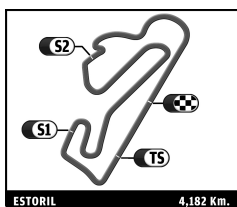


THE GREATEST'S TROPHY
ESTORIL CLASSICS
PRIVATE PRACTICE

Sector Analysis

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | | | |
|--|---|------------|----------|----------|----------|--------|-----------|-----|---|------------|----------|----------|----------|--------|-----------|------------------------|--------------------------------|--|
| 3 Bizzarrini 5300 GT 1965 | | | | | | | | | | | | | | | | | | |
| 1.Hipolito PIRES TSRC12B | | | | | | | | | | | | | | | | | | |
| 2.Tiago RAPOSO DE MAGA | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2:56.399 | 1:04.276 | 1:09.503 | 42.620 | | 2:56.399 | 6 | 2 | 2:07.950 | | 39.674 | 186.7 | | 13:36.903 | | | |
| 2 | 1 | 2:13.985 | 27.764 | 1:05.181 | 41.040 | 165.9 | 5:10.384 | 7 | 2 | 2:05.625 | | 39.290 | 190.9 | | 15:42.528 | | | |
| 3 | 1 | 2:12.095 | 25.658 | 1:04.670 | 41.767 | 192.2 | 7:22.479 | 8 | 2 | 2:11.231 | | 40.342 | 175.4 | | 17:53.759 | | | |
| 4 | 1 | 2:21.002 B | 26.813 | 1:04.299 | 49.890 | 173.2 | 9:43.481 | 9 | 2 | 2:20.162 B | | 49.684 | 180.6 | | 20:13.921 | | | |
| | | | | | | | | 10 | 1 | 4:29.094 | | 38.872 | | | 24:43.015 | | | |
| | | | | | | | | 11 | 1 | 2:02.355 | | 38.773 | 207.0 | | 26:45.370 | | | |
| | | | | | | | | 12 | 1 | 2:48.361 B | | 1:00.827 | 181.8 | | 29:33.731 | | | |
| 24 Bizzarrini 5300 GT 1964 | | | | | | | | | | | | | | | | | | |
| 1.Ralf HUBER TSRC12B | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 3:17.994 | 1:14.586 | 1:17.841 | 45.567 | | 3:17.994 | | | | | | | | | 49 | Porsche 904/6 Carrera GTS 1964 | |
| 2 | 1 | 2:28.389 | 30.102 | 1:12.434 | 45.853 | 165.2 | 5:46.383 | | | | | | | | | 1.Hipolito PIRES GTP11 | | |
| 3 | 1 | 2:38.769 B | 27.457 | 1:09.648 | 1:01.664 | 188.0 | 8:25.152 | | | | | | | | | 2.Tiago RAPOSO DE MAGA | | |
| 4 | 1 | 5:24.040 | 3:31.706 | 1:09.276 | 43.058 | | 13:49.192 | 1 | 2 | 2:57.550 | 1:09.696 | 1:07.808 | 40.046 | | 2:57.550 | | | |
| 5 | 1 | 2:16.901 | 27.272 | 1:06.858 | 42.771 | 181.5 | 16:06.093 | 2 | 2 | 2:08.267 | 26.863 | 1:01.907 | 39.497 | 172.4 | 5:05.817 | | | |
| 6 | 1 | 2:16.546 | 26.802 | 1:07.083 | 42.661 | 191.2 | 18:22.639 | 3 | 2 | 2:27.718 B | 25.709 | 1:07.197 | 54.812 | 189.9 | 7:33.535 | | | |
| 7 | 1 | 2:40.840 B | 31.453 | 1:07.985 | 1:01.402 | 137.5 | 21:03.479 | 4 | 1 | 8:13.385 | 6:31.794 | 1:02.783 | 38.808 | | 15:46.920 | | | |
| | | | | | | | | 5 | 1 | 2:06.837 | 24.974 | 1:02.755 | 39.108 | 207.7 | 17:53.757 | | | |
| | | | | | | | | 6 | 1 | 2:17.881 B | 25.271 | 1:00.346 | 52.264 | 203.2 | 20:11.638 | | | |
| 32 Porsche 356 (B) 2000 GS Carrera 2 coupé 1962 | | | | | | | | | | | | | | | | | | |
| 1.Marie-Claude FIRMENICH GTS11 | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 3:30.717 | 1:20.024 | 1:20.875 | 49.818 | | 3:30.717 | | | | | | | | | 55 | Shelby Cobra 260 1963 | |
| 2 | 1 | 2:29.649 | 29.968 | 1:13.007 | 46.674 | 169.8 | 6:00.366 | | | | | | | | | 1.Eric EVERARD GTS12C | | |
| 3 | 1 | 2:29.642 | 29.999 | 1:12.338 | 47.305 | 172.1 | 8:30.008 | 1 | 1 | 5:20.747 | 3:14.327 | 1:19.023 | 47.397 | | 5:20.747 | | | |
| 4 | 1 | 2:28.848 | 30.839 | 1:11.322 | 46.687 | 143.7 | 10:58.856 | 2 | 1 | 2:27.004 | 29.763 | 1:11.333 | 45.908 | 157.4 | 7:47.751 | | | |
| 5 | 1 | 2:32.776 B | 27.883 | 1:10.724 | 54.169 | 185.1 | 13:31.632 | 3 | 1 | 2:23.421 | 29.150 | 1:09.569 | 44.702 | 154.6 | 10:11.172 | | | |
| 6 | 1 | 5:14.604 | 3:15.287 | 1:13.820 | 45.497 | | 18:46.236 | 4 | 1 | 2:22.435 | 28.672 | 1:09.797 | 43.966 | 168.0 | 12:33.607 | | | |
| 7 | 1 | 2:23.876 | 28.761 | 1:10.085 | 45.030 | 180.9 | 21:10.112 | 5 | 1 | 2:19.531 | 29.784 | 1:07.315 | 42.432 | 147.2 | 14:53.138 | | | |
| 8 | 1 | 2:22.008 | 28.235 | 1:09.489 | 44.284 | 185.7 | 23:32.120 | 6 | 1 | 2:29.765 B | 27.319 | 1:08.242 | 54.204 | 177.7 | 17:22.903 | | | |
| 9 | 1 | 2:23.180 | 29.431 | 1:09.278 | 44.471 | 160.2 | 25:55.300 | 7 | 1 | 4:39.142 | 2:43.810 | 1:12.248 | 43.084 | | 22:02.045 | | | |
| 10 | 1 | 2:23.501 | 28.705 | 1:09.420 | 45.376 | 173.0 | 28:18.801 | 8 | 1 | 2:21.993 | 28.785 | 1:09.214 | 43.994 | 163.5 | 24:24.038 | | | |
| 11 | 1 | 2:22.424 | 28.600 | 1:09.252 | 44.572 | 177.7 | 30:41.225 | 9 | 1 | 2:21.249 | 27.921 | 1:09.360 | 43.968 | 192.2 | 26:45.287 | | | |
| 12 | 1 | 2:21.000 | 28.173 | 1:09.007 | 43.820 | 184.5 | 33:02.225 | 10 | 1 | 2:42.321 B | 29.481 | 1:11.115 | 1:01.725 | 184.8 | 29:27.608 | | | |
| 13 | 1 | 2:20.812 | 27.647 | 1:08.907 | 44.258 | 190.9 | 35:23.037 | | | | | | | | | 61 | Maserati Tipo 61 Birdcage 1961 | |
| 33 Alfa Romeo Giulia T22 (C) 1965 | | | | | | | | | | | | | | | | | | |
| 1.Thierry PASCAULT GTS11 | | | | | | | | | | | | | | | | | | |
| 2.Alexander FURIANI | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 3:18.746 | 1:20.637 | 1:13.794 | 44.315 | | 3:18.746 | 1 | 1 | 9:06.267 | 7:18.793 | 1:06.288 | 41.186 | | 9:06.267 | | | |
| 2 | 1 | 2:12.942 | 28.619 | 1:04.251 | 40.072 | 167.7 | 5:31.688 | 2 | 1 | 2:10.762 | 25.506 | 1:03.364 | 41.892 | 188.3 | 11:17.029 | | | |
| 3 | 1 | 2:07.355 | 25.697 | 1:02.687 | 38.971 | 198.4 | 7:39.043 | 3 | 1 | 2:08.635 | 25.474 | 1:03.568 | 39.593 | 200.2 | 13:25.664 | | | |
| 4 | 1 | 2:38.223 B | 27.760 | 1:11.755 | 58.708 | 176.8 | 10:17.266 | 4 | 1 | 2:07.496 | 25.514 | 1:02.818 | 39.164 | 197.7 | 15:33.160 | | | |
| 5 | 1 | 5:09.574 | 3:13.026 | 1:12.449 | 44.099 | | 15:26.840 | 5 | 1 | 2:06.945 | 24.931 | 1:02.558 | 39.456 | 197.0 | 17:40.105 | | | |
| 6 | 1 | 2:18.050 | 28.108 | 1:08.087 | 41.855 | 161.3 | 17:44.890 | 6 | 1 | 2:06.584 | 24.916 | 1:02.241 | 39.427 | 198.4 | 19:46.689 | | | |
| 7 | 1 | 2:11.596 | 26.734 | 1:04.229 | 40.633 | 188.0 | 19:56.486 | 7 | 1 | 2:06.181 | 24.840 | 1:01.632 | 39.409 | 199.5 | 21:52.870 | | | |
| 8 | 1 | 2:11.770 | 26.698 | 1:04.526 | 40.546 | 178.8 | 22:08.256 | 8 | 1 | 2:06.156 | 25.685 | 1:01.476 | 38.995 | 200.2 | 23:59.026 | | | |
| 9 | 1 | 2:24.931 B | 25.904 | 1:04.372 | 54.655 | 184.8 | 24:33.187 | 9 | 1 | 2:05.371 | 24.923 | 1:01.225 | 39.223 | 212.1 | 26:04.397 | | | |
| 10 | 1 | 5:12.968 | 3:18.009 | 1:10.632 | 44.327 | | 29:46.155 | 10 | 1 | 2:24.829 B | 25.169 | 1:02.223 | 57.437 | 214.2 | 28:29.226 | | | |
| 11 | 1 | 2:20.571 | 29.298 | 1:08.384 | 42.889 | 146.0 | 32:06.726 | | | | | | | | | 75 | Jaguar D-Type (C) 1955 | |
| 12 | 1 | 2:21.478 | 28.997 | 1:09.456 | 43.025 | 152.2 | 34:28.204 | | | | | | | | | 1.Oliver MATHAI TSRC6A | | |
| 13 | 1 | 2:22.862 | 28.510 | 1:10.842 | 43.510 | 192.2 | 36:51.066 | 1 | 1 | 3:04.548 | 1:02.848 | 1:17.441 | 44.259 | | 3:04.548 | | | |
| | | | | | | | | 2 | 1 | 2:23.475 | 29.394 | 1:11.709 | 42.372 | 146.2 | 5:28.023 | | | |
| | | | | | | | | 3 | 1 | 2:17.886 | 27.635 | 1:08.270 | 41.981 | 149.1 | 7:45.909 | | | |
| | | | | | | | | 4 | 1 | 2:59.049 B | 27.011 | 1:24.488 | 1:07.550 | 154.6 | 10:44.958 | | | |
| | | | | | | | | 5 | 1 | 4:56.265 | 3:05.938 | 1:09.041 | 41.286 | | 15:41.223 | | | |
| | | | | | | | | 6 | 1 | 2:16.130 | 27.307 | 1:07.838 | 40.985 | 153.7 | 17:57.353 | | | |
| | | | | | | | | 7 | 1 | 2:13.983 | 26.949 | 1:06.053 | 40.981 | 155.9 | 20:11.336 | | | |
| | | | | | | | | 8 | 1 | 2:54.471 B | 31.167 | 1:17.656 | 1:05.648 | 134.0 | 23:05.807 | | | |
| 46 Bizzarrini 5300 GT 1965 | | | | | | | | | | | | | | | | | | |
| 1.Volker HICHERT TSRC12B | | | | | | | | | | | | | | | | | | |
| 2.Björn EBSSEN | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 2:54.564 | | | 43.524 | | 2:54.564 | | | | | | | | | 88 | Lister Costin 1959 | |
| 2 | 2 | 2:11.215 | | | 39.977 | 156.5 | 5:05.779 | | | | | | | | | 1.John SPIERS TSRC6B | | |
| 3 | 2 | 2:08.172 | | | 39.176 | 171.9 | 7:13.951 | 1 | 1 | 3:20.348 | 1:26.520 | 1:11.019 | 42.809 | | 3:20.348 | | | |
| 4 | 2 | 2:07.417 | | | 39.372 | 189.2 | 9:21.368 | | | | | | | | | | | |
| 5 | 2 | 2:07.585 | | | 39.058 | 177.7 | 11:28.953 | | | | | | | | | | | |



THE GREATEST'S TROPHY
ESTORIL CLASSICS
PRIVATE PRACTICE

Sector Analysis

■ Personal Best ■ Session Best B Crossing the finish line in 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 |
|-----|---|------------|----------|----------|----------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 2 | 1 | 2:15.657 | 28.248 | 1:06.078 | 41.331 | 184.2 | 5:36.005 | | | | | | | | |
| 3 | 1 | 2:12.505 | 26.296 | 1:04.862 | 41.347 | 187.3 | 7:48.510 | | | | | | | | |
| 4 | 1 | 2:15.442 | 26.521 | 1:06.324 | 42.597 | 178.5 | 10:03.952 | | | | | | | | |
| 5 | 1 | 2:11.698 | 25.755 | 1:05.462 | 40.481 | 193.6 | 12:15.650 | | | | | | | | |
| 6 | 1 | 2:08.466 | 25.280 | 1:03.601 | 39.585 | 203.5 | 14:24.116 | | | | | | | | |
| 7 | 1 | 2:06.873 | 24.583 | 1:03.029 | 39.261 | 210.9 | 16:30.989 | | | | | | | | |
| 8 | 1 | 2:23.816 B | 24.710 | 1:03.575 | 55.531 | 215.9 | 18:54.805 | | | | | | | | |
| 9 | 1 | 4:48.881 | 3:04.137 | 1:03.939 | 40.805 | | 23:43.686 | | | | | | | | |
| 10 | 1 | 2:10.961 | 26.946 | 1:02.942 | 41.073 | 203.5 | 25:54.647 | | | | | | | | |
| 11 | 1 | 2:06.274 | 24.785 | 1:02.115 | 39.374 | 216.7 | 28:00.921 | | | | | | | | |
| 12 | 1 | 2:05.310 | 24.309 | 1:01.917 | 39.084 | 214.6 | 30:06.231 | | | | | | | | |
| 13 | 1 | 2:20.657 B | 24.590 | 1:02.821 | 53.246 | 217.6 | 32:26.888 | | | | | | | | |

| 192 | | Jaguar E-Type 3.8 1961 | | GTS7B2 | | |
|-----|---|------------------------|----------|----------|--------|-----------|
| | | 1. Marc GORDON | | | | |
| | | 2. Nick FINBURGH | | | | |
| 1 | 1 | 3:31.613 | 1:28.079 | 1:16.557 | 46.977 | 3:31.613 |
| 2 | 1 | 2:31.783 | 30.006 | 1:13.056 | 48.721 | 6:03.396 |
| 3 | 1 | 2:24.739 | 29.926 | 1:10.912 | 43.901 | 8:28.135 |
| 4 | 1 | 2:24.085 | 28.707 | 1:10.889 | 44.489 | 10:52.220 |
| 5 | 1 | 2:21.667 | 28.682 | 1:09.828 | 43.157 | 13:13.887 |
| 6 | 1 | 2:26.893 B | 28.482 | 1:08.336 | 50.075 | 15:40.780 |
| 7 | 2 | 5:37.823 | 3:33.647 | 1:18.290 | 45.886 | 21:18.603 |
| 8 | 2 | 2:22.465 | 28.887 | 1:10.486 | 43.092 | 23:41.068 |
| 9 | 2 | 2:18.660 | 30.139 | 1:06.849 | 41.672 | 25:59.728 |
| 10 | 2 | 2:16.488 | 26.451 | 1:07.779 | 42.258 | 28:16.216 |
| 11 | 2 | 2:18.435 | 29.772 | 1:07.872 | 40.791 | 30:34.651 |
| 12 | 2 | 2:14.968 | 27.530 | 1:06.019 | 41.419 | 32:49.619 |
| 13 | 2 | 2:13.683 | 27.123 | 1:05.248 | 41.312 | 35:03.302 |