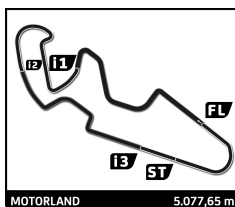


# MOTOSTUDENT ELECTRIC MOTOSTUDENT MOTORLAND Free Practice 2 Sector Analysis

___ Invalidated Lap							■ Personal Best	■ Session Best	B Crossing the pit lane						
Lap	Time	Sector 1	Sector 2	Sector 3	Sector 4	T.Sp	Lap	Time	Sector 1	Sector 2	Sector 3	Sector 4	T.Sp		
<b>4</b>	<b>Patrycjusz Widuch</b>						POL	<b>17</b>	<b>Patrick Pöhlmann</b>						GER
E-Moto AGH							eLaketric UAS Constance								
1	4:08.277	1:50.898	50.605	33.705	53.069	120.5	1	3:01.933	53.275	51.468	31.175	46.015	143.4		
2	<b>3:39.960</b>	<b>1:08.719</b>	57.897	36.365	56.979	101.8	2	<b>2:55.711</b>	<b>50.333</b>	<b>47.601</b>	<b>30.495</b>	47.282	135.8		
3	4:03.496B	1:13.757	1:04.833	45.759	59.147	100.3	3	3:02.124	53.062	48.593	31.764	48.705	129.3		
							4	3:08.516	54.558	52.010	31.750	50.198	130.6		
							5	3:27.240B	1:01.781	54.195	33.323	57.941	129.7		
<b>5</b>	<b>Manuel García Troya</b>						SPA	<b>22</b>	<b>Jonathan Gaztañaga Martínez</b>						SPA
UMA Racing Team							eGIPUZKOA GIE-UPV/EHU								
1	3:12.553	1:31.589	39.423	25.742	35.799	187.8	1	2:55.214	59.185	45.896	29.440	40.693	161.2		
2	<b>2:24.858</b>	<b>40.371</b>	40.533	26.100	37.854	175.9	2	<b>2:43.385</b>	<b>46.363</b>	<b>45.381</b>	29.892	41.749	155.6		
3	2:27.324	41.444	41.294	26.126	38.460	172.2	3	3:15.022B	46.701	46.105	31.534	1:10.682	102.6		
4	2:30.548	42.876	42.042	26.446	39.184	167.7	4	6:11.309	3:52.867	55.415	34.014	49.013	107.2		
5	2:31.096	42.669	42.331	26.529	39.567	165.6									
6	2:32.979	43.055	42.634	27.154	40.136	163.9									
7	2:33.446	43.591	42.891	26.959	40.005	162.9									
8	2:36.202	44.881	43.227	27.254	40.840	160.0									
<b>8</b>	<b>Ian Hiniestrosa Durán</b>						SPA	<b>28</b>	<b>Axel Ambar Sancho</b>						SPA
MotoSpirit ESEIAT - UPC							REM IHU								
1	20:44.989B	...	56.403	36.855	1:02.210	107.1	1	3:54.928	1:50.679	46.633	30.887	46.729	129.0		
							2	<b>2:47.674</b>	<b>47.728</b>	<b>46.032</b>	30.949	<b>42.965</b>	150.2		
							3	4:38.188B	48.018	2:01.856	39.241	1:09.073	81.5		
<b>9</b>	<b>Aritz Jiménez Iriarte</b>						SPA	<b>31</b>	<b>Isidro Tarrasó Climent</b>						SPA
MS Unizar Electric							UJI Electric Racing Team								
1	4:10.796	1:55.526	56.769	39.022	39.479	170.6	1	4:17.826	2:14.734	47.622	31.116	44.354	156.3		
2	<b>2:33.345</b>	<b>43.530</b>	<b>41.898</b>	<b>27.756</b>	40.161	163.9	2	<b>2:50.407</b>	<b>49.432</b>	<b>46.176</b>	30.701	<b>44.098</b>	154.7		
3	2:34.547	44.109	41.990	27.837	40.611	158.4	3	2:51.258	49.450	46.649	30.846	44.313	153.4		
4	2:40.240	45.125	43.278	28.480	43.357	146.1	4	2:51.662	49.985	46.893	30.506	44.278	151.5		
5	3:18.678B	50.414	51.131	33.152	1:03.981	106.9	5	2:52.295	50.145	47.258	30.418	44.474	150.0		
							6	2:54.172	50.063	47.464	31.104	45.541	146.5		
							7	4:38.476B	52.331	48.775	30.957	2:26.413	142.9		
<b>10</b>	<b>Juan Bultó Sagnier</b>						SPA	<b>32</b>	<b>Pablo Esparza Ibáñez</b>						SPA
EEBE ePowered RACING							UPM MOTOSTUDENT ELECTRIC								
1	18:17.716	...	43.346	28.239	38.897	179.7	1	3:57.721	1:18.178	1:18.795	43.618	37.130	189.8		
2	<b>2:38.856</b>	<b>44.421</b>	<b>41.679</b>	30.920	41.836	161.4	2	3:21.767	48.101	1:18.868	36.543	38.255	188.5		
							3	2:33.028	<b>41.998</b>	44.078	30.220	<b>36.732</b>	189.8		
							4	3:18.435	49.828	1:18.529	29.937	40.141	158.4		
							5	<b>2:30.124</b>	42.365	41.710	28.087	37.962	184.0		
							6	2:30.229	44.040	<b>41.196</b>	<b>27.479</b>	37.514	187.8		
							7	3:42.996B	47.858	1:18.792	36.526	59.820	155.8		
<b>11</b>	<b>Andrés Escobar Santigosa</b>						SPA	<b>33</b>	<b>Félix Moreno Pizarro</b>						SPA
Wolfast UniOvi							UPC VILANOVA E3 TEAM								
1	3:03.756	1:02.084	47.093	30.104	44.475	145.2	1	4:43.121	1:23.878	<b>47.455</b>	<b>1:14.209</b>	<b>1:17.579</b>	93.4		
2	<b>2:50.884</b>	<b>48.617</b>	<b>46.830</b>	<b>30.067</b>	45.370	142.5									
3	2:52.993	49.887	47.656	30.452	44.998	142.7									
4	2:57.141	50.277	48.519	30.703	47.642	132.5									
5	3:07.047	55.823	50.676	31.791	48.757	125.3									
6	3:19.258B	57.268	50.908	31.367	59.715	114.5									
<b>12</b>	<b>William Roy</b>						CAN	<b>54</b>	<b>Alessandro Pozzo</b>						ITA
EMUS							2WheelsPoliTO								
1	3:58.678	1:51.344	48.657	32.254	46.423	135.7	1	3:19.712	1:07.970	53.274	32.658	45.810	131.1		
2	<b>2:59.637</b>	<b>49.685</b>	51.314	<b>31.685</b>	46.953	134.8	2	<b>2:26.851</b>	<b>41.233</b>	40.599	<b>27.360</b>	<b>37.659</b>	183.4		
3	3:33.040	56.107	50.339	51.036	55.558	108.7	3	3:09.797	1:04.455	41.635	32.021	51.686	120.9		
							4	2:55.434	50.634	41.556	31.376	51.868	119.2		
							5	3:16.980	56.176	56.153	34.640	50.011	115.4		
							6	3:37.968B	42.011	<b>40.352</b>	53.221	1:22.384	75.2		
<b>16</b>	<b>Klaus Anton Mayer</b>						SPA								
Bizkaia ESI Bilbao															
1	4:27.688	2:28.708	46.428	30.073	42.479	155.8									
2	<b>2:42.905</b>	46.809	<b>44.558</b>	<b>29.617</b>	<b>41.921</b>	155.6									
3	3:29.405B	<b>46.611</b>	1:09.217	30.982	1:02.595	97.1									
4	8:20.336B	6:00.298	48.131	30.704	1:01.203	112.4									



# MOTOSTUDENT ELECTRIC MOTOSTUDENT MOTORLAND

## Free Practice 2

### Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	Sector 4	T.Spd	Lap	Time	Sector 1	Sector 2	Sector 3	Sector 4	T.Spd
<b>65</b> <b>Alberto Leonardi</b> ITA Impulse Unimore													
1	6:00.485	3:51.463	48.612	35.778	44.632	154.1	1	3:39.344	1:31.878	46.794	31.764	48.908	139.9
2	<b>2:48.662</b>	48.249	46.530	30.083	43.800	153.4	2	<b>3:12.968</b>	<b>57.213</b>	50.954	34.980	49.821	135.0
3	2:49.153	49.134	46.455	<b>29.834</b>	<b>43.730</b>	152.5	3	3:20.523	1:01.753	52.841	34.111	51.818	126.8
4	2:49.251	<b>48.199</b>	<b>46.403</b>	30.377	44.272	151.5	4	3:28.663 <b>B</b>	1:04.720	53.463	34.666	55.814	129.7
5	2:50.024	48.390	46.417	30.399	44.818	149.8	5	5:46.478	3:22.180	56.018	35.060	53.220	120.5
6	4:15.815 <b>B</b>	57.999	1:00.598	51.797	1:25.421	72.8	6	3:26.835 <b>B</b>	1:01.788	52.956	33.875	58.216	132.4
<b>71</b> <b>Krzysztof Borys</b> POL LEM Wroc?aw													
1	2:48.803	1:01.605	<b>42.467</b>	<b>27.856</b>	<b>36.875</b>	184.0	1	3:42.210	1:35.871	<b>48.126</b>	33.260	44.953	152.1
2	<b>2:33.965</b>	<b>42.370</b>	42.479	29.600	39.516	172.0	2	3:01.487	52.950	51.047	33.160	<b>44.330</b>	145.9
3	2:38.119	45.625	43.583	28.399	40.512	172.5	3	<b>3:01.265</b>	<b>52.479</b>	50.397	32.996	45.393	161.7
4	2:39.464	46.598	43.355	28.487	41.024	166.9	4	3:05.098	54.535	51.421	33.240	45.902	152.5
5	2:42.259	46.515	43.923	30.145	41.676	164.6	5	3:07.134 <b>B</b>	53.437	50.357	<b>32.303</b>	51.037	157.2
6	2:41.558	46.628	44.083	28.809	42.038	163.9	6	3:53.615	1:43.120	52.287	33.583	44.625	158.8
7	2:42.843	46.931	44.500	28.784	42.628	162.4	7	3:22.174 <b>B</b>	56.033	51.703	34.119	1:00.319	119.7
8	2:41.567	47.089	43.826	28.545	42.107	160.5							
<b>72</b> <b>Siele Leonardo Soro</b> ITA QUARTODILITRO UNIPD													
1	3:20.000 <b>B</b>	1:13.053	46.259	<b>29.054</b>	51.634	127.4							
2	8:04.431	6:05.293	<b>42.851</b>	30.084	46.203	131.9							
3	2:42.454	46.809	42.862	29.858	42.925	141.9							
4	<b>2:42.337</b>	<b>46.694</b>	43.264	30.361	<b>42.018</b>	150.4							
5	3:04.315 <b>B</b>	47.059	46.588	31.639	59.029	146.5							
<b>76</b> <b>Justin Laroche</b> CAN COMETS													
1	3:23.298	1:19.190	<b>48.649</b>	<b>29.871</b>	45.588	151.3							
2	3:05.141	<b>53.384</b>	49.954	32.500	49.303	120.3							
3	<b>3:00.790</b>	54.299	49.935	31.512	<b>45.044</b>	132.7							
4	3:04.264	55.003	50.285	32.158	46.818	135.7							
5	3:10.998 <b>B</b>	57.552	49.884	33.072	50.490	138.5							
6	4:16.350	2:07.701	50.454	32.029	46.166	138.1							
<b>80</b> <b>Luca Campaci</b> ITA Polimi Motorcycle Factory													
1	3:20.157	1:26.658	44.421	28.156	40.922	170.6							
2	<b>2:36.988</b>	<b>44.089</b>	<b>43.266</b>	28.589	41.044	169.8							
3	2:37.539	45.001	43.587	<b>28.077</b>	<b>40.874</b>	169.5							
4	2:48.589 <b>B</b>	45.451	43.838	28.185	51.115	138.6							
5	3:31.420	1:37.308	43.837	29.084	41.191	167.2							
6	2:39.326	45.774	43.840	28.394	41.318	166.2							
7	2:38.511	44.786	43.788	28.369	41.568	163.9							
<b>88</b> <b>Alessio Aldrovandi</b> ITA UniBo Motorsport													
1	3:02.634	1:16.430	41.297	26.684	<b>38.223</b>	165.6							
2	2:27.912	41.866	41.210	<b>26.248</b>	38.588	163.9							
3	<b>2:27.679</b>	<b>41.715</b>	<b>41.145</b>	26.315	38.504	164.1							
4	2:34.941 <b>B</b>	42.366	41.386	26.349	44.840	162.7							