2	33:29.728			
17	1	2:31.503 B	25.633	1:03.262	1:02.608	202.4	42:59.193	13	1	2:19.111	27.987	1:09.397	41.727	161.1	35:48.839	12	1	2:21.033	29.180	1:08.468	43.385	150.2	33:29.728	13	1	2:19.111	27.987	1:09.397	41.727	161.1	35:48.839			
150		Lotus Elan 1.Richard BATEMAN						H-1965	14	1	2:15.827	27.526	1:08.001	40.300	178.8	38:04.666	13	1	2:19.111	27.987	1:09.397	41.727	161.1	35:48.839	14	1	2:15.827	27.526	1:08.001	40.300	178.8	38:04.666		
1	1	3:14.487	1:13.855	1:16.266	44.366		3:14.487	15	1	2:21.262	26.644	1:08.402	46.216	175.2	40:25.928	14	1	2:15.827	27.526	1:08.001	40.300	178.8	38:04.666	15	1	2:21.262	26.644	1:08.402	46.216	175.2	40:25.928			
2	1	2:18.667	29.608	1:07.498	41.561	144.7	5:33.154	16	1	2:14.111	27.112	1:07.016	39.983	174.9	42:40.039	15	1	2:21.262	26.644	1:08.402	46.216	175.2	40:25.928	16	1	2:14.111	27.112	1:07.016	39.983	174.9	42:40.039			
3	1	2:13.995	26.131	1:06.117	41.747	197.4	7:47.149	17	1	2:14.080	27.122	1:05.853	41.105	165.9	44:54.119	16	1	2:14.111	27.112	1:07.016	39.983	174.9	42:40.039	17	1	2:14.080	27.122	1:05.853	41.105	165.9	44:54.119			
4	1	3:45.374 B	34.733	1:40.733	1:29.908	135.4	11:32.523	18	1	2:27.210 B	27.172	1:05.531	54.507	167.2	47:21.329	17	1	2:14.080	27.122	1:05.853	41.105	165.9	44:54.119	18	1	2:27.210 B	27.172	1:05.531	54.507	167.2	47:21.329			
5	1	5:10.020	3:13.744	1:11.070	45.206		16:42.543	159		Datsun 1600 SSS 1.Filipe CARVALHO 2.Filipe MARTINS						H-1971	1	1	3:15.236	1:14.886	1:16.616	43.734		3:15.236	2	1	2:23.172	29.588	1:09.868	43.716	143.0	5:38.408		
6	1	2:33.017	26.889	1:10.750	55.378	200.2	19:15.560	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	2	1	2:23.172	29.588	1:09.868	43.716	143.0	5:38.408	3	1	2:17.086	27.809	1:06.515	42.762	166.4	7:55.494		
7	1	2:44.239	38.213	1:21.784	44.242	97.3	21:59.799	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	3	1	2:17.086	27.809	1:06.515	42.762	166.4	7:55.494	4	1	3:48.641 B	40.562	1:35.940	1:32.139	107.8	11:44.135		
8	1	2:13.350	25.839	1:05.923	41.588	188.6	24:13.149	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	4	1	3:48.641 B	40.562	1:35.940	1:32.139	107.8	11:44.135	5	1	4:49.695	2:55.125	1:10.997	43.573		16:33.830		
9	1	2:14.246	25.664	1:06.220	42.362	206.6	26:27.395	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	5	1	4:49.695	2:55.125	1:10.997	43.573		16:33.830	6	1	2:25.029	27.155	1:06.199	51.675	177.4	18:58.859		
10	1	2:28.010	29.163	1:12.494	46.353	157.9	28:55.405	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	6	1	2:25.029	27.155	1:06.199	51.675	177.4	18:58.859	7	1	2:46.487	38.185	1:23.331	44.971	97.5	21:45.346		
11	1	2:19.152	26.380	1:07.546	45.226	183.3	31:14.557	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	7	1	2:46.487	38.185	1:23.331	44.971	97.5	21:45.346	8	1	2:16.973	27.914	1:07.563	41.496	163.0	24:02.319		
12	1	2:16.539	25.975	1:06.921	43.643	193.9	33:31.096	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	8	1	2:16.973	27.914	1:07.563	41.496	163.0	24:02.319	9	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844		
13	1	2:32.920	32.418	1:15.086	45.416	153.3	36:04.016	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	9	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844	10	1	2:25.029	27.155	1:06.199	51.675	177.4	18:58.859		
14	1	2:15.275	26.667	1:06.250	42.358	190.6	38:19.291	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	10	1	2:25.029	27.155	1:06.199	51.675	177.4	18:58.859	11	1	2:46.487	38.185	1:23.331	44.971	97.5	21:45.346		
15	1	2:26.594	27.142	1:13.177	46.275	188.6	40:45.885	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	11	1	2:46.487	38.185	1:23.331	44.971	97.5	21:45.346	12	1	2:16.973	27.914	1:07.563	41.496	163.0	24:02.319		
16	1	2:13.177	25.667	1:05.550	41.960	203.5	42:59.062	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	12	1	2:16.973	27.914	1:07.563	41.496	163.0	24:02.319	13	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844		
17	1	2:13.518	26.360	1:05.219	41.939	202.0	45:12.580	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	13	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844	14	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844		
153		Porsche 914/6 1.Manuel DE LA TORRE						H-1971	161		Jaguar E-Type SLW 1.Timothy MAHAPATRA						H-1965	14	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844	15	1	2:15.525	27.422	1:05.722	42.381	172.1	26:17.844	
1	1																																	

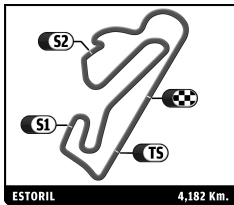


IBERIAN HISTORIC ENDURANCE ESTORIL CLASSICS QUALIFYING

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
167 Datsun 1200 1.Joao NEVES 2.Francisco GONÇALVES GDS								174 Porsche 911 2.5 ST 1.Antonio CASTRO ORTEGA 2.Jesus ESCRIBANO H-1971							
1	1	4:49.484	2:52.978	1:09.776	46.730		4:49.484	1	1	3:52.447	1:56.559	1:12.718	43.170		3:52.447
2	1	2:21.925	29.429	1:09.141	43.355	177.1	7:11.409	2	1	2:18.155	29.123	1:06.369	42.663	142.2	6:10.602
3	1	3:05.962 B	28.930	1:27.360	1:09.672	178.5	10:17.371	3	1	2:44.255 B	27.770	1:04.577	1:11.908	165.0	8:54.857
4	1	5:32.195	3:42.741	1:07.176	42.278		15:49.566	4	1	7:32.395	5:42.065	1:08.395	41.935		16:27.252
5	1	2:22.327	29.051	1:10.357	42.919	179.4	18:11.893	5	1	2:33.559 B	26.336	1:05.434	1:01.789	173.0	19:00.811
6	1	2:41.550	34.744	1:14.739	52.067	113.1	20:53.443	6	1	4:48.643	3:01.595	1:05.690	41.358		23:49.454
7	1	2:28.907	39.675	1:06.766	42.466	93.6	23:22.350	7	1	2:13.582	26.892	1:04.529	42.161	168.2	26:03.036
8	1	2:15.320	27.782	1:05.634	41.904	186.7	25:37.670	8	1	2:13.536	27.853	1:04.503	41.180	147.4	28:16.572
9	1	2:14.946	26.995	1:05.796	42.155	184.2	27:52.616	9	1	2:36.897 B	29.912	1:12.615	54.370	160.2	30:53.469
10	1	2:13.004	26.625	1:04.853	41.526	188.0	30:05.620	10	1	4:29.733	2:39.621	1:08.535	41.577		35:23.202
11	1	2:51.320 B	29.617	1:19.817	1:01.886	168.7	32:56.940	11	1	2:12.625	27.124	1:04.376	41.125	178.3	37:35.827
12	1	3:58.720	2:04.285	1:11.695	42.740		36:55.660	12	1	2:19.942	26.205	1:03.201	50.536	192.2	39:55.769
13	1	2:19.273	28.084	1:07.544	43.645	173.2	39:14.933	13	1	2:21.404	37.593	1:03.608	40.203	86.9	42:17.173
14	1	2:31.090	31.515	1:14.467	45.108	159.9	41:46.023	14	1	2:10.379	26.479	1:04.032	39.868	177.7	44:27.552
15	1	2:19.139	27.649	1:07.705	43.785	183.3	44:05.162	15	1	2:09.624	26.546	1:03.080	39.998	181.2	46:37.176
16	1	2:18.517	27.990	1:07.591	42.936	184.5	46:23.679	182 Ginetta G10 1.Tom CANNING 2.Tom CANNING GTP & SC							
1	1	2:29.169	45.134	1:05.645	38.390		2:29.169	1	1	2:52.964	1:03.917	1:07.489	41.558		2:52.964
2	1	2:03.424	24.303	1:02.143	36.978	199.9	4:32.593	2	1	2:08.564	25.890	1:02.714	39.960	167.5	5:01.528
3	1	2:00.292	24.356	59.399	36.537	194.6	6:32.885	3	1	2:08.095	25.099	1:01.825	41.171	174.9	7:09.623
4	1	2:40.946 B	26.767	1:05.401	1:08.778	177.7	9:13.831	4	1	2:52.595 B	25.490	1:13.243	1:13.862	187.6	10:02.218
5	1	6:58.473	5:17.347	1:02.599	38.527		16:12.304	5	1	6:44.829	4:58.220	1:08.415	38.194		16:47.047
6	1	2:13.066	23.830	1:00.007	49.229	221.5	18:25.370	6	1	2:17.112	24.748	1:01.788	50.576	178.3	19:04.159
7	1	2:53.068	36.058	1:13.547	1:03.463	94.9	21:18.438	7	1	2:52.545	38.983	1:28.952	44.610	88.7	21:56.704
8	1	2:16.411	28.659	1:03.256	44.496	169.0	23:34.849	8	1	2:05.063	24.778	1:00.766	39.519	178.8	24:01.767
9	1	2:12.249	34.646	59.899	37.704	218.9	25:47.098	9	1	2:07.390	25.732	1:02.960	38.698	177.4	26:09.157
10	1	1:59.070	23.616	58.270	37.184	203.2	27:46.168	10	1	2:02.214	24.851	59.514	37.849	183.0	28:11.371
11	1	2:04.618	24.284	1:01.482	38.852	218.0	29:50.786	11	1	2:06.709	25.352	1:01.969	39.388	177.7	30:18.080
12	1	1:59.019	23.472	58.580	36.967	200.9	31:49.805	12	1	2:01.520	24.478	59.482	37.560	185.7	32:19.600
13	1	2:01.402	23.105	1:01.375	36.922	213.4	33:51.207	13	1	2:28.518 B	25.942	1:04.295	58.281	171.6	34:48.118
14	1	1:58.702	23.511	58.411	36.780	203.9	35:49.909	14	1	5:31.177	3:40.777	1:02.802	47.598		40:19.295
15	1	2:01.424	24.802	1:00.270	36.352	190.6	37:51.333	15	1	2:03.491	25.104	1:01.280	37.107	181.2	42:22.786
16	1	2:18.503 B	23.342	59.270	55.891	209.7	40:09.836	16	1	2:03.367	24.240	1:01.354	37.773	190.6	44:26.153
172 Shelby Mustang 350GT 1.Harmen VAN PUTTEN H-1965								17	1	2:00.118	24.345	58.428	37.345	186.1	46:26.271
1	1	2:57.573	55.514	1:14.173	47.886		2:57.573	188 Ferrari 275 GTB 1.Andreas ROLNER 2.Pierre ALAIN THIBAUT H-1965							
2	1	2:20.122	29.073	1:08.642	42.407	155.7	5:17.695	1	1	3:47.679	1:59.411	1:07.772	40.496		3:47.679
3	1	2:14.963	27.320	1:06.256	41.387	168.2	7:32.658	2	1	2:11.462	25.226	1:05.345	40.891	193.2	5:59.141
4	1	3:36.337 B	38.960	1:40.652	1:16.725	162.3	11:08.995	3	1	2:17.305 B	24.574	59.816	52.915	199.1	8:16.446
5	1	6:29.571	4:37.150	1:10.360	42.061		17:38.566	4	1	7:05.793	5:24.905	1:01.920	38.968		15:22.239
6	1	2:58.337	29.914	1:30.323	58.100	173.0	20:36.903	5	1	2:02.171	24.435	1:00.017	37.719	210.9	17:24.410
7	1	2:36.278	44.800	1:09.520	41.958	76.3	23:13.181	6	1	3:12.050 B	24.013	1:37.455	1:10.582	209.3	20:36.460
8	1	2:15.169	28.248	1:06.267	40.654	163.0	25:28.350	7	1	4:33.684	2:48.743	1:04.461	40.480		25:10.144
9	1	2:14.506	28.069	1:05.516	40.921	149.1	27:42.856	8	1	2:07.191	26.169	1:01.888	39.134	174.3	27:17.335
10	1	2:13.158	26.816	1:04.919	41.423	173.0	29:56.014	9	1	2:06.251	24.756	1:02.280	39.215	188.3	29:23.586
11	1	2:29.782 B	27.344	1:06.586	55.852	166.2	32:25.796	10	1	2:05.756	24.878	1:01.253	39.625	183.3	31:29.342
								11	1	2:03.672	24.251	1:00.616	38.805	202.0	33:33.014
								12	1	2:05.315	25.360	1:01.734	38.221	174.6	35:38.329



IBERIAN HISTORIC ENDURANCE ESTORIL CLASSICS QUALIFYING

Sector Analysis

Lap under Red Flag								Invalidated Lap		Personal Best		Session Best		B Crossing the pit lane		
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
13	1	2:06.289	25.166	1:02.117	39.006	180.0	37:44.618									
14	1	2:46.726 B	25.606	1:14.504	1:06.616	171.9	40:31.344									
207	Porsche 914/6 GT 1.Carlos MATOS 2.Nuno MATOS							H-1971								
1	1	3:18.955	1:25.929	1:09.889	43.137		3:18.955	1	1	2:36.843	51.699	1:05.074	40.070		2:36.843	
2	1	2:19.604	28.449	1:07.589	43.563	167.2	5:38.556	2	1	2:10.955	25.178	1:02.787	42.990	200.9	4:47.798	
3	1	2:12.128	26.484	1:04.098	41.546	195.3	7:50.684	3	1	2:08.104	26.058	1:02.697	39.349	172.4	6:55.902	
4	1	3:48.133 B	33.771	1:41.518	1:32.844	133.2	11:38.817	4	1	2:43.952 B	25.378	1:13.914	1:04.660	201.3	9:39.854	
5	1	4:36.126	2:45.140	1:08.749	42.237		16:14.943	5	1	6:32.376	4:38.372	1:11.289	42.715		16:12.230	
6	1	2:30.352 B	27.556	1:05.416	57.380	174.9	18:45.295	6	1	2:28.826	29.964	1:09.792	49.070	146.0	18:41.056	
7	1	3:50.303	1:46.863	1:21.853	41.587		22:35.598	7	1	2:58.809	41.599	1:29.431	47.779	75.5	21:39.865	
8	1	2:17.407	27.131	1:06.462	43.814	179.1	24:53.005	8	1	2:21.052	30.192	1:08.181	42.679	162.1	24:00.917	
9	1	2:16.447	27.882	1:07.851	40.714	175.2	27:09.452	9	1	2:15.936	26.516	1:06.177	43.243	184.2	26:16.853	
10	1	2:14.656	29.095	1:05.018	40.543	180.9	29:24.108	10	1	2:17.074	26.827	1:08.018	42.229	166.7	28:33.927	
11	1	2:15.243	27.521	1:06.926	40.796	187.3	31:39.351	11	1	2:19.277	27.190	1:08.887	43.200	183.3	30:53.204	
12	1	2:12.461	25.946	1:03.920	42.595	194.2	33:51.812	12	1	2:16.360	27.367	1:05.702	43.291	167.7	33:09.564	
13	1	2:11.306	26.027	1:04.183	41.096	200.6	36:03.118	13	1	2:17.325	28.403	1:06.642	42.280	172.4	35:26.889	
14	1	2:13.146	26.682	1:04.389	42.075	205.8	38:16.264	14	1	2:10.944	26.507	1:03.532	40.905	182.1	37:37.833	
15	1	2:39.122 B	25.849	1:09.519	1:03.754	203.5	40:55.386	15	1	2:20.016	26.616	1:04.723	48.677	178.5	39:57.849	
221	BMW 1800 TISA 1.Alberto VELEZ-GRILO 2.Tomaz VELEZ-GRILO							GDS	16	1	2:31.989	40.906	1:09.743	41.340	83.7	42:29.838
1	1	7:33.330					7:33.330	17	1	2:16.679	27.786	1:07.183	41.710	178.5	44:46.517	
2	1	10:20.927					17:54.257	18	1	2:23.276 B	26.947	1:04.548	51.781	158.1	47:09.793	
3	1	2:57.108 B					20:51.365	245	Porsche 904/6 1.Thorkild STAMP 2.Michael HOLDEN							H-1965
4	1	6:10.438					27:01.803	1	1	2:46.820	57.657	1:07.891	41.272		2:46.820	
5	1	2:18.480					29:20.283	2	1	2:05.770	25.370	1:01.786	38.614	188.0	4:52.590	
6	1	2:21.989					31:42.272	3	1	2:05.485	26.136	1:00.964	38.385	195.6	6:58.075	
7	1	2:19.409					34:01.681	4	1	2:48.256 B	26.474	1:12.553	1:09.229	193.6	9:46.331	
8	1	2:19.546					36:21.227	258	Iso Grifo A3/C 1.Pieter BOEL 2.Richardo RUBBIO BOEL							H-1965
9	1	2:19.877					38:41.104	1	1	2:58.352	1:03.395	1:11.825	43.132		2:58.352	
10	1	2:45.455 B					41:26.559	2	1	2:19.845	29.109	1:08.725	42.011	145.0	5:18.197	
227	Merlyn MK4 1.Carlos BARBOT 2.Filipe VIEIRA DE CAMPOS							GTP & SC	3	1	2:15.185	27.669	1:06.679	40.837	155.4	7:33.382
1	1	2:29.216	43.173	1:06.220	39.823		2:29.216	4	1	3:42.897 B	39.866	1:43.541	1:19.490	144.3	11:16.279	
2	1	2:05.983	25.688	1:02.560	37.735	194.6	4:35.199	5	1	5:37.786	3:39.274	1:14.734	43.778		16:54.065	
3	1	2:03.024	24.541	1:00.407	38.076	205.0	6:38.223	6	1	2:48.503	29.176	1:17.153	1:02.174	166.2	19:42.568	
4	1	2:38.410 B	24.740	1:03.870	1:09.800	217.6	9:16.633	7	1	2:51.794	43.691	1:23.991	44.112	85.9	22:34.362	
5	1	7:03.253	5:21.136	1:04.154	37.963		16:19.886	8	1	2:20.533	29.557	1:09.657	41.319	153.5	24:54.895	
6	1	2:18.492	24.208	1:04.440	49.844	217.1	18:38.378	9	1	2:28.153 B	28.847	1:08.455	50.851	156.8	27:23.048	
7	1	2:56.900	42.220	1:28.885	45.795	84.0	21:35.278	10	1	3:27.087	1:37.179	1:08.677	41.231		30:50.135	
8	1	2:01.397	24.041	1:00.173	37.183	198.4	23:36.675	11	1	2:13.890	27.988	1:05.428	40.474	164.7	33:04.025	
9	1	2:16.140 B	24.479	1:00.918	50.743	227.9	25:52.815	12	1	2:12.462	26.846	1:05.685	39.931	174.6	35:16.487	
10	1	4:18.742	2:39.367	1:01.434	37.941		30:11.557	13	1	2:13.606	27.746	1:05.694	40.166	153.3	37:30.093	
11	1	2:04.369	24.747	1:00.357	39.265	191.5	32:15.926	14	1	2:31.563 B	27.735	1:06.929	56.899	161.8	40:01.656	
12	1	2:04.935	25.201	1:00.011	39.723	200.6	34:20.861	265	Ford GT40 1.Olivier MUYTJENS							GTP & SC
13	1	2:47.515	24.409	1:33.382	49.724	194.6	37:08.376	1	1	3:25.469	1:40.080	1:05.911	39.478		3:25.469	
14	1	2:04.881	24.256	1:00.466	40.159	202.8	39:13.257	2	1	2:09.910	25.161	1:04.802	39.947	195.3	5:35.379	
15	1	2:20.410	28.883	1:13.438	38.089	211.7	41:33.667	3	1	2:03.332	24.487	1:00.430	38.415	203.2	7:38.711	
16	1	2:57.898 B	24.718	59.237	1:33.943	202.8	44:31.565	4	1	3:41.845 B	36.120	1:43.247	1:22.478	215.9	11:20.556	
								5	1	4:51.866	3:10.859	1:02.054	38.953		16:12.422	



IBERIAN HISTORIC ENDURANCE ESTORIL CLASSICS QUALIFYING

Sector Analysis

Lap under Red Flag								Invalidated Lap								Personal Best								Session Best								B Crossing the pit lane																																																																																															
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																																																																																
6	1	2:13.934	25.437	1:00.296	48.201	198.1	18:26.356	3	1	3:04.946 B	29.813	1:27.035	1:08.098	139.9	10:15.058	7	1	2:53.164	35.859	1:13.446	1:03.859	91.3	21:19.520	4	1	6:39.634	4:42.166	1:13.738	43.730	16:54.692	5	1	2:46.756	29.121	1:15.797	1:01.838	157.9	19:41.448	6	1	2:53.663	43.877	1:25.468	44.318	88.8	22:35.111	7	1	2:17.474	29.197	1:06.287	41.990	148.9	24:52.585	8	1	2:15.675	28.795	1:06.163	40.717	154.6	27:08.260	9	1	2:14.884	27.646	1:06.764	40.474	153.1	29:23.144	10	1	2:15.471	28.309	1:06.084	41.078	150.0	31:38.615	11	1	2:15.945	27.460	1:05.912	42.573	153.5	33:54.560	12	1	2:39.962 B	32.873	1:08.597	58.492	122.9	36:34.522	13	1	4:31.221	2:25.061	1:24.863	41.297		41:05.743	14	1	2:16.330	27.599	1:06.555	42.176	164.2	43:22.073	15	1	2:15.231	27.960	1:05.826	41.445	159.5	45:37.304									
269 Shelby Cobra Daytona 1.Brice PINEAU H-1965								317 Porsche 911 SWB 1.Nuno NUNES GDS								337 Porsche 911 2.5 ST 1.Piero DAL MASO 2.Jose CARVALHOSA 3.Guilherme DAL MASO H-1971								273 Jaguar E Type 1.Laurent JASPERS H-1965								396 Ford Capri 1.Neil MERRY H-1976																																																																																															
1	1	4:29.759	2:38.527	1:06.829	44.403		4:29.759	1	1	4:35.014	2:31.992	1:12.845	50.177		4:35.014	2	1	2:21.500	28.751	1:08.273	44.476	180.9	6:56.514	3	1	2:53.676 B	27.366	1:13.754	1:12.556	188.0	9:50.190	4	1	6:20.434	4:24.821	1:11.715	43.898		16:10.624	5	1	2:37.193 B	28.281	1:10.329	58.583	191.2	18:47.817	6	1	7:17.815	5:23.801	1:12.006	42.008		26:05.632	7	1	2:16.273	27.732	1:06.886	41.655	178.0	28:21.905	8	1	2:15.670	26.703	1:07.276	41.691	193.6	30:37.575	9	1	2:15.938	26.891	1:06.712	42.335	194.2	32:53.513	10	1	2:19.374	27.034	1:09.713	42.627	192.9	35:12.887	11	1	2:16.224	26.783	1:07.840	41.601	189.9	37:29.111	12	1	2:30.699 B	26.979	1:06.918	56.802	186.7	39:59.810																								
273 Jaguar E Type 1.Laurent JASPERS H-1965								337 Porsche 911 2.5 ST 1.Piero DAL MASO 2.Jose CARVALHOSA 3.Guilherme DAL MASO H-1971								273 Jaguar E Type 1.Laurent JASPERS H-1965								396 Ford Capri 1.Neil MERRY H-1976																																																																																																							
1	1	2:32.951	47.866	1:05.311	39.774		2:32.951	1	1	4:49.143	2:47.070	1:14.803	47.270		4:49.143	2	1	2:23.553	30.421	1:10.485	42.647	140.1	7:12.696	3	1	3:09.672 B	28.617	1:27.210	1:13.845	176.8	10:22.368	4	1	5:50.564	3:57.181	1:10.500	42.883		16:12.932	5	1	2:24.449	27.684	1:04.748	52.017	166.4	18:37.381	6	1	2:59.112	42.702	1:28.803	47.607	81.5	21:36.493	7	1	2:13.517	26.637	1:05.422	41.458	186.1	23:50.010	8	1	2:12.277	26.943	1:04.563	40.771	178.3	26:02.287	9	1	2:10.550	26.559	1:03.372	40.619	179.7	28:12.837	10	1	2:10.639	26.144	1:03.728	40.767	191.2	30:23.476	11	1	2:11.669	26.519	1:03.995	41.155	191.5	32:35.145	12	1	2:11.572	26.757	1:03.585	41.230	180.6	34:46.717	13	1	2:12.656	26.907	1:04.809	40.940	178.3	36:59.373	14	1	2:08.905	26.299	1:02.676	39.930	183.9	39:08.278	15	1	2:18.164	27.830	1:09.117	41.217	187.3	41:26.442
312 Shelby Mustang 350GT 1.Jurriaan NEDERPELT H-1965								396 Ford Capri 1.Neil MERRY H-1976								312 Shelby Mustang 350GT 1.Jurriaan NEDERPELT H-1965								396 Ford Capri 1.Neil MERRY H-1976																																																																																																							
1	1	4:47.230	2:43.044	1:18.254	45.932		4:47.230	1	1	2:49.926	52.539	1:12.473	44.914		2:49.926	2	1	2:22.014	27.962	1:09.330	44.722	166.4	5:11.940	3	1	2:19.524	29.486	1:07.938	42.100	153.9	7:31.464	4	1	3:34.828 B	39.189	1:40.301	1:15.338	165.4	11:06.292																																																																																								
2	1	2:22.882	31.183	1:09.191	42.508	139.9	7:10.112	2	1	2:22.014	27.962	1:09.330	44.722	166.4	5:11.940	3	1	2:19.524	29.486	1:07.938	42.100	153.9	7:31.464	4	1	3:34.828 B	39.189	1:40.301	1:15.338	165.4	11:06.292																																																																																																
3	1	2:19.524	29.486	1:07.938	42.100	153.9	7:31.464	3	1	3:34.828 B	39.189	1:40.301	1:15.338	165.4	11:06.292																																																																																																																
4	1	2:19.524	29.486	1:07.938	42.100	153.9	7:31.464	4	1	3:34.828 B	39.189	1:40.301	1:15.338	165.4	11:06.292																																																																																																																



IBERIAN HISTORIC ENDURANCE ESTORIL CLASSICS QUALIFYING

Sector Analysis

Lap under Red Flag																Invalidated Lap	Personal Best	Session Best	B Crossing the pit lane
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed				
5	1	5:28.267	3:35.037	1:10.952	42.278		16:34.559	4	1	6:41.335	4:56.403	1:05.750	39.182		15:51.929				
6	1	2:26.544	27.819	1:06.997	51.728	169.5	19:01.103	5	1	2:09.197	26.869	1:02.707	39.621	185.1	18:01.126				
7	1	2:48.457	39.245	1:25.378	43.834	91.8	21:49.560	6	1	2:47.535	30.158	1:21.856	55.521	153.9	20:48.661				
8	1	2:15.418	28.389	1:05.984	41.045	162.3	24:04.978	7	1	2:23.123	37.416	1:05.543	40.164	92.0	23:11.784				
9	1	2:16.079	27.666	1:07.193	41.220	167.2	26:21.057	8	1	2:06.766	25.496	1:01.755	39.515	186.4	25:18.550				
10	1	2:14.882	27.166	1:05.883	41.833	168.0	28:35.939	9	1	2:07.067	26.117	1:01.814	39.136	197.4	27:25.617				
11	1	2:17.378	27.714	1:06.915	42.749	163.0	30:53.317	10	1	2:30.911	25.838	1:02.167	1:02.906	189.9	29:56.528				
12	1	2:17.112	28.059	1:05.610	43.443	160.6	33:10.429	11	1	5:11.034	3:27.057	1:03.623	40.354		35:07.562				
13	1	2:17.654	28.056	1:08.179	41.419	165.7	35:28.083	12	1	2:07.922	25.887	1:02.860	39.175	179.7	37:15.484				
14	1	2:31.603	26.926	1:05.985	58.692	182.4	37:59.686	13	1	2:06.108	25.472	1:01.743	38.893	196.0	39:21.592				
503 Datsun 1200 1.Guillermo VELASCO BAIS: 2.Francisco FREITAS GDS								14	1	2:18.783	32.568	1:06.761	39.454	111.0	41:40.375				
								15	1	2:26.274	25.419	1:03.308	57.547	207.0	44:06.649				
1	1	3:48.670	1:37.268	1:20.990	50.412		3:48.670												
2	1	2:42.507	32.586	1:19.288	50.633	139.9	6:31.177												
3	1	3:04.632	31.975	1:22.864	1:09.793	149.1	9:35.809												
4	1	6:33.534	4:25.413	1:18.733	49.388		16:09.343												
5	1	2:44.385	32.725	1:19.676	51.984	147.6	18:53.728												
6	1	2:51.472	34.467	1:27.259	49.746	119.7	21:45.200												
7	1	2:37.968	31.140	1:18.084	48.744	151.6	24:23.168												
8	1	2:49.545	32.987	1:17.981	58.577	141.3	27:12.713												
9	1	3:42.088	1:40.760	1:14.815	46.513		30:54.801												
10	1	2:30.210	30.431	1:13.889	45.890	155.4	33:25.011												
11	1	2:29.647	30.094	1:14.094	45.459	156.3	35:54.658												
12	1	2:28.963	29.913	1:13.527	45.523	157.9	38:23.621												
13	1	2:37.937	30.032	1:13.520	54.385	156.1	41:01.558												
14	1	5:29.311	3:12.952	1:16.096	1:00.263		46:30.869												
508 Ford Escort RS2000 1.Paulo LIMA 2.Pedro MELO H-1976																			
1	1	3:42.615	1:42.754	1:14.148	45.713		3:42.615												
2	1	2:21.076	28.259	1:09.045	43.772	171.9	6:03.691												
3	1	2:38.190	27.485	1:07.141	1:03.564	175.4	8:41.881												
4	1	6:45.783	4:52.383	1:08.639	44.761		15:27.664												
5	1	2:16.269	26.959	1:05.856	43.454	191.9	17:43.933												
6	1	2:53.920	29.133	1:26.477	58.310	170.6	20:37.853												
7	1	2:39.153	44.281	1:10.390	44.482	72.0	23:17.006												
8	1	2:16.375	27.381	1:05.971	43.023	174.0	25:33.381												
9	1	2:15.493	27.561	1:05.526	42.406	188.3	27:48.874												
10	1	2:12.707	26.653	1:04.297	41.757	183.6	30:01.581												
11	1	2:17.894	28.999	1:05.663	43.232	180.9	32:19.475												
12	1	2:23.273	29.908	1:05.638	47.727	177.1	34:42.748												
13	1	2:21.869	30.857	1:07.208	43.804	138.8	37:04.617												
14	1	2:12.306	26.270	1:03.969	42.067	197.7	39:16.923												
15	1	2:27.229	31.167	1:13.061	43.001	142.1	41:44.152												
16	1	2:11.374	25.924	1:03.788	41.662	202.0	43:55.526												
17	1	2:54.826	33.108	1:16.172	1:05.546	153.7	46:50.352												
911 Porsche 911 2.8 RSR 1.Robin ELLIS H-1976																			
1	1	4:11.949	2:18.724	1:11.650	41.575		4:11.949												
2	1	2:11.669	27.291	1:03.861	40.517	169.2	6:23.618												
3	1	2:46.976	27.133	1:06.432	1:13.411	189.9	9:10.594												