

Algarve Classic Festival

Autódromo Internacional Algarve

VISA FPAK N°290

Pre-1963 GT by DK Engineering
- Race

18 - 21 October 2018
Autodromo Internacional Algarve - 4652 mtr.

| 4 Hunt-Grant-Peterkin | | | | | | | | Austin Healey 3000 | | | | | | | | | |
|-----------------------|--------|--------------|---------------|-------|---------------|-------|-----------------|--------------------|-----|---------------|-------|--------|-------------|--------|-------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 123,6 | 46.721 | 89,6 | 52.280 | | 2:26.710 | 168,8 | 14 | Pit Out | 122,4 | 46.553 | 86,7 | 52.374 | | 3:10.921 | |
| 2 | 44.074 | 124,4 | 45.317 | 96,8 | 52.845 | | 2:22.236 | 210,1 | 15 | 43.971 | 123,6 | 46.125 | 93,8 | 52.415 | | 2:22.511 | <u>213,9</u> |
| 3 | 44.274 | 127,7 | 45.567 | 89,6 | <u>51.263</u> | | 2:21.104 | 212,6 | 16 | 45.936 | 122,9 | 46.188 | 89,8 | 52.454 | | 2:24.578 | 197,8 |
| 4 | 44.220 | 126,9 | 44.954 | 92,5 | 51.639 | | 2:20.813 | 209,3 | 17 | 44.614 | 123,6 | 46.778 | 87,0 | Pit In | | 2:29.410 | 196,7 |
| 5 | 45.356 | 134,5 | <u>44.896</u> | 91,2 | 51.529 | | 2:21.781 | 211,8 | 18 | Pit Out | 128,7 | 46.757 | 90,1 | 51.416 | | 2:43.414 | |
| 6 | 46.899 | 123,7 | 45.464 | 91,8 | 52.239 | | 2:24.602 | 183,4 | 19 | 44.018 | 130,1 | 46.148 | 93,8 | 51.808 | | 2:21.974 | 210,1 |
| 7 | 43.991 | <u>140,4</u> | 45.626 | 87,6 | 51.953 | | 2:21.570 | 196,0 | 20 | <u>43.600</u> | 125,9 | 45.164 | 92,2 | 51.856 | | <u>2:20.620</u> | 204,9 |
| 8 | 44.461 | 140,3 | 46.202 | 94,7 | 52.005 | | 2:22.668 | 186,9 | 21 | 44.621 | 121,5 | 46.533 | 84,2 | 52.058 | | 2:23.212 | 194,9 |
| 9 | 44.805 | 125,6 | 45.782 | 89,7 | 51.802 | | 2:22.389 | 191,8 | 22 | 45.469 | 132,0 | 46.494 | 85,4 | Pit In | | 2:30.110 | 195,7 |
| 10 | 44.386 | 128,6 | 45.970 | 89,2 | 51.786 | | 2:22.142 | 203,8 | 23 | Pit Out | 131,5 | 44.922 | <u>96,9</u> | 52.277 | | 2:52.056 | |
| 11 | 44.409 | 135,7 | 48.697 | 84,5 | 52.134 | | 2:25.240 | 201,1 | 24 | 44.139 | 126,6 | 45.854 | 89,4 | 52.151 | | 2:22.144 | 202,6 |
| 12 | 44.131 | 131,4 | 46.685 | 90,1 | 51.471 | | 2:22.287 | 197,8 | 25 | 44.637 | 128,6 | 46.439 | 81,6 | 51.944 | | 2:23.020 | 209,3 |
| 13 | 44.238 | 120,5 | 46.296 | 78,9 | Pit In | | <u>2:28.818</u> | 208,5 | 26 | 43.775 | 131,4 | 46.178 | 85,4 | 52.824 | | 2:22.777 | 213,4 |

| 21 van Lanschot-Sinke | | | | | | | | Austin Healey 3000 | | | | | | | | | |
|-----------------------|---------------|--------------|---------------|--------------|---------------|-------|-----------------|--------------------|-----|---------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | <u>132,0</u> | 45.431 | 96,4 | 52.350 | | 2:25.333 | 173,9 | 14 | 44.722 | 109,3 | 45.615 | 91,8 | 53.086 | | 2:23.423 | 208,5 |
| 2 | 44.446 | 123,4 | 45.554 | 97,7 | 52.318 | | 2:22.318 | 211,4 | 15 | 46.149 | 106,8 | 47.836 | 81,2 | Pit In | | 2:34.077 | 201,1 |
| 3 | <u>43.908</u> | 126,3 | 45.142 | 99,5 | 51.852 | | 2:20.902 | 213,0 | 16 | Pit Out | 111,1 | 47.560 | 83,6 | 53.325 | | 4:05.211 | |
| 4 | 44.258 | 117,9 | 45.087 | <u>102,1</u> | 51.703 | | 2:21.048 | 210,9 | 17 | 46.231 | 116,1 | 46.793 | 85,2 | 52.961 | | 2:25.985 | 190,1 |
| 5 | 44.186 | 124,6 | <u>44.898</u> | 95,5 | 51.813 | | 2:20.897 | 202,2 | 18 | 44.941 | 117,8 | 46.347 | 87,9 | 52.914 | | 2:24.202 | 202,2 |
| 6 | 43.955 | 121,8 | 45.201 | 99,8 | <u>51.577</u> | | <u>2:20.733</u> | 213,4 | 19 | 46.012 | 111,3 | 47.318 | 85,4 | Pit In | | 2:35.058 | 176,5 |
| 7 | 43.996 | 120,7 | 45.424 | 95,3 | 51.727 | | 2:21.147 | 210,5 | 20 | Pit Out | 113,4 | 47.554 | 84,7 | 53.733 | | 2:52.706 | |
| 8 | 44.106 | 117,5 | 45.105 | 98,0 | 51.597 | | 2:20.808 | <u>214,7</u> | 21 | 45.239 | 121,3 | 47.258 | 85,1 | 53.434 | | 2:25.931 | 201,9 |
| 9 | 44.060 | 118,7 | 45.678 | 101,6 | 52.024 | | 2:21.762 | 208,5 | 22 | 45.687 | 117,8 | 46.674 | 85,6 | 53.421 | | 2:25.782 | 198,2 |
| 10 | 44.517 | 115,5 | 45.122 | 100,7 | 51.774 | | 2:21.413 | 214,3 | 23 | 45.284 | 119,1 | 46.275 | 86,0 | 53.324 | | 2:24.883 | 191,2 |
| 11 | 44.755 | 111,5 | 45.772 | 95,9 | 51.708 | | 2:22.235 | 200,7 | 24 | 45.580 | 122,0 | 46.475 | 87,7 | 52.524 | | 2:24.579 | 204,9 |
| 12 | 44.820 | 112,7 | 47.382 | 95,3 | 51.722 | | 2:23.924 | 203,8 | 25 | 45.126 | 119,1 | 46.690 | 89,1 | 52.856 | | 2:24.672 | 210,1 |
| 13 | 44.495 | 122,0 | 45.845 | 98,8 | 52.327 | | 2:22.667 | 204,9 | 26 | 44.737 | 116,1 | 46.599 | 89,0 | 53.691 | | 2:25.027 | 204,2 |

| 32 Lambert-Markovac | | | | | | | | Ginetta G4 | | | | | | | | | |
|---------------------|--------|-------|--------|-------------|--------|-------|----------|--------------|-----|---------------|--------------|---------------|-------|---------------|-------|-----------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 125,9 | 49.676 | <u>94,3</u> | 53.206 | | 2:34.629 | 157,9 | 9 | 46.423 | 117,8 | 49.271 | 87,1 | 53.982 | | 2:29.676 | 184,9 |
| 2 | 47.601 | 123,3 | 48.070 | 89,9 | 52.997 | | 2:28.668 | <u>189,5</u> | 10 | 46.234 | <u>133,3</u> | 49.637 | 78,3 | Pit In | | 2:44.542 | 184,6 |
| 3 | 46.274 | 118,6 | 48.268 | 93,5 | 53.369 | | 2:27.911 | 189,1 | 11 | Pit Out | 113,2 | 50.712 | 73,9 | 55.146 | | 3:57.952 | |
| 4 | 47.030 | 119,7 | 48.541 | 94,2 | 54.076 | | 2:29.647 | 187,2 | 12 | 46.702 | 123,9 | 47.671 | 79,6 | 53.888 | | 2:28.261 | 187,5 |
| 5 | 47.535 | 113,0 | 49.408 | 93,3 | 54.081 | | 2:31.024 | 176,5 | 13 | <u>45.743</u> | 130,3 | 47.772 | 86,1 | <u>52.429</u> | | 2:25.944 | 188,8 |
| 6 | 47.054 | 119,6 | 48.532 | 89,6 | 53.520 | | 2:29.106 | 182,1 | 14 | 46.099 | 121,2 | <u>47.022</u> | 79,8 | 52.437 | | <u>2:25.558</u> | 185,6 |
| 7 | 46.783 | 118,7 | 48.494 | 89,1 | 54.006 | | 2:29.283 | 182,1 | 15 | 46.107 | 124,3 | 47.734 | 86,7 | 52.771 | | 2:26.612 | 185,2 |
| 8 | 47.630 | 118,2 | 48.789 | 88,9 | 53.651 | | 2:30.070 | 173,6 | 16 | | | | | | | | |

| 33 Minshaw-Keen | | | | | | | | Jaguar E-Type | | | | | | | | | |
|-----------------|---------|-------|--------|-------|--------|-------|-----------------|---------------|-----|---------------|--------------|---------------|--------------|---------------|-------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 134,7 | 47.110 | 87,7 | 52.083 | | 2:28.447 | 161,4 | 14 | 41.964 | 141,9 | 42.812 | <u>106,0</u> | <u>49.786</u> | | <u>2:14.562</u> | 224,1 |
| 2 | 44.037 | 120,1 | 45.532 | 90,9 | 51.842 | | 2:21.411 | 206,1 | 15 | 42.332 | 139,5 | 42.934 | 102,5 | 49.858 | | 2:15.124 | <u>225,5</u> |
| 3 | 45.347 | 123,3 | 45.227 | 86,5 | 51.729 | | 2:22.303 | 200,0 | 16 | 41.837 | <u>145,2</u> | <u>42.607</u> | 101,8 | 50.378 | | 2:14.822 | 224,1 |
| 4 | 43.848 | 126,2 | 45.069 | 85,3 | 51.887 | | 2:20.804 | 211,4 | 17 | 42.248 | <u>145,2</u> | 43.160 | 95,7 | 50.145 | | 2:15.553 | 220,4 |
| 5 | 43.842 | 123,7 | 45.158 | 87,0 | 51.724 | | 2:20.724 | 199,3 | 18 | 42.017 | 137,8 | 45.580 | 92,3 | 50.109 | | 2:17.706 | 222,7 |
| 6 | 44.580 | 130,0 | 45.117 | 91,4 | 52.197 | | 2:21.894 | 199,6 | 19 | 42.419 | 140,6 | 43.391 | 95,6 | 50.016 | | 2:15.826 | 225,0 |
| 7 | 43.631 | 130,9 | 45.191 | 91,7 | 51.747 | | 2:20.569 | 195,7 | 20 | 42.850 | 139,5 | 43.576 | 90,0 | 49.804 | | 2:16.230 | <u>225,5</u> |
| 8 | 43.679 | 123,3 | 45.123 | 90,9 | 51.208 | | 2:20.010 | 201,5 | 21 | <u>41.739</u> | 141,2 | 44.356 | 99,7 | 50.140 | | 2:16.235 | 220,4 |
| 9 | 44.658 | 116,5 | 45.702 | 89,3 | Pit In | | <u>2:29.962</u> | 194,2 | 22 | 42.250 | 139,5 | 43.427 | 96,9 | 50.399 | | 2:16.076 | 212,6 |
| 10 | Pit Out | 134,2 | 43.862 | 96,3 | 50.189 | | 3:20.835 | | 23 | 42.174 | 137,6 | 43.160 | 92,2 | 50.282 | | 2:15.616 | 219,1 |
| 11 | 42.630 | 121,6 | 46.080 | 90,4 | 50.395 | | 2:19.105 | 218,2 | 24 | 42.282 | 145,0 | 43.532 | 90,4 | 50.089 | | 2:15.903 | 224,1 |
| 12 | 42.424 | 144,4 | 43.024 | 98,3 | 50.105 | | 2:15.553 | 211,4 | 25 | 42.304 | 138,3 | 43.003 | 95,7 | 50.038 | | 2:15.345 | 215,6 |
| 13 | 41.788 | 142,5 | 43.403 | 91,8 | 49.861 | | 2:15.052 | 222,7 | 26 | | | | | | | | |

Algarve Classic Festival

Autódromo Internacional Algarve

VISA FPAK N°290

Pre-1963 GT by DK Engineering
- Race

18 - 21 October 2018
Autodromo Internacional Algarve - 4652 mtr.

| 36 Adam Lindeman | | | | | | | | Jaguar E-type | | | | | | | | | |
|------------------|---------|-------|--------|-------|--------|-------|----------|---------------|-----|---------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 94,5 | 50.773 | 77,8 | 57.308 | | 2:36.214 | | 13 | Pit Out | 115,9 | 47.856 | 81,6 | 54.612 | | 4:08.632 | |
| 2 | 48.431 | 108,9 | 49.380 | 78,9 | 55.483 | | 2:33.294 | 158,6 | 14 | 48.100 | 113,0 | 47.966 | 91,5 | 54.559 | | 2:30.625 | 196,7 |
| 3 | 47.410 | 107,7 | 48.498 | 76,9 | 56.849 | | 2:32.757 | 169,5 | 15 | 45.858 | 117,1 | 48.478 | 86,6 | 54.258 | | 2:28.594 | 192,9 |
| 4 | 48.540 | 107,6 | 49.221 | 80,5 | 55.818 | | 2:33.579 | 169,8 | 16 | 45.890 | 120,9 | 47.456 | 84,2 | 54.887 | | 2:28.233 | 192,5 |
| 5 | 48.072 | 106,3 | 49.086 | 79,3 | 55.951 | | 2:33.109 | 187,2 | 17 | 46.372 | 118,9 | 47.966 | 84,4 | 54.379 | | 2:28.717 | 208,9 |
| 6 | 49.042 | 115,6 | 47.844 | 77,4 | 55.075 | | 2:31.961 | 155,6 | 18 | 46.213 | 127,4 | 48.133 | 81,9 | 54.535 | | 2:28.881 | 191,8 |
| 7 | 46.934 | 112,6 | 48.892 | 80,2 | 56.348 | | 2:32.174 | 183,1 | 19 | 46.200 | 112,7 | 47.250 | 87,6 | 53.686 | | 2:27.136 | 207,3 |
| 8 | 46.674 | 116,0 | 49.500 | 84,3 | 54.827 | | 2:31.001 | 197,8 | 20 | 45.821 | 122,9 | 47.255 | 89,0 | 54.070 | | 2:27.146 | 191,2 |
| 9 | 47.221 | 111,6 | 49.511 | 82,9 | 55.991 | | 2:32.723 | 180,9 | 21 | 46.346 | 116,4 | 47.118 | 84,6 | 54.631 | | 2:28.095 | 192,2 |
| 10 | 47.015 | 106,1 | 49.189 | 81,2 | 54.896 | | 2:31.100 | 191,2 | 22 | 45.713 | 120,3 | 47.166 | 83,2 | 54.897 | | 2:27.776 | 198,2 |
| 11 | 46.979 | 106,6 | 48.355 | 86,4 | 54.675 | | 2:30.009 | 171,4 | 23 | 46.261 | 120,9 | 47.790 | 86,2 | 54.766 | | 2:28.817 | 196,7 |
| 12 | 46.856 | 114,2 | 47.919 | 77,5 | Pit In | | 2:44.262 | 186,9 | 24 | 46.121 | 126,6 | 48.654 | 87,2 | 54.247 | | 2:29.022 | 200,0 |

| 52 Corfield-Williams | | | | | | | | Austin Healey 3000 | | | | | | | | | |
|----------------------|---------|-------|--------|-------|--------|-------|----------|--------------------|-----|---------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 127,4 | 45.770 | 96,0 | 51.807 | | 2:27.284 | 160,5 | 14 | 44.616 | 113,1 | 46.377 | 87,2 | 51.819 | | 2:22.812 | 208,1 |
| 2 | 44.517 | 121,2 | 45.010 | 96,7 | 51.207 | | 2:20.734 | 204,9 | 15 | 44.392 | 119,1 | 46.188 | 90,8 | Pit In | | 2:31.542 | 208,1 |
| 3 | 44.113 | 123,7 | 45.232 | 101,1 | 51.582 | | 2:20.927 | 204,5 | 16 | Pit Out | 131,2 | 45.587 | 90,1 | 51.694 | | 2:39.392 | |
| 4 | | | | 101,7 | 51.405 | | 2:20.924 | 204,2 | 17 | 44.370 | 115,9 | 45.803 | 93,1 | 51.577 | | 2:21.750 | 203,0 |
| 5 | 44.621 | 122,9 | 44.928 | 97,1 | 51.538 | | 2:21.087 | 197,4 | 18 | 44.561 | 119,6 | 46.591 | 94,6 | 51.504 | | 2:22.656 | 203,0 |
| 6 | 44.006 | 121,5 | 45.301 | 99,2 | 51.446 | | 2:20.753 | 199,3 | 19 | 44.083 | 133,8 | 45.140 | 94,2 | 51.617 | | 2:20.840 | 204,2 |
| 7 | 44.188 | 124,1 | 45.788 | 94,5 | 51.536 | | 2:21.512 | 206,1 | 20 | 43.889 | 128,6 | 45.359 | 94,8 | Pit In | | 2:27.931 | 208,1 |
| 8 | | | | 101,2 | 51.381 | | 2:20.464 | 204,5 | 21 | Pit Out | | | 91,4 | 51.439 | | 2:51.144 | |
| 9 | 44.370 | 122,4 | 45.472 | 101,9 | 51.800 | | 2:21.642 | 195,3 | 22 | 44.125 | 122,0 | 45.489 | 93,4 | 51.309 | | 2:20.923 | 202,2 |
| 10 | 44.971 | 120,5 | 45.491 | 98,1 | Pit In | | 2:30.778 | 185,9 | 23 | | | Pit In | 89,0 | Pit In | | 2:32.269 | 206,5 |
| 11 | Pit Out | 118,3 | 47.142 | 90,2 | 52.101 | | 3:22.424 | | 24 | Pit Out | | | 100,0 | 51.683 | | 2:58.676 | |
| 12 | | | | 91,2 | 51.972 | | 2:22.880 | 191,2 | 25 | 44.600 | 125,3 | 45.586 | 96,9 | 51.626 | | 2:21.812 | 203,8 |
| 13 | 44.336 | 114,4 | 46.101 | 93,1 | 51.954 | | 2:22.391 | 208,9 | 26 | 46.519 | 116,4 | 45.777 | 96,9 | 51.762 | | 2:24.058 | 191,5 |

| 55 Melling-Minshaw | | | | | | | | Jaguar E-Type FHC | | | | | | | | | |
|--------------------|---------|-------|--------|-------|--------|-------|----------|-------------------|-----|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 116,5 | 47.364 | 93,3 | 52.682 | | 2:31.043 | 160,7 | 14 | 43.010 | 132,4 | 44.008 | 104,1 | 50.720 | | 2:17.738 | 220,0 |
| 2 | 45.746 | 116,4 | 46.611 | 88,1 | 52.882 | | 2:25.239 | 185,9 | 15 | 43.946 | 119,6 | 44.979 | 102,8 | 50.819 | | 2:19.744 | 217,7 |
| 3 | 46.107 | 118,6 | 46.621 | 93,6 | 52.458 | | 2:25.186 | 184,0 | 16 | 43.265 | 132,5 | 44.628 | 100,3 | 50.425 | | 2:18.318 | 207,7 |
| 4 | 45.554 | 115,8 | 46.895 | 87,5 | 52.441 | | 2:24.890 | 191,2 | 17 | 43.916 | 130,3 | 44.275 | 101,8 | 50.729 | | 2:18.920 | 204,5 |
| 5 | 45.481 | 117,1 | 46.034 | 89,0 | 52.182 | | 2:23.697 | 190,5 | 18 | 43.342 | 131,4 | 44.441 | 98,7 | 51.476 | | 2:19.259 | 210,1 |
| 6 | 45.926 | 123,0 | 46.634 | 92,9 | 52.368 | | 2:24.928 | 182,4 | 19 | 42.940 | 128,1 | 44.283 | 96,3 | 51.255 | | 2:18.478 | 216,0 |
| 7 | 45.627 | 128,0 | 46.647 | 93,8 | 52.504 | | 2:24.778 | 172,5 | 20 | 43.227 | 120,7 | 44.463 | 103,4 | 50.921 | | 2:18.611 | 212,2 |
| 8 | 45.648 | 116,3 | 47.138 | 94,9 | 52.539 | | 2:25.325 | 197,1 | 21 | 42.993 | 118,4 | 44.124 | 105,1 | 50.602 | | 2:17.719 | 214,3 |
| 9 | 45.419 | 123,3 | 46.596 | 92,9 | 53.214 | | 2:25.229 | 185,2 | 22 | 43.038 | 128,1 | 44.740 | 96,6 | 50.993 | | 2:18.771 | 208,1 |
| 10 | 47.232 | 110,5 | 47.241 | 95,7 | 52.694 | | 2:27.167 | 178,2 | 23 | 43.870 | 127,1 | 44.054 | 100,3 | 50.494 | | 2:18.418 | 200,4 |
| 11 | 46.519 | 112,9 | 46.908 | 90,6 | 52.383 | | 2:25.810 | 174,8 | 24 | 43.276 | 127,1 | 44.405 | 97,8 | 51.277 | | 2:18.958 | 205,7 |
| 12 | 46.041 | 114,8 | 47.407 | 90,1 | Pit In | | 2:35.930 | 177,6 | 25 | 44.561 | 120,8 | 44.997 | 96,1 | 52.115 | | 2:21.673 | 194,9 |
| 13 | Pit Out | 126,3 | 44.893 | 103,1 | 50.445 | | 3:34.219 | | 26 | 43.948 | 130,9 | 45.917 | 90,5 | 53.746 | | 2:23.611 | 199,3 |

| 57 Richard Hywel Evans | | | | | | | | Autsin Healey 3000 MK1 | | | | | | | | | |
|------------------------|--------|-------|--------|-------|--------|-------|----------|------------------------|-----|---------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 128,1 | 46.834 | 91,4 | 52.982 | | 2:29.808 | 174,5 | 14 | Pit Out | 126,0 | 46.719 | 85,2 | 53.728 | | 3:30.660 | |
| 2 | 44.827 | 129,0 | 45.549 | 93,9 | 52.657 | | 2:23.033 | 203,4 | 15 | 46.222 | 128,9 | 46.121 | 94,7 | 53.836 | | 2:26.179 | 201,5 |
| 3 | 44.586 | 139,4 | 45.891 | 92,5 | 52.761 | | 2:23.238 | 216,0 | 16 | 45.866 | 136,5 | 46.492 | 87,7 | 53.118 | | 2:25.476 | 199,6 |
| 4 | 45.998 | 122,7 | 46.559 | 88,3 | 53.649 | | 2:26.206 | 203,8 | 17 | 45.934 | 132,8 | 47.008 | 84,5 | 53.870 | | 2:26.812 | 189,5 |
| 5 | 46.121 | 122,4 | 47.550 | 80,9 | 53.288 | | 2:26.959 | 199,6 | 18 | 45.716 | 128,4 | 46.320 | 90,2 | 53.970 | | 2:26.006 | 203,4 |
| 6 | 46.060 | 124,1 | 47.739 | 86,8 | 53.612 | | 2:27.411 | 201,1 | 19 | 45.265 | 128,1 | 46.247 | 87,3 | 53.197 | | 2:24.709 | 203,0 |
| 7 | 45.820 | 128,4 | 46.235 | 94,4 | 52.541 | | 2:24.596 | 204,5 | 20 | 45.724 | 130,8 | 45.767 | 88,1 | 53.800 | | 2:25.291 | 201,9 |
| 8 | 45.334 | 124,1 | 46.776 | 89,2 | 53.108 | | 2:25.218 | 202,2 | 21 | 45.479 | 129,7 | 46.917 | 82,6 | 52.714 | | 2:25.110 | 199,6 |
| 9 | 45.363 | 122,2 | 46.846 | 87,0 | 52.826 | | 2:25.035 | 202,2 | 22 | 45.116 | 123,3 | 45.845 | 89,5 | 53.999 | | 2:24.960 | 204,2 |
| 10 | 45.662 | 124,7 | 46.047 | 92,1 | 53.164 | | 2:24.873 | 201,5 | 23 | 46.463 | 129,0 | 46.145 | 85,4 | 53.210 | | 2:25.818 | 192,9 |
| 11 | 45.917 | 127,7 | 45.910 | 87,0 | 52.822 | | 2:24.649 | 207,7 | 24 | 45.948 | 129,5 | 46.206 | 85,5 | 55.329 | | 2:27.483 | 202,6 |

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| | | | | | | | | | | | | | | | |
|----|--------|-------|---------------|------|--------|-----------|-------|----|--------|-------|--------|------|--------|-----------|-------|
| 12 | 45.087 | 123,3 | <u>45.507</u> | 89,5 | 53.236 | 2: 23.830 | 211,8 | 25 | 46.004 | 127,2 | 46.431 | 86,8 | 54.026 | 2: 26.461 | 187,8 |
| 13 | 45.827 | 125,3 | 46.615 | 93,3 | Pit In | 2: 32.699 | 193,2 | 26 | 46.392 | 128,3 | 46.935 | 84,3 | 53.588 | 2: 26.915 | 198,9 |

| 65 Hunt-Blakeney - Edward | | | | | | | | AC Cobra | | | | | | | | | |
|---------------------------|---------------|--------------|---------------|-------------|---------------|-------|------------------|-----------|-----|--------|--------------|--------|-------|--------|-------|-----------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 120,3 | <u>43.210</u> | <u>99,8</u> | 50.932 | | 2: 20.224 | 186,9 | 15 | 42.491 | 131,5 | 43.653 | 84,6 | 50.688 | | 2: 16.832 | 203,4 |
| 2 | 42.874 | 121,5 | 44.486 | 89,2 | 51.019 | | 2: 18.379 | 198,5 | 16 | 42.670 | 134,8 | 43.472 | 79,9 | 50.787 | | 2: 16.929 | 200,4 |
| 3 | <u>42.057</u> | 128,1 | 44.077 | 90,2 | 51.114 | | 2: 17.248 | 202,6 | 17 | 42.625 | 128,4 | 44.237 | 83,8 | 51.292 | | 2: 18.154 | 200,7 |
| 4 | 42.507 | 122,7 | 44.022 | 94,1 | 51.655 | | 2: 18.184 | 201,1 | 18 | 42.583 | 124,0 | 43.899 | 85,6 | 50.934 | | 2: 17.416 | 208,5 |
| 5 | 42.742 | 129,5 | 44.586 | 87,7 | 51.067 | | 2: 18.395 | 198,5 | 19 | 42.373 | 128,7 | 43.974 | 77,8 | 50.673 | | 2: 17.020 | 208,5 |
| 6 | 42.747 | 126,8 | 44.603 | 93,8 | 51.244 | | 2: 18.594 | 194,6 | 20 | 42.171 | 130,1 | 43.854 | 80,8 | 50.611 | | 2: 16.636 | <u>216,4</u> |
| 7 | 42.782 | 129,8 | 44.342 | 84,1 | 50.966 | | 2: 18.090 | 194,9 | 21 | 42.264 | <u>135,7</u> | 43.401 | 82,0 | 50.576 | | 2: 16.241 | 203,0 |
| 8 | 42.474 | 128,7 | 43.873 | 90,2 | 51.167 | | 2: 17.514 | 195,7 | 22 | 42.520 | 135,2 | 43.546 | 79,7 | 50.740 | | 2: 16.806 | 201,1 |
| 9 | 42.800 | 126,3 | 45.389 | 90,5 | 52.047 | | 2: 20.236 | 199,3 | 23 | 42.559 | 134,2 | 43.362 | 81,1 | 50.582 | | 2: 16.503 | 205,7 |
| 10 | 45.499 | 108,5 | 45.821 | 78,5 | Pit In | | <u>2: 30.070</u> | 184,6 | 24 | 43.532 | 132,4 | 43.771 | 78,2 | 50.760 | | 2: 18.063 | 206,9 |
| 11 | Pit Out | 133,5 | 44.295 | 78,6 | 50.947 | | 3: 06.639 | | 25 | 42.713 | 131,7 | 44.155 | 77,7 | 51.136 | | 2: 18.004 | 193,5 |
| 12 | 43.171 | 131,2 | 44.309 | 76,3 | 50.705 | | 2: 18.185 | 205,7 | 26 | 43.094 | 126,6 | 44.032 | 82,9 | 50.992 | | 2: 18.118 | 199,3 |
| 13 | 42.606 | <u>135,7</u> | 43.745 | 79,1 | 50.541 | | 2: 16.892 | 201,5 | 27 | 43.290 | 128,1 | 44.373 | 81,9 | 50.996 | | 2: 18.659 | 200,0 |
| 14 | 42.425 | 134,0 | 43.566 | 80,6 | <u>50.228</u> | | <u>2: 16.219</u> | 204,2 | 28 | | | | | | | | |

| 73 Cottingham-Girardo | | | | | | | | Jaguar E-Type | | | | | | | | | |
|-----------------------|--------|--------------|---------------|--------------|---------------|-------|-----------|---------------|-----|---------------|-------|--------|-------|--------|-------|------------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 136,9 | <u>42.311</u> | <u>100,1</u> | 50.037 | | 2: 16.908 | 172,2 | 15 | <u>41.860</u> | 138,8 | 42.668 | 90,3 | 50.130 | | <u>2: 14.658</u> | 220,4 |
| 2 | 42.566 | 137,8 | 43.110 | 89,0 | 50.082 | | 2: 15.758 | 222,2 | 16 | 42.098 | 139,9 | 42.785 | 90,6 | 49.859 | | 2: 14.742 | 219,5 |
| 3 | 42.636 | 132,2 | 42.823 | 86,4 | 49.989 | | 2: 15.448 | 220,9 | 17 | 42.155 | 139,4 | 43.010 | 86,1 | Pit In | | 2: 21.750 | 220,4 |
| 4 | 42.076 | 133,8 | 43.087 | 86,3 | 50.106 | | 2: 15.269 | 223,1 | 18 | Pit Out | 116,8 | 45.782 | 84,7 | 52.215 | | 3: 05.879 | |
| 5 | 42.058 | 137,2 | 43.038 | 82,0 | 50.043 | | 2: 15.139 | 223,1 | 19 | 43.367 | 126,3 | 44.550 | 84,4 | 51.157 | | 2: 19.074 | 206,1 |
| 6 | 42.505 | 133,7 | 43.310 | 84,8 | 49.852 | | 2: 15.667 | 223,1 | 20 | 42.946 | 126,8 | 43.997 | 86,3 | 51.154 | | 2: 18.097 | 213,9 |
| 7 | 42.307 | <u>141,7</u> | 42.980 | 82,6 | 49.916 | | 2: 15.203 | 223,6 | 21 | 42.620 | 137,9 | 44.070 | 86,5 | 50.916 | | 2: 17.606 | 221,8 |
| 8 | 42.160 | 133,8 | 43.319 | 83,5 | 49.919 | | 2: 15.398 | <u>224,1</u> | 22 | 42.502 | 133,0 | 44.242 | 73,9 | 50.764 | | 2: 17.508 | 221,3 |
| 9 | 42.267 | 140,1 | 43.340 | 83,3 | 49.978 | | 2: 15.585 | 222,2 | 23 | 42.205 | 135,2 | 44.417 | 83,5 | 50.927 | | 2: 17.549 | 221,8 |
| 10 | 42.417 | 134,8 | 43.572 | 80,7 | 50.217 | | 2: 16.206 | 221,3 | 24 | 43.276 | 128,1 | 43.995 | 80,2 | 50.378 | | 2: 17.649 | 209,7 |
| 11 | 42.534 | 137,2 | 44.044 | 77,7 | 49.828 | | 2: 16.406 | 214,7 | 25 | 42.547 | 131,7 | 43.747 | 81,0 | 50.466 | | 2: 16.760 | 219,5 |
| 12 | 42.464 | 129,7 | 43.270 | 81,9 | 50.203 | | 2: 15.937 | 210,1 | 26 | 42.596 | 124,4 | 44.391 | 80,8 | 50.417 | | 2: 17.404 | 219,1 |
| 13 | 42.230 | 136,0 | 43.114 | 84,6 | 49.906 | | 2: 15.250 | 214,7 | 27 | 42.717 | 135,7 | 44.696 | 92,4 | 50.581 | | 2: 17.994 | 207,3 |
| 14 | 42.207 | 138,6 | 42.834 | 91,1 | <u>49.779</u> | | 2: 14.820 | 218,2 | 28 | | | | | | | | |

| 101 Robert Barrie | | | | | | | | Alfa Romeo Giulietta SV | | | | | | | | | |
|-------------------|---------------|-------|--------|-------|--------|-------|-----------|-------------------------|-----|---------|--------------|---------------|-------------|---------------|-----------|------------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 112,5 | 52.933 | 90,2 | 57.494 | | 2: 45.444 | 140,4 | 13 | 50.720 | 120,8 | <u>51.067</u> | 89,3 | Pit In | | 2: 45.332 | 167,2 |
| 2 | 51.152 | 114,4 | 52.400 | 84,3 | 57.781 | | 2: 41.333 | 167,4 | 14 | Pit Out | 117,4 | 52.222 | 84,1 | 56.833 | | 3: 46.686 | |
| 3 | 51.025 | 114,5 | 52.394 | 89,0 | 56.973 | | 2: 40.392 | 168,5 | 15 | | | 84,8 | 57.410 | | 2: 39.599 | 166,7 | |
| 4 | 50.987 | 116,9 | 52.879 | 87,0 | 57.546 | | 2: 41.412 | 168,8 | 16 | 50.598 | 115,1 | 51.674 | <u>97,2</u> | 58.059 | | 2: 40.331 | 167,4 |
| 5 | 51.206 | 114,9 | 51.603 | 87,0 | 57.523 | | 2: 40.332 | 167,4 | 17 | 51.178 | 117,6 | 51.309 | 86,3 | 57.942 | | 2: 40.429 | 167,2 |
| 6 | 52.424 | 117,8 | 52.007 | 85,9 | 57.938 | | 2: 42.369 | 167,7 | 18 | 50.641 | <u>122,4</u> | 51.338 | 83,7 | 57.372 | | <u>2: 39.351</u> | 168,0 |
| 7 | 51.349 | 117,3 | 51.711 | 86,4 | 57.537 | | 2: 40.597 | 169,3 | 19 | 50.692 | 122,0 | 52.278 | 83,8 | <u>56.564</u> | | 2: 39.534 | 167,7 |
| 8 | 52.655 | 115,9 | 52.433 | 82,8 | 57.307 | | 2: 42.395 | 164,1 | 20 | | | 83,1 | 57.573 | | 2: 39.781 | <u>169,5</u> | |
| 9 | 51.202 | 111,5 | 52.596 | 84,8 | 58.574 | | 2: 42.372 | 167,2 | 21 | 51.605 | 110,2 | 52.090 | 86,5 | 57.496 | | 2: 41.191 | 165,6 |
| 10 | 50.855 | 115,5 | 52.151 | 82,6 | 57.541 | | 2: 40.547 | 167,4 | 22 | 54.895 | 82,5 | 1: 01.308 | 79,9 | 1: 01.302 | | 2: 57.505 | 164,1 |
| 11 | 50.934 | 110,2 | 52.398 | 88,5 | 57.597 | | 2: 40.929 | 166,9 | 23 | 59.191 | 110,2 | 58.065 | 75,6 | 1: 00.317 | | 2: 57.573 | 118,6 |
| 12 | <u>50.451</u> | 115,5 | 52.097 | 87,9 | 57.846 | | 2: 40.394 | 168,2 | 24 | | | | | | | | |

| 133 Bell-Thomas | | | | | | | | Austin Healey 3000 | | | | | | | | | |
|-----------------|--------|-------|--------|--------------|--------|-------|-----------|--------------------|-----|--------|-------|--------|-------|--------|-------|-----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | 121,6 | 47.451 | 94,2 | 52.583 | | 2: 31.803 | 142,9 | 14 | 44.140 | 127,2 | 44.749 | 103,1 | 51.785 | | 2: 20.674 | 204,2 |
| 2 | 45.726 | 111,6 | 46.268 | 88,9 | 53.237 | | 2: 25.231 | 197,1 | 15 | 43.465 | 130,3 | 44.602 | 101,8 | 51.614 | | 2: 19.681 | 210,5 |
| 3 | 45.644 | 118,3 | 47.567 | 88,1 | 51.904 | | 2: 25.115 | 201,5 | 16 | 43.857 | 128,4 | 44.848 | 101,0 | 51.238 | | 2: 19.943 | 208,5 |
| 4 | 45.242 | 116,3 | 46.869 | 91,4 | 52.722 | | 2: 24.833 | 204,9 | 17 | 43.453 | 128,3 | 44.627 | 100,3 | 51.006 | | 2: 19.086 | 208,1 |
| 5 | 45.609 | 116,1 | 46.071 | <u>105,3</u> | 53.251 | | 2: 24.931 | 192,5 | 18 | 43.891 | 131,4 | 44.680 | 96,5 | 51.104 | | 2: 19.675 | 211,8 |
| 6 | 45.091 | 117,5 | 46.727 | 89,9 | 52.977 | | 2: 24.795 | 207,3 | 19 | 43.358 | 130,4 | 44.288 | 104,3 | 51.057 | | 2: 18.703 | 211,4 |

