



# 49<sup>th</sup> MACAU GRAND PRIX

**Circuito Da Guia**

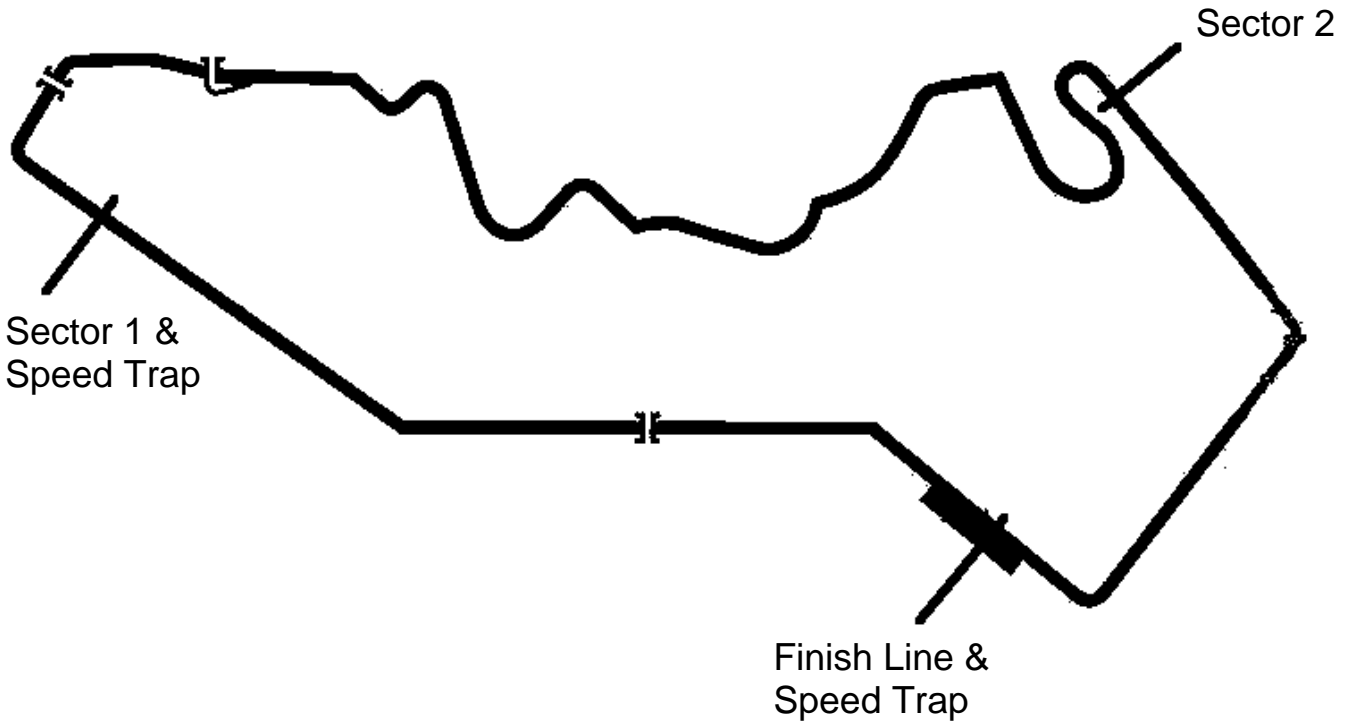
**14<sup>th</sup> – 17<sup>th</sup> November 2002**



Results Provided by MST Sports Timing Ltd  
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**UNISYS**

**BULLETIN TK001**



**Circuito Da Guia – 6.12km**

**TIMING PAGES**

**PAGES 1 AND 2 – CLASSIFICATION**

**PRACTICE MODE**

- P** - POSITION
- NUM** - CAR/BIKE NUMBER
- NAME** - DRIVER/RIDER
- BEST** - BEST TIME
  
- DIFF** - GAP TO POLE POSITION
  
- LAP** - NUMBER OF LAPS COMPLETED
- LAST** - LAST LAP TIME
- GREEN SPOT** - FASTEST LAP ON LAST LAP
- RED SQUARE** - CAR/BIKE IN PITS

**RACE MODE**

- P** - POSITION
- NUM** - CAR/BIKE NUMBER
- NAME** - DRIVER/RIDER
- GAP** - NUMBER OF LAPS FOR LEADER;  
GAP TO LEADER
- INT** - INTERVAL BETWEEN  
CARS/BIKES
- PS** - NUMBER OF PIT STOPS
- LAST** - LAST LAP TIME

**PAGE 3**

SPEED CLASSIFICATION WITH SECTOR 1 AND FINISH LINE SPEEDS

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**PAGE 4 – SCROLLING SCREEN**

- NUM** - CAR/BIKE NUMBER
- NAME** - DRIVER/RIDER
- SPLIT** - TIME FROM FINISH LINE TO SECTOR 2
- TRAP** - EMPTY
- LAPTIME** - LAST LAP TIME
- LAP** - LAPS COMPLETED
- FL SPEED** - SPEED AT FINSH LINE
- WHITE NAME** - COMPLETED LAP
- YELLOW NAME** - SECTOR INFORMATION
- GREEN INFO** - PERSONAL BEST
- PURPLE INFO** - OVERALL BEST



## The 49th Macau Grand Prix

### CLASSIFICATION - FREE PRACTICE 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	2:17.798	13		159.88
2	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	2:18.069	12	0.271	159.57
3	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	2:18.079	13	0.281	159.56
4	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	2:18.318	12	0.520	159.28
5	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	2:18.366	12	0.568	159.23
6	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	2:18.839	11	1.041	158.68
7	30		Robert DOORBOS	NED	Dallara F302 Mugen-Honda	2:19.355	12	1.557	158.10
8	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	2:20.162	11	2.364	157.19
9	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	2:20.198	12	2.400	157.14
10	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	2:20.505	11	2.707	156.80
11	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	2:20.717	12	2.919	156.57
12	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	2:20.719	13	2.921	156.56
13	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	2:20.838	12	3.040	156.43
14	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	2:20.932	12	3.134	156.33
15	29		Michael HO	MAC	Dallara F302 Mugen-Honda	2:21.660	10	3.862	155.52
16	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	2:21.882	12	4.084	155.28
17	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	2:22.355	12	4.557	154.76
18	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	2:22.700	12	4.902	154.39
19	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	2:23.283	12	5.485	153.76
20	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	2:23.713	10	5.915	153.30
21	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	2:23.941	12	6.143	153.06
22	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	2:24.035	12	6.237	152.96
23	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	2:24.148	10	6.350	152.84
24	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	2:25.316	10	7.518	151.61
25	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	2:26.052	10	8.254	150.85
26	28		Vitantonio LUIZZI	ITA	Dallara F302 Mugen-Honda	2:26.957	4	9.159	149.92
27	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	2:27.230	10	9.432	149.64
28	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	2:34.605	4	16.807	142.50
29	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	2:39.268	3	21.470	138.33
30	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	9:05.862	1	6:48.064	40.36

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 10:40 End: 11:10

Race Director	Stewards	Timekeeper
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**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 1**

<b>1</b>	<b>Narain KARTHIKEYAN</b>			<b>IND</b>	<b>Dallara F302 Mugen-Honda</b>								
<b>1</b>	7:48.754	176.1	1:41.555	32.744	184.9	X:00.000	<b>7</b>	25.764	246.5	1:25.343	29.864	187.8	2:20.971
<b>2</b>	26.727	238.9	1:32.426	32.711	190.1	2:31.864	<b>8</b>	25.764	248.8	1:24.909	29.705	192.1	2:20.378
<b>3</b>	25.776	248.2	1:28.865	31.018	189.4	2:25.659	<b>9</b>	25.788	247.1	1:24.629	29.579	192.5	2:19.996
<b>4</b>	25.821	248.2	1:30.710	32.333	157.2	2:28.864	<b>10</b>	25.699	248.2	1:24.568	29.537	<b>193.5</b>	2:19.804
<b>5</b>	26.683	247.1	1:31.093	30.236	190.1	2:28.012	<b>11</b>	<b>25.519</b>	<b>250.0</b>	1:26.524	29.430	187.8	2:21.473
<b>6</b>	25.792	246.0	1:25.601	29.924	190.8	2:21.317	<b>12</b>	25.776	247.1	<b>1:23.151</b>	<b>29.391</b>	189.8	<b>2:18.318</b>
<b>2</b>	<b>James COURTNEY</b>			<b>AUS</b>	<b>Dallara F302 Mugen-Honda</b>								
<b>1</b>	7:28.978	203.0	1:54.480	32.110	186.8	X:00.000	<b>7</b>	25.745	248.8	1:26.975	29.982	<b>191.8</b>	2:22.702
<b>2</b>	27.896	208.8	1:36.199	43.600		2:47.695P	<b>8</b>	25.517	<b>250.5</b>	1:27.387	29.890	191.1	2:22.794
<b>3</b>	3:12.541	212.5	1:31.821	31.050	187.8	X:00.000	<b>9</b>	<b>25.321</b>	248.8	1:26.475	29.805	<b>191.8</b>	2:21.601
<b>4</b>	25.945	246.0	1:31.348	32.739	188.8	2:30.032	<b>10</b>	25.561	247.7	<b>1:25.279</b>	<b>29.665</b>	191.1	<b>2:20.505</b>
<b>5</b>	25.669	249.4	1:27.969	30.418	189.1	2:24.056	<b>11</b>	25.557	248.8	1:25.359	<b>29.665</b>	<b>191.8</b>	2:20.581
<b>6</b>	25.733	248.2	1:29.716	30.192	190.8	2:25.641							
<b>3</b>	<b>Alan VAN DER MERWE</b>			<b>RSA</b>	<b>Dallara F302 Mugen-Honda</b>								
<b>1</b>	6:13.747	177.9	2:09.337	32.187	186.2	X:00.000	<b>7</b>	<b>25.603</b>	246.5	1:28.658	30.501	191.8	2:24.762
<b>2</b>	27.455	230.2	1:33.320	31.746	188.1	2:32.521	<b>8</b>	25.821	246.5	1:28.162	30.427	191.8	2:24.410
<b>3</b>	25.955	245.4	1:30.362	33.008	189.4	2:29.325	<b>9</b>	25.834	246.0	1:28.156	30.270	192.1	2:24.260
<b>4</b>	25.640	246.0	1:30.241	30.652	190.8	2:26.533	<b>10</b>	25.785	245.4	1:28.120	<b>30.244</b>	<b>192.5</b>	2:24.149
<b>5</b>	25.631	<b>248.8</b>	1:29.758	30.400	191.8	2:25.789	<b>11</b>	25.653	<b>248.8</b>	1:28.125	30.257	191.4	<b>2:24.035</b>
<b>6</b>	25.657	247.7	1:32.346	30.821	<b>192.5</b>	2:28.824	<b>12</b>	25.745	246.5	<b>1:27.635</b>	44.927		2:38.307P
<b>5</b>	<b>Cesar CAMPANICO</b>			<b>POR</b>	<b>Dallara F302 Spiess-Opel</b>								
<b>1</b>	7:25.678	143.0	2:03.689	35.849	179.7	X:00.000	<b>6</b>	26.437	242.6	1:30.639	30.810	190.4	2:27.886
<b>2</b>	29.843	204.1	1:42.333	54.160		3:06.336P	<b>7</b>	26.171	244.3	1:31.948	<b>30.808</b>	190.1	2:28.927
<b>3</b>	2:09.810	201.4	1:40.094	32.478	185.2	4:22.382	<b>8</b>	26.133	242.6	1:34.374	31.846	189.8	2:32.353
<b>4</b>	27.416	225.4	1:36.437	31.724	187.5	2:35.577	<b>9</b>	26.310	240.5	1:29.184	31.736	<b>191.4</b>	<b>2:27.230</b>
<b>5</b>	27.021	233.2	1:33.461	31.655	188.4	2:32.137	<b>10</b>	<b>25.852</b>	<b>244.8</b>	1:30.580	31.071	189.8	2:27.503
<b>6</b>	<b>Kousuke MATSUURA</b>			<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>								
<b>1</b>	7:38.490	160.7	1:49.392	32.981	183.6	X:00.000	<b>7</b>	25.710	248.8	1:26.682	30.072	191.1	2:22.464
<b>2</b>	26.831	238.9	1:33.528	32.779	186.2	2:33.138	<b>8</b>	25.655	247.7	1:26.089	29.973	190.8	2:21.717
<b>3</b>	26.114	244.3	1:28.617	32.496	189.8	2:27.227	<b>9</b>	25.550	<b>250.0</b>	1:31.020	30.999	<b>192.8</b>	2:27.569
<b>4</b>	<b>25.512</b>	<b>250.0</b>	1:33.439	31.031	190.4	2:29.982	<b>10</b>	25.553	246.0	1:25.676	29.891	192.1	2:21.120
<b>5</b>	25.975	245.4	1:32.708	48.306		2:46.989P	<b>11</b>	25.600	247.7	<b>1:24.915</b>	<b>29.647</b>	192.5	<b>2:20.162</b>
<b>6</b>	3:04.111	221.3	1:32.438	30.385	190.4	X:00.000							
<b>7</b>	<b>Renaud DERLOT</b>			<b>FRA</b>	<b>Dallara F302 Sodemo-Renault</b>								
<b>1</b>	6:55.687	187.8	1:50.555	33.468	185.2	X:00.000	<b>7</b>	25.545	246.5	1:28.900	30.421	193.5	2:24.866
<b>2</b>	28.054	203.0	1:37.827	32.713	187.8	2:38.594	<b>8</b>	25.561	248.8	1:28.384	30.493	191.8	2:24.438
<b>3</b>	26.717	242.6	1:35.718	31.536	189.1	2:33.971	<b>9</b>	25.607	249.4	1:28.495	29.924	<b>194.5</b>	2:24.026
<b>4</b>	25.901	248.8	1:30.797	30.735	193.8	2:27.433	<b>10</b>	25.423	250.0	1:27.631	29.896	193.8	2:22.950
<b>5</b>	25.447	249.4	1:31.180	30.310	192.1	2:26.937	<b>11</b>	<b>25.208</b>	<b>254.1</b>	1:27.417	<b>29.730</b>	<b>194.5</b>	<b>2:22.355</b>
<b>6</b>	25.675	247.1	1:29.973	30.483	194.2	2:26.131	<b>12</b>	25.248	251.7	<b>1:27.140</b>	30.210	191.1	2:22.598

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 1**

(contd.)

<b>8</b>	<b>Yuji IDE</b>			<b>JPN</b>	<b>Dallara F302 Sodemo-Renault</b>				
<b>1</b>	6:49.134 183.6	1:52.424	33.548 185.8	X:00.000	<b>7</b>	25.365 <b>251.7</b>	1:43.666	30.127 191.8	2:39.158
<b>2</b>	26.930 240.0	1:30.852	32.805 190.1	2:30.587	<b>8</b>	25.634 248.8	1:23.886	29.464 192.1	2:18.984
<b>3</b>	25.754 246.0	1:28.077	31.359 191.1	2:25.190	<b>9</b>	25.590 248.8	1:32.971	29.775 192.1	2:28.336
<b>4</b>	25.581 248.2	1:26.925	30.221 192.8	2:22.727	<b>10</b>	25.658 247.7	<b>1:23.082</b>	<b>29.329</b> 192.1	<b>2:18.069</b>
<b>5</b>	25.413 <b>251.7</b>	1:29.269	29.957 <b>195.2</b>	2:24.639	<b>11</b>	25.525 251.1	2:14.134	35.044 184.9	3:14.703
<b>6</b>	<b>25.069</b> 251.1	1:27.178	29.814 193.5	2:22.061	<b>12</b>	28.835 222.2	1:37.995	53.497	3:00.327P
<b>9</b>	<b>Robbie KERR</b>			<b>GBR</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1</b>	6:27.829 167.1	2:06.376	31.657 <b>185.8</b>	X:00.000					
<b>10</b>	<b>Joseph MERSZEI</b>			<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1</b>	7:05.465 167.9	1:44.178	33.665 178.2	X:00.000	<b>6</b>	26.371 <b>245.4</b>	1:31.633	47.896	2:45.900P
<b>2</b>	29.741 229.7	1:36.912	35.814 184.3	2:42.467	<b>7</b>	4:34.732 214.2	1:36.487	31.289 <b>189.8</b>	X:00.000
<b>3</b>	26.805 206.5	1:34.041	32.820 185.8	2:33.666	<b>8</b>	26.144 242.6	1:31.362	31.182 188.8	2:28.688
<b>4</b>	28.917 221.3	1:30.365	31.387 187.1	2:30.669	<b>9</b>	<b>26.026</b> 244.3	1:31.484	31.198 186.2	2:28.708
<b>5</b>	26.319 238.9	1:33.367	31.218 189.1	2:30.904	<b>10</b>	26.584 241.6	<b>1:28.729</b>	<b>30.739</b> 188.8	<b>2:26.052</b>
<b>11</b>	<b>Olivier PLA</b>			<b>FRA</b>	<b>Dallara F302 Sodemo-Renault</b>				
<b>1</b>	6:16.972 190.1	2:07.698	32.121 186.8	X:00.000	<b>7</b>	25.711 246.0	1:42.981	30.540 191.4	2:39.232
<b>2</b>	27.871 221.7	1:33.092	30.824 189.8	2:31.787	<b>8</b>	25.758 247.7	1:26.774	30.002 191.1	2:22.534
<b>3</b>	26.039 241.6	1:31.489	31.799 190.1	2:29.327	<b>9</b>	25.930 244.8	1:28.821	29.853 192.8	2:24.604
<b>4</b>	25.900 243.7	1:30.265	30.496 190.8	2:26.661	<b>10</b>	25.694 247.1	1:25.978	<b>29.538</b> <b>193.2</b>	2:21.210
<b>5</b>	25.763 <b>248.2</b>	1:34.251	30.747 191.1	2:30.761	<b>11</b>	25.764 246.0	1:25.715	29.623 192.5	2:21.102
<b>6</b>	26.075 242.6	1:30.114	30.098 192.1	2:26.287	<b>12</b>	25.737 245.4	<b>1:25.612</b>	29.583 192.5	<b>2:20.932</b>
<b>12</b>	<b>Tristan GOMMENDY</b>			<b>FRA</b>	<b>Dallara F302 Sodemo-Renault</b>				
<b>1</b>	6:10.689 156.0	2:00.238	30.981 190.8	X:00.000	<b>8</b>	<b>25.652</b> <b>248.2</b>	1:25.073	29.448 190.1	2:20.173
<b>2</b>	26.557 237.3	1:30.330	29.807 194.2	2:26.694	<b>9</b>	25.839 246.5	1:28.795	30.345 191.8	2:24.979
<b>3</b>	26.017 242.1	1:26.339	30.363 191.4	2:22.719	<b>10</b>	26.052 242.1	1:27.545	29.566 <b>196.0</b>	2:23.163
<b>4</b>	25.880 244.3	1:24.547	29.430 194.2	2:19.857	<b>11</b>	25.886 244.3	1:23.486	29.395 193.5	2:18.767
<b>5</b>	25.849 244.8	1:23.829	<b>29.259</b> 192.5	2:18.937	<b>12</b>	25.893 244.3	<b>1:22.917</b>	29.269 191.1	<b>2:18.079</b>
<b>6</b>	25.768 246.0	1:26.852	29.604 183.0	2:22.224	<b>13</b>	25.822 245.4	1:34.848	50.904	2:51.574P
<b>7</b>	25.970 246.5	1:25.986	29.653 190.8	2:21.609					
<b>15</b>	<b>Takashi KOGURE</b>			<b>JPN</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1</b>	6:25.974 166.9	2:05.745	33.146 189.4	X:00.000	<b>6</b>	4:23.328 244.3	1:32.429	32.424 192.8	X:00.000
<b>2</b>	26.226 243.7	1:31.944	30.924 189.4	2:29.094	<b>7</b>	25.362 253.5	1:29.493	30.577 <b>193.2</b>	2:25.432
<b>3</b>	25.914 247.1	1:31.825	31.759 190.8	2:29.498	<b>8</b>	<b>25.056</b> 253.5	1:28.703	30.519 191.4	2:24.278
<b>4</b>	25.290 252.9	1:31.233	30.883 190.1	2:27.406	<b>9</b>	25.345 252.3	<b>1:27.897</b>	30.471 191.4	<b>2:23.713</b>
<b>5</b>	25.267 <b>254.7</b>	1:34.127	55.490	2:54.884P	<b>10</b>	26.949 186.8	1:28.294	<b>30.092</b> 192.8	2:25.335
<b>16</b>	<b>Cristiano CITRON</b>			<b>ITA</b>	<b>Dallara F302 Spiess-Opel</b>				
<b>1</b>	6:50.232 148.5	1:57.600	35.072 179.4	X:00.000	<b>6</b>	26.555 243.7	1:33.856	50.700	2:51.111P
<b>2</b>	31.844 179.4	1:44.555	33.832 183.0	2:50.231	<b>7</b>	3:15.517 225.9	1:37.268	31.361 187.1	X:00.000
<b>3</b>	28.870 232.7	1:35.794	32.955 183.6	2:37.619	<b>8</b>	26.892 242.1	1:30.372	31.166 186.8	2:28.430
<b>4</b>	27.342 236.8	1:38.447	33.755 185.5	2:39.544	<b>9</b>	26.846 247.1	1:29.178	30.928 190.1	2:26.952
<b>5</b>	27.053 204.9	1:34.589	31.585 188.4	2:33.227	<b>10</b>	<b>26.113</b> <b>248.2</b>	<b>1:27.444</b>	<b>30.591</b> <b>190.4</b>	<b>2:24.148</b>

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 1**

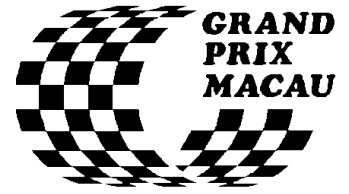
(contd.)

<b>17</b>	<b>Milos PAVLOVIC</b>		<b>YUG</b>		<b>Dallara F302 Spiess-Opel</b>								
<b>1</b>	6:41.913	144.0	1:53.856	32.215	186.8	X:00.000	<b>7</b>	25.435	252.3	1:28.676	30.062	192.1	2:24.173
<b>2</b>	26.648	240.0	1:35.302	33.085	186.8	2:35.035	<b>8</b>	25.475	251.1	1:26.774	30.028	191.8	2:22.277
<b>3</b>	25.878	247.1	1:30.219	32.244	187.8	2:28.341	<b>9</b>	<b>25.187</b>	<b>254.1</b>	1:49.397	31.858	192.1	2:46.442
<b>4</b>	25.422	252.9	1:29.166	30.416	190.1	2:25.004	<b>10</b>	25.654	247.7	1:25.678	29.796	191.1	2:21.128
<b>5</b>	25.512	251.1	1:28.828	30.403	189.8	2:24.743	<b>11</b>	25.568	250.5	<b>1:25.022</b>	<b>29.608</b>	<b>192.8</b>	<b>2:20.198</b>
<b>6</b>	25.502	251.1	1:28.316	30.193	190.4	2:24.011	<b>12</b>	25.516	248.8	1:25.390	29.710	191.8	2:20.616
<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>								
<b>1</b>	6:09.162	161.1	1:35.563	30.982	189.8	X:00.000	<b>8</b>	25.384	251.7	1:23.897	<b>29.463</b>	<b>193.8</b>	2:18.744
<b>2</b>	25.606	248.8	1:26.028	29.866	191.8	2:21.500	<b>9</b>	25.327	252.3	1:28.469	29.633	192.8	2:23.429
<b>3</b>	25.474	249.4	1:24.487	31.453	191.8	2:21.414	<b>10</b>	25.274	252.3	1:23.945	29.624	193.5	2:18.843
<b>4</b>	25.328	252.3	1:25.441	30.254	193.2	2:21.023	<b>11</b>	25.308	252.9	1:23.642	29.499	192.5	2:18.449
<b>5</b>	<b>25.082</b>	252.9	1:24.212	29.636	192.8	2:18.930	<b>12</b>	25.291	252.9	1:25.292	31.031	193.5	2:21.614
<b>6</b>	25.222	252.9	1:31.425	30.191	191.8	2:26.838	<b>13</b>	25.243	251.1	<b>1:23.024</b>	29.531	192.8	<b>2:17.798</b>
<b>7</b>	25.204	<b>255.3</b>	1:25.499	29.887	189.8	2:20.590							
<b>19</b>	<b>Katsuyuki HIRANAKA</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>								
<b>1</b>	6:09.859	144.7	2:08.445	34.212	185.8	X:00.000	<b>7</b>	27.247	242.6	1:29.501	30.719	191.8	2:27.467
<b>2</b>	27.304	234.7	1:32.675	31.485	186.8	2:31.464	<b>8</b>	25.668	249.4	1:29.121	30.739	188.1	2:25.528
<b>3</b>	26.221	242.1	1:31.210	32.982	187.5	2:30.413	<b>9</b>	27.094	235.8	1:29.960	30.523	191.1	2:27.577
<b>4</b>	26.184	244.3	1:29.732	30.897	190.1	2:26.813	<b>10</b>	25.624	249.4	1:28.640	30.336	190.8	2:24.600
<b>5</b>	25.906	246.5	1:28.508	30.931	189.1	2:25.345	<b>11</b>	25.656	<b>250.0</b>	1:27.081	30.366	192.1	2:23.103
<b>6</b>	26.182	247.7	1:33.402	31.788	187.8	2:31.372	<b>12</b>	<b>25.619</b>	247.7	<b>1:26.247</b>	<b>30.016</b>	<b>192.8</b>	<b>2:21.882</b>
<b>20</b>	<b>Hiroki YOSHIMOTO</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>								
<b>1</b>	7:12.449	151.6	1:47.183	32.293	187.1	X:00.000	<b>7</b>	26.037	243.2	1:29.135	30.396	189.8	2:25.568
<b>2</b>	28.243	198.5	1:39.931	33.323	186.2	2:41.497	<b>8</b>	25.973	244.8	1:31.078	30.279	191.8	2:27.330
<b>3</b>	27.184	233.2	1:33.748	31.602	187.5	2:32.534	<b>9</b>	<b>25.901</b>	245.4	1:28.257	30.513	<b>192.1</b>	2:24.671
<b>4</b>	26.150	232.7	1:32.730	30.882	188.8	2:29.762	<b>10</b>	25.943	<b>247.1</b>	1:26.863	30.973	188.8	2:23.779
<b>5</b>	26.194	241.6	1:32.456	30.586	189.8	2:29.236	<b>11</b>	25.916	245.4	<b>1:26.744</b>	<b>30.040</b>	190.4	<b>2:22.700</b>
<b>6</b>	26.032	244.3	1:30.166	31.333	188.4	2:27.531	<b>12</b>	26.531	237.3	1:26.892	49.734		2:43.157P
<b>21</b>	<b>Heikki KOVALAINEN</b>		<b>FIN</b>		<b>Dallara F302 Sodemo-Renault</b>								
<b>1</b>	5:50.221	146.3	1:42.728	31.951	187.5	X:00.000	<b>7</b>	26.183	240.0	1:27.442	30.428	191.1	2:24.053
<b>2</b>	27.074	234.7	1:29.427	30.334	190.4	2:26.835	<b>8</b>	26.187	238.9	1:26.719	29.923	192.8	2:22.829
<b>3</b>	26.320	238.4	1:26.380	32.285	189.4	2:24.985	<b>9</b>	26.247	238.9	1:31.552	44.484		2:42.283P
<b>4</b>	26.343	238.4	1:25.585	30.660	190.4	2:22.588	<b>10</b>	2:51.444	192.5	1:36.498	34.207	191.4	X:00.000
<b>5</b>	26.389	239.4	1:25.438	29.994	190.8	2:21.821	<b>11</b>	26.259	238.4	<b>1:23.016</b>	<b>29.564</b>	<b>194.2</b>	<b>2:18.839</b>
<b>6</b>	26.112	238.4	1:32.684	36.819	190.8	2:35.615							
<b>22</b>	<b>Fabio CARBONE</b>		<b>BRA</b>		<b>Dallara F302 Sodemo-Renault</b>								
<b>1</b>	6:11.789	146.9	2:08.198	34.006	185.5	X:00.000	<b>7</b>	25.728	246.5	1:27.611	30.195	192.1	2:23.534
<b>2</b>	28.098	220.8	1:33.073	30.814	188.4	2:31.985	<b>8</b>	25.695	247.1	1:27.853	29.941	192.8	2:23.489
<b>3</b>	26.394	230.7	1:30.673	31.753	189.1	2:28.820	<b>9</b>	25.676	248.2	1:26.761	<b>29.675</b>	193.8	2:22.112
<b>4</b>	26.671	228.8	1:29.485	30.601	190.4	2:26.757	<b>10</b>	25.564	248.8	1:25.377	29.776	<b>194.5</b>	<b>2:20.717</b>
<b>5</b>	26.372	230.7	1:30.180	30.440	191.4	2:26.992	<b>11</b>	25.601	248.8	<b>1:25.221</b>	29.975	192.5	2:20.797
<b>6</b>	25.571	<b>250.0</b>	1:32.719	30.653	189.4	2:28.943	<b>12</b>	<b>25.416</b>	248.2	1:25.699	29.738	192.5	2:20.853

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 1**

(contd.)

<b>26</b>	<b>Bruce JOUANNY</b>			<b>FRA</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1 -</b>		8:29.055		191.8	<b>X:00.000</b>	<b>7 -</b> 25.284 252.9	1:26.535	30.020 193.8	2:21.839
<b>2 -</b>	25.931 246.0	1:32.919		30.407 196.0	<b>2:29.257</b>	<b>8 -</b> 25.298 253.5	1:26.226	29.747 195.6	2:21.271
<b>3 -</b>	25.219 253.5	1:29.302		31.738 189.4	<b>2:26.259</b>	<b>9 -</b> 25.381 254.1	1:28.472	29.913 <b>196.7</b>	2:23.766
<b>4 -</b>	25.286 <b>254.7</b>	1:29.433		30.619 188.8	<b>2:25.338</b>	<b>10 -</b> 25.209 253.5	1:24.893	29.510 194.5	2:19.612
<b>5 -</b>	25.537 249.4	1:28.527		30.737 190.4	<b>2:24.801</b>	<b>11 -</b> 25.228 <b>254.7</b>	1:24.902	29.582 196.0	2:19.712
<b>6 -</b>	<b>25.122</b> 254.1	1:27.253		30.145 193.8	<b>2:22.520</b>	<b>12 -</b> 25.180 252.9	<b>1:23.927</b>	<b>29.259</b> 195.6	<b>2:18.366</b>
<b>27</b>	<b>Richard ANTINUCCI</b>			<b>USA</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1 -</b>	6:23.388 151.0	2:07.322		32.667 187.1	<b>X:00.000</b>	<b>7 -</b> 25.316 252.9	1:30.889	30.879 190.8	2:27.084
<b>2 -</b>	28.011 198.8	1:38.201		35.229 188.1	<b>2:41.441</b>	<b>8 -</b> 25.342 253.5	1:29.588	30.628 190.1	2:25.558
<b>3 -</b>	27.171 191.1	1:34.158		32.187 188.1	<b>2:33.516</b>	<b>9 -</b> 25.333 254.7	1:28.596	30.532 <b>192.5</b>	2:24.461
<b>4 -</b>	25.572 237.3	1:31.791		31.032 188.4	<b>2:28.395</b>	<b>10 -</b> <b>25.196 255.3</b>	1:28.403	30.311 189.8	2:23.910
<b>5 -</b>	25.379 249.4	1:30.315		31.315 188.1	<b>2:27.009</b>	<b>11 -</b> 25.308 254.7	<b>1:27.862</b>	<b>30.113 192.5</b>	<b>2:23.283</b>
<b>6 -</b>	25.342 253.5	1:33.430		30.786 191.1	<b>2:29.558</b>	<b>12 -</b> 25.247 253.5	1:27.970	30.318 191.4	2:23.535
<b>28</b>	<b>Vitantonio LUZZI</b>			<b>ITA</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1 -</b>	6:45.887 160.9	1:56.884		33.165 186.2	<b>X:00.000</b>	<b>3 -</b> 26.335 242.6	1:32.476	31.864 188.8	2:30.675
<b>2 -</b>	28.483 227.3	1:33.550		34.059 184.6	<b>2:36.092</b>	<b>4 -</b> 25.834 <b>248.2</b>	<b>1:30.261</b>	<b>30.862 189.8</b>	<b>2:26.957</b>
<b>29</b>	<b>Michael HO</b>			<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1 -</b>	7:09.228 168.4	1:44.881		33.327 184.9	<b>X:00.000</b>	<b>6 -</b> 4:48.699 234.7	1:29.343	30.818 191.8	<b>X:00.000</b>
<b>2 -</b>	28.913 211.3	1:36.374		33.602 187.8	<b>2:38.889</b>	<b>7 -</b> 26.109 243.7	1:27.688	30.546 192.5	2:24.343
<b>3 -</b>	26.822 215.1	1:34.091		32.369 191.1	<b>2:33.282</b>	<b>8 -</b> 25.710 246.5	1:27.139	30.415 191.1	2:23.264
<b>4 -</b>	27.116 237.8	1:27.841		30.852 191.8	<b>2:25.809</b>	<b>9 -</b> 25.617 <b>250.0</b>	1:26.088	<b>30.166 194.5</b>	2:21.871
<b>5 -</b>	26.291 241.0	1:30.711		49.380	<b>2:46.382P</b>	<b>10 -</b> <b>25.363</b> 247.1	<b>1:25.863</b>	30.434 193.2	<b>2:21.660</b>
<b>30</b>	<b>Robert DOORBOS</b>			<b>NED</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1 -</b>	6:19.366 169.2	2:07.865		31.850 184.3	<b>X:00.000</b>	<b>7 -</b> 25.325 <b>253.5</b>	1:28.904	29.792 <b>193.5</b>	2:24.021
<b>2 -</b>	27.120 234.2	1:32.822		31.065 187.5	<b>2:31.007</b>	<b>8 -</b> 25.316 <b>253.5</b>	1:28.688	30.295 192.5	2:24.299
<b>3 -</b>	26.340 244.8	1:31.839		33.151 189.4	<b>2:31.330</b>	<b>9 -</b> 25.506 250.5	1:26.261	29.741 192.8	2:21.508
<b>4 -</b>	25.698 247.7	1:29.282		30.152 191.8	<b>2:25.132</b>	<b>10 -</b> 25.337 252.3	1:26.758	<b>29.504</b> 192.1	2:21.599
<b>5 -</b>	25.354 252.9	1:35.955		30.078 192.1	<b>2:31.387</b>	<b>11 -</b> 25.470 250.0	1:25.046	29.855 <b>193.5</b>	2:20.371
<b>6 -</b>	26.144 246.5	1:28.396		30.185 191.1	<b>2:24.725</b>	<b>12 -</b> <b>25.197</b> 250.0	<b>1:24.478</b>	29.680 192.8	<b>2:19.355</b>
<b>31</b>	<b>Marcel COSTA</b>			<b>ESP</b>	<b>Dallara F302 Mugen-Honda</b>				
<b>1 -</b>	6:44.312 134.6	1:56.885		34.423 183.3	<b>X:00.000</b>	<b>6 -</b> 26.275 241.0	1:33.119	30.805 <b>190.8</b>	2:30.199
<b>2 -</b>	30.760 164.8	1:41.176		33.981 186.5	<b>2:45.917</b>	<b>7 -</b> 25.937 248.8	1:30.962	30.912 190.4	2:27.811
<b>3 -</b>	26.824 194.2	1:37.565		50.134	<b>2:54.523P</b>	<b>8 -</b> 25.792 247.7	1:33.501	<b>30.609</b> 190.4	2:29.902
<b>4 -</b>	2:56.331 218.1	1:41.591		32.402 186.2	<b>X:00.000</b>	<b>9 -</b> <b>25.678 250.5</b>	<b>1:28.971</b>	30.667 190.1	<b>2:25.316</b>
<b>5 -</b>	25.992 246.5	1:34.594		31.594 188.4	<b>2:32.180</b>	<b>10 -</b> 27.856 211.3	1:36.371	51.746	2:55.973P
<b>32</b>	<b>Shinya SATO</b>			<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>				
<b>1 -</b>	6:38.151 133.6	2:02.539		37.652 178.5	<b>X:00.000</b>	<b>3 -</b> 27.642 176.1	<b>1:38.493</b>	<b>33.133 184.3</b>	<b>2:39.268</b>
<b>2 -</b>	29.618 163.3	1:41.226		35.463 183.9	<b>2:46.307</b>				

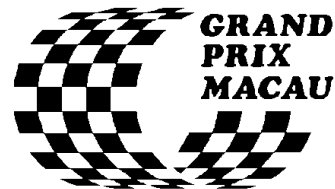


The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 1

(contd.)

<b>33</b>	<b>Tatsuya KATAOKA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>							
<b>1</b>	6:03.968	174.1	1:41.980	32.687	185.5	X:00.000	<b>8</b> - 25.895	244.8	1:25.441	30.842	190.1	2:22.178
<b>2</b>	27.050	238.9	1:30.152	31.459	187.5	2:28.661	<b>9</b> - 25.808	<b>247.7</b>	1:31.017	30.691	<b>190.8</b>	2:27.516
<b>3</b>	26.381	239.4	1:28.752	32.766	188.8	2:27.899	<b>10</b> - <b>25.728</b>	243.2	1:27.632	30.976	183.0	2:24.336
<b>4</b>	26.065	243.7	1:26.631	31.607	188.1	2:24.303	<b>11</b> - 25.958	247.1	1:25.110	30.206	189.8	2:21.274
<b>5</b>	25.983	244.8	1:26.212	30.763	189.1	2:22.958	<b>12</b> - 25.867	244.8	<b>1:24.511</b>	30.341	189.8	<b>2:20.719</b>
<b>6</b>	25.898	244.3	1:28.171	30.585	189.8	2:24.654	<b>13</b> - 25.864	244.3	1:24.987	<b>30.105</b>	190.4	2:20.956
<b>7</b>	25.953	244.3	1:25.739	30.397	189.8	2:22.089						
<b>35</b>	<b>LEI Kit Meng</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>							
<b>1</b>	6:59.782	194.5	1:45.569	34.530	164.8	X:00.000	<b>7</b> - 25.812	248.2	1:28.437	30.961	189.4	2:25.210
<b>2</b>	29.030	211.3	1:37.362	33.412	187.1	2:39.804	<b>8</b> - 25.807	248.8	1:27.944	30.909	189.8	2:24.660
<b>3</b>	27.127	235.2	1:31.501	31.818	188.4	2:30.446	<b>9</b> - 25.737	<b>251.1</b>	1:27.646	30.961	<b>190.4</b>	2:24.344
<b>4</b>	26.088	245.4	1:28.275	31.250	187.8	2:25.613	<b>10</b> - <b>25.645</b>	<b>251.1</b>	1:27.640	<b>30.656</b>	189.8	<b>2:23.941</b>
<b>5</b>	25.931	248.8	1:29.525	30.911	188.1	2:26.367	<b>11</b> - 25.666	250.5	1:27.119	31.407	188.8	2:24.192
<b>6</b>	25.883	247.7	1:28.266	31.238	188.1	2:25.387	<b>12</b> - 26.108	249.4	<b>1:26.993</b>	31.558	187.5	2:24.659
<b>36</b>	<b>Ronnie BREMER</b>		<b>DEN</b>		<b>Dallara F302 Mugen-Honda</b>							
<b>1</b>	6:12.671	159.0	2:09.744	32.291	183.9	X:00.000	<b>7</b> - 25.516	252.9	1:28.915	30.125	<b>192.8</b>	2:24.556
<b>2</b>	27.107	242.1	2:12.222	33.507	185.8	3:12.836	<b>8</b> - 25.507	254.1	1:27.424	29.747	191.8	2:22.678
<b>3</b>	25.820	219.0	1:34.251	32.228	191.4	2:32.299	<b>9</b> - 25.511	254.7	1:27.596	29.936	191.8	2:23.043
<b>4</b>	27.252	237.3	1:29.901	30.949	185.5	2:28.102	<b>10</b> - <b>25.369</b>	<b>255.3</b>	1:27.781	29.895	188.8	2:23.045
<b>5</b>	25.935	250.0	1:30.926	30.627	190.1	2:27.488	<b>11</b> - 25.526	254.7	1:26.276	29.881	187.5	2:21.683
<b>6</b>	25.459	252.3	1:30.110	30.350	190.8	2:25.919	<b>12</b> - 25.521	253.5	<b>1:25.819</b>	<b>29.498</b>	192.5	<b>2:20.838</b>
<b>38</b>	<b>Marchy LEE</b>		<b>CHN</b>		<b>Dallara F302 Mugen-Honda</b>							
<b>1</b>	7:18.926	131.5	1:44.968	32.437	186.2	X:00.000	<b>3</b> - 27.118	234.7	<b>1:34.695</b>	<b>32.792</b>	<b>188.8</b>	<b>2:34.605</b>
<b>2</b>	27.392	204.1	1:37.305	32.983	187.8	2:37.680	<b>4</b> - <b>26.219</b>	<b>244.3</b>	1:41.100	51.713		2:59.032P

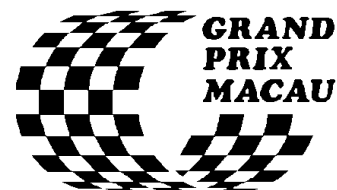




## The 49th Macau Grand Prix

### SPEED TRAP - FREE PRACTICE 1 - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	196.7
2	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	196.0
3	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	195.2
4	29		Michael HO	MAC	Dallara F302 Mugen-Honda	194.5
5	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	194.5
6	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	194.5
7	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	194.2
8	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	193.8
9	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	193.5
10	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	193.5
11	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	193.2
12	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	193.2
13	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	192.8
14	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	192.8
15	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	192.8
16	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	192.8
17	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	192.5
18	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	192.5
19	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	192.1
20	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	191.8
21	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	191.4
22	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	190.8
23	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	190.8
24	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	190.4
25	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	190.4
26	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	189.8
27	28		Vitantonio LUIZZI	ITA	Dallara F302 Mugen-Honda	189.8
28	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	188.8
29	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	185.8
30	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	184.3

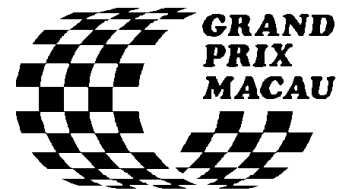


The 49th Macau Grand Prix  
SPEED TRAP - FREE PRACTICE 1 - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	255.3
2	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	255.3
3	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	255.3
4	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	254.7
5	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	254.7
6	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	254.1
7	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	254.1
8	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	253.5
9	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	251.7
10	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	251.1
11	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	250.5
12	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	250.5
13	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	250.0
14	29		Michael HO	MAC	Dallara F302 Mugen-Honda	250.0
15	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	250.0
16	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	250.0
17	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	250.0
18	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	248.8
19	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	248.2
20	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	248.2
21	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	248.2
22	28		Vitantonio LUIZZI	ITA	Dallara F302 Mugen-Honda	248.2
23	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	247.7
24	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	247.1
25	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	245.4
26	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	244.8
27	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	244.3
28	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	242.1
29	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	237.3
30	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	208.4

**BULLETIN TK012**



**The 49th Macau Grand Prix  
SPEED TRAP - FREE PRACTICE 1 - SECTOR 2**

(contd.)

POS NO CL DRIVER

NAT CAR

KPH

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**Weather / Track : Sunny / Dry**

**www.mstworld.com**

**MST Sports Timing**

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 10:40 End: 11:10

*Issued - 11:14 Thursday, 14 November 2002*

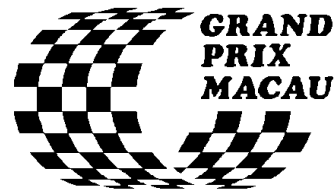
# Bulletin No. TK013

## The 49th Macau Grand Prix BEST SECTOR TIMES - FREE PRACTICE1

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON				
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF	
1	15	KOGURE	25.056	12	GOMMENDY	1:22.917	26	JOUANNY	29.259	1	8	IDE	2:17.480	2:18.069	0.589	
2	8	IDE	25.069	21	KOVALAINEN	1:23.016	12	GOMMENDY	29.259	2	18	MONTIN	2:17.569	2:17.798	0.229	
3	18	MONTIN	25.082	18	MONTIN	1:23.024	8	IDE	29.329	3	12	GOMMENDY	2:17.828	2:18.079	0.251	
4	26	JOUANNY	25.122	8	IDE	1:23.082	1	KARTHIKEYAN	29.391	4	1	KARTHIKEYAN	2:18.061	2:18.318	0.257	
5	17	PAVLOVIC	25.187	1	KARTHIKEYAN	1:23.151	18	MONTIN	29.463	5	26	JOUANNY	2:18.308	2:18.366	0.058	
6	27	ANTINUCCI	25.196	26	JOUANNY	1:23.927	36	BREMER	29.498	6	21	KOVALAINEN	2:18.692	2:18.839	0.147	
7	30	DOORNBOS	25.197	30	DOORNBOS	1:24.478	30	DOORNBOS	29.504	7	30	DOORNBOS	2:19.179	2:19.355	0.176	
8	7	DERLOT	25.208	33	KATAOKA	1:24.511	11	PLA	29.538	8	17	PAVLOVIC	2:19.817	2:20.198	0.381	
9	2	COURTNEY	25.321	6	MATSUURA	1:24.915	21	KOVALAINEN	29.564	9	6	MATSUURA	2:20.074	2:20.162	0.088	
10	29	HO_	25.363	17	PAVLOVIC	1:25.022	17	PAVLOVIC	29.608	10	2	COURTNEY	2:20.265	2:20.505	0.240	
11	36	BREMER	25.369	22	CARBONE	1:25.221	6	MATSUURA	29.647	11	22	CARBONE	2:20.312	2:20.717	0.405	
12	22	CARBONE	25.416	2	COURTNEY	1:25.279	2	COURTNEY	29.665	12	33	KATAOKA	2:20.344	2:20.719	0.375	
13	6	MATSUURA	25.512	11	PLA	1:25.612	22	CARBONE	29.675	13	36	BREMER	2:20.686	2:20.838	0.152	
14	1	KARTHIKEYAN	25.519	36	BREMER	1:25.819	7	DERLOT	29.730	14	11	PLA	2:20.844	2:20.932	0.088	
15	3	VAN DER	25.603	29	HO_	1:25.863	19	HIRANAKA	30.016	15	29	HO_	2:21.392	2:21.660	0.268	
16	19	HIRANAKA	25.619	19	HIRANAKA	1:26.247	20	YOSHIMOTO	30.040	16	19	HIRANAKA	2:21.882	2:21.882	0.000	
17	35	LEI Kit Meng	25.645	20	YOSHIMOTO	1:26.744	15	KOGURE	30.092	17	7	DERLOT	2:22.078	2:22.355	0.277	
18	12	GOMMENDY	25.652	35	LEI Kit Meng	1:26.993	33	KATAOKA	30.105	18	20	YOSHIMOTO	2:22.685	2:22.700	0.015	
19	31	COSTA	25.678	7	DERLOT	1:27.140	27	ANTINUCCI	30.113	19	15	KOGURE	2:23.045	2:23.713	0.668	
20	11	PLA	25.694	16	CITRON	1:27.444	29	HO_	30.166	20	27	ANTINUCCI	2:23.171	2:23.283	0.112	
21	33	KATAOKA	25.728	3	VAN DER	1:27.635	3	VAN DER	30.244	21	35	LEI Kit Meng	2:23.294	2:23.941	0.647	
22	28	LUIZZI	25.834	27	ANTINUCCI	1:27.862	16	CITRON	30.591	22	3	VAN DER	2:23.482	2:24.035	0.553	
23	5	CAMPANICO	25.852	15	KOGURE	1:27.897	31	COSTA	30.609	23	16	CITRON	2:24.148	2:24.148	0.000	
24	20	YOSHIMOTO	25.901	10	MERSZEI	1:28.729	35	LEI Kit Meng	30.656	24	31	COSTA	2:25.258	2:25.316	0.058	
25	10	MERSZEI	26.026	31	COSTA	1:28.971	10	MERSZEI	30.739	25	10	MERSZEI	2:25.494	2:26.052	0.558	
26	21	KOVALAINEN	26.112	5	CAMPANICO	1:29.184	5	CAMPANICO	30.808	26	5	CAMPANICO	2:25.844	2:27.230	1.386	
27	16	CITRON	26.113	28	LUIZZI	1:30.261	28	LUIZZI	30.862	27	28	LUIZZI	2:26.957	2:26.957	0.000	
28	38	LEE	26.219	38	LEE	1:34.695	9	KERR	31.657	28	38	LEE	2:33.351	2:34.605	1.254	
29	32	SATO	27.642	32	SATO	1:38.493	38	LEE	32.437	29	32	SATO	2:39.268	2:39.268	0.000	
30	9	KERR	6:27.829	9	KERR	2:06.376	32	SATO	33.133	30	9	KERR	9:05.862	9:05.862	0.000	
												Perfect Lap		2:17.232		

Circuito Da Guia  
Circuit Length = 6.2 km  
Start: 10:40 End: 11:10

MST sports timing



## The 49th Macau Grand Prix

### CLASSIFICATION - 1st QUALIFYING

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	6		<b>Kousuke MATSUURA</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	2:15.768	17		162.27
2	8		<b>Yuji IDE</b>	<b>JPN</b>	Dallara F302 Sodemo-Renault	2:16.586	14	0.818	161.30
3	2		<b>James COURTNEY</b>	<b>AUS</b>	Dallara F302 Mugen-Honda	2:16.642	16	0.874	161.23
4	18		<b>Paolo MONTIN</b>	<b>ITA</b>	Dallara F302 TOM's-Toyota	2:16.668	17	0.900	161.20
5	21		<b>Heikki KOVALAINEN</b>	<b>FIN</b>	Dallara F302 Sodemo-Renault	2:16.733	17	0.965	161.13
6	12		<b>Tristan GOMMENDY</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	2:16.855	14	1.087	160.98
7	1		<b>Narain KARTHIKEYAN</b>	<b>IND</b>	Dallara F302 Mugen-Honda	2:16.977	16	1.209	160.84
8	30		<b>Robert DOORBOS</b>	<b>NED</b>	Dallara F302 Mugen-Honda	2:17.156	17	1.388	160.63
9	11		<b>Olivier PLA</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	2:17.527	17	1.759	160.20
10	26		<b>Bruce JOUANNY</b>	<b>FRA</b>	Dallara F302 Mugen-Honda	2:17.556	14	1.788	160.16
11	7		<b>Renaud DERLOT</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	2:18.021	17	2.253	159.62
12	27		<b>Richard ANTINUCCI</b>	<b>USA</b>	Dallara F302 Mugen-Honda	2:18.104	16	2.336	159.53
13	15		<b>Takashi KOGURE</b>	<b>JPN</b>	Dallara F302 Mugen-Honda	2:18.546	15	2.778	159.02
14	17		<b>Milos PAVLOVIC</b>	<b>YUG</b>	Dallara F302 Spiess-Opel	2:18.764	17	2.996	158.77
15	31		<b>Marcel COSTA</b>	<b>ESP</b>	Dallara F302 Mugen-Honda	2:18.891	16	3.123	158.62
16	22		<b>Fabio CARBONE</b>	<b>BRA</b>	Dallara F302 Sodemo-Renault	2:18.955	9	3.187	158.55
17	19		<b>Katsuyuki HIRANAKA</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	2:19.088	17	3.320	158.40
18	3		<b>Alan VAN DER MERWE</b>	<b>RSA</b>	Dallara F302 Mugen-Honda	2:20.043	9	4.275	157.32
19	20		<b>Hiroki YOSHIMOTO</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	2:20.045	15	4.277	157.32
20	5		<b>Cesar CAMPANICO</b>	<b>POR</b>	Dallara F302 Spiess-Opel	2:20.048	14	4.280	157.31
21	29		<b>Michael HO</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	2:20.368	13	4.600	156.95
22	38		<b>Marchy LEE</b>	<b>CHN</b>	Dallara F302 Mugen-Honda	2:20.441	15	4.673	156.87
23	33		<b>Tatsuya KATAOKA</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	2:20.538	9	4.770	156.76
24	9		<b>Robbie KERR</b>	<b>GBR</b>	Dallara F302 Mugen-Honda	2:20.611	15	4.843	156.68
25	28		<b>Vitantonio LIUZZI</b>	<b>ITA</b>	Dallara F302 Mugen-Honda	2:21.471	15	5.703	155.73
26	16		<b>Cristiano CITRON</b>	<b>ITA</b>	Dallara F302 Spiess-Opel	2:22.024	13	6.256	155.12
27	32		<b>Shinya SATO</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	2:22.108	14	6.340	155.03
28	35		<b>LEI Kit Meng</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	2:22.354	10	6.586	154.76
29	10		<b>Joseph MERSZEI</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	2:25.280	13	9.512	151.65

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 14:39 End: 15:34

Race Director	Stewards	Timekeeper
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**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 1st QUALIFYING**

<b>1</b>	<b>Narain KARTHIKEYAN</b>		<b>IND</b>		<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 219.9	1:35.961	31.011 175.8	X:00.000	9 - 4:18.677 238.9	1:24.839	29.695 192.1	X:00.000
2	26.492 242.1	1:25.681	30.065 191.1	2:22.238	10 - 25.903 242.1	1:22.863	29.489 192.8	2:18.255
3	25.867 243.7	1:24.579	29.593 191.8	2:20.039	11 - 25.783 244.3	1:22.674	29.140 193.8	2:17.597
4	25.733 246.0	1:26.097	32.260 192.8	2:24.090	12 - X:00.000 230.7	1:28.115	29.831 192.5	X:00.000
5	25.701 244.3	1:26.996	30.286 191.1	2:22.983	13 - 25.917 243.2	1:24.639	32.255 <b>194.9</b>	2:22.811
6	25.814 243.2	1:24.079	29.448 187.5	2:19.341	14 - 25.647 244.8	1:23.621	29.684 192.5	2:18.952
7	25.802 245.4	1:24.182	29.762 193.5	2:19.746	15 - 25.712 244.8	1:23.953	30.963 <b>194.9</b>	2:20.628
8	25.639 237.3	1:34.106	42.433	2:42.178P	16 - <b>25.568 247.1</b>	<b>1:22.431</b>	<b>28.978 194.9</b>	<b>2:16.977</b>
<b>2</b>	<b>James COURTNEY</b>		<b>AUS</b>		<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 203.3	1:32.871	30.653 188.8	X:00.000	9 - 25.662 246.0	1:22.618	29.184 190.4	2:17.464
2	26.072 235.8	1:27.547	30.056 189.1	2:23.675	10 - 25.708 246.0	1:24.712	44.697	2:35.117P
3	25.971 243.2	1:25.050	29.666 192.5	2:20.687	11 - 2:07.971 214.2	1:27.274	29.389 <b>194.5</b>	4:04.634
4	25.747 244.8	1:24.137	30.213 187.5	2:20.097	12 - X:00.000 163.6	1:35.298	29.937 190.8	X:00.000
5	25.586 245.4	1:24.479	29.539 192.1	2:19.604	13 - 25.791 244.8	1:29.109	30.244 193.2	2:25.144
6	25.604 246.0	1:24.457	29.701 190.4	2:19.762	14 - 25.754 244.8	1:23.188	29.268 193.5	2:18.210
7	<b>25.543 248.8</b>	1:29.922	29.541 192.5	2:25.006	15 - 25.667 244.3	1:22.935	28.904 <b>194.5</b>	2:17.506
8	25.733 244.8	1:23.562	29.341 193.8	2:18.636	16 - 25.557 246.5	<b>1:22.192</b>	<b>28.893 193.8</b>	<b>2:16.642</b>
<b>3</b>	<b>Alan VAN DER MERWE</b>		<b>RSA</b>		<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 172.8	1:39.483	32.704 183.6	X:00.000	6 - <b>25.757 243.7</b>	1:24.889	29.936 189.4	2:20.582
2	26.721 234.7	1:28.820	30.806 186.2	2:26.347	7 - 26.074 241.6	1:24.320	29.917 189.8	2:20.311
3	26.262 240.5	1:27.190	30.312 188.4	2:23.764	8 - 25.970 242.6	1:24.615	29.866 190.4	2:20.451
4	26.185 242.1	1:25.408	30.224 189.4	2:21.817	9 - 26.032 242.1	<b>1:24.162</b>	<b>29.849 190.8</b>	<b>2:20.043</b>
5	26.007 243.2	1:25.750	30.221 189.1	2:21.978				
<b>5</b>	<b>Cesar CAMPANICO</b>		<b>POR</b>		<b>Dallara F302 Spiess-Opel</b>			
1	X:00.000 184.3	1:40.414	32.434 182.1	X:00.000	8 - 26.167 242.1	1:27.680	45.558	2:39.405P
2	28.342 226.8	1:32.085	31.592 185.2	2:32.019	9 - 7:26.743 147.3	1:32.820	31.320 189.8	X:00.000
3	27.305 238.9	1:27.585	30.686 188.4	2:25.576	10 - X:00.000 209.3	1:34.078	31.215 185.2	X:00.000
4	26.153 240.5	1:26.013	30.260 189.4	2:22.426	11 - 26.312 242.1	1:29.478	30.988 187.8	2:26.778
5	26.130 233.2	1:30.968	32.835 189.4	2:29.933	12 - 26.165 242.1	1:26.026	30.204 190.4	2:22.395
6	26.007 243.2	1:25.558	30.047 <b>190.8</b>	2:21.612	13 - 25.998 242.1	1:24.820	30.008 190.4	2:20.826
7	<b>25.863 243.7</b>	1:31.006	31.567 187.5	2:28.436	14 - 26.001 <b>243.7</b>	<b>1:24.143</b>	<b>29.904 190.8</b>	<b>2:20.048</b>
<b>6</b>	<b>Kousuke MATSUURA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>			
1		X:00.000	160.7	X:00.000	10 - <b>25.406 252.9</b>	1:25.298	48.713	2:39.417P
2	27.741 237.8	1:29.563	30.165 187.1	2:27.469	11 - 4:52.476 237.3	1:26.791	29.545 192.1	X:00.000
3	25.847 247.1	1:25.492	29.942 189.4	2:21.281	12 - X:00.000 227.3	1:31.116	32.075 176.7	X:00.000
4	25.881 244.8	1:24.167	29.866 190.8	2:19.914	13 - 26.388 241.6	1:27.788	29.615 191.1	2:23.791
5	25.491 246.5	1:26.250	29.796 192.1	2:21.537	14 - 25.879 244.8	1:22.311	29.346 192.5	2:17.536
6	25.432 251.1	1:24.176	29.461 190.4	2:19.069	15 - 25.798 244.3	1:21.380	<b>29.008 193.5</b>	2:16.186
7	25.817 245.4	1:22.806	29.342 190.1	2:17.965	16 - 25.726 245.4	1:23.211	29.413 <b>193.5</b>	2:18.350
8	25.843 246.0	1:23.446	29.814 190.8	2:19.103	17 - 25.719 245.4	<b>1:20.953</b>	29.096 188.8	<b>2:15.768</b>
9	25.752 246.0	1:22.188	29.229 192.1	2:17.169				

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>7</b>	<b>Renaud DERLOT</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
1	-X:00.000	196.0	1:38.128	31.866	188.4	X:00.000	<b>10</b> - 25.538	246.0	1:23.618	30.131	189.1	2:19.287
2	- 26.659	240.0	1:29.739	30.338	190.1	2:26.736	<b>11</b> - 25.713	246.0	1:24.183	29.590	193.5	2:19.486
3	- 25.668	247.7	1:25.641	29.903	191.8	2:21.212	<b>12</b> - 25.667	245.4	<b>1:23.286</b>	29.214	196.0	2:18.167
4	- 25.651	247.1	1:26.274	29.931	192.5	2:21.856	<b>13</b> -X:00.000	216.0	1:33.174	29.918	192.8	X:00.000
5	- 25.630	246.5	1:26.086	30.124	192.1	2:21.840	<b>14</b> - 25.581	246.0	1:26.024	32.055	195.6	2:23.660
6	- 25.670	246.0	1:24.546	29.634	194.2	2:19.850	<b>15</b> - <b>25.348</b>	246.5	1:23.955	<b>29.060</b>	<b>196.7</b>	2:18.363
7	- 25.636	245.4	1:25.030	29.830	191.8	2:20.496	<b>16</b> - 25.470	247.1	1:23.408	29.143	196.0	<b>2:18.021</b>
8	- 25.496	<b>248.2</b>	1:24.116	29.241	196.0	2:18.853	<b>17</b> - 25.482	<b>248.2</b>	1:23.774	29.206	195.6	2:18.462
9	- 25.396	<b>248.2</b>	1:23.657	29.610	193.8	2:18.663						
<b>8</b>	<b>Yuji IDE</b>		<b>JPN</b>		<b>Dallara F302 Sodemo-Renault</b>							
1	-X:00.000	211.3	1:39.213	32.646	181.8	X:00.000	<b>8</b> - 25.715	246.0	1:29.303	49.450		2:44.468P
2	- 26.764	236.8	1:29.934	30.568	187.5	2:27.266	<b>9</b> - 6:16.644	190.4	1:46.703	30.306	183.6	X:00.000
3	- 26.028	243.7	1:25.743	29.969	190.1	2:21.740	<b>10</b> -X:00.000	229.7	1:37.230	30.721	183.0	X:00.000
4	- 25.795	246.0	1:24.129	29.578	192.1	2:19.502	<b>11</b> - 26.242	242.6	1:26.923	29.542	193.8	2:22.707
5	- 25.732	246.5	1:23.453	29.440	192.5	2:18.625	<b>12</b> - 25.747	245.4	1:22.165	<b>29.048</b>	<b>194.9</b>	2:16.960
6	- 25.676	<b>247.7</b>	1:33.588	29.775	191.4	2:29.039	<b>13</b> - <b>25.619</b>	246.5	1:34.707	29.581	194.2	2:29.907
7	- 25.803	246.0	1:29.062	29.836	191.4	2:24.701	<b>14</b> - 25.716	246.0	<b>1:21.822</b>	<b>29.048</b>	193.5	<b>2:16.586</b>
<b>9</b>	<b>Robbie KERR</b>		<b>GBR</b>		<b>Dallara F302 Mugen-Honda</b>							
1	-X:00.000	176.1	1:36.198	31.364	186.8	X:00.000	<b>9</b> - 25.977	242.6	1:25.941	43.755		2:35.673P
2	- 29.876	210.5	1:29.980	30.855	188.4	2:30.711	<b>10</b> - 6:16.844	243.2	1:37.136	30.060	190.1	X:00.000
3	- 26.141	241.6	1:26.990	30.388	190.8	2:23.519	<b>11</b> -X:00.000	227.3	1:31.731	31.038	187.1	X:00.000
4	- 25.932	243.7	1:26.685	30.047	189.1	2:22.664	<b>12</b> - 25.940	246.0	1:28.745	30.525	191.4	2:25.210
5	- 25.988	243.2	1:26.440	30.140	191.4	2:22.568	<b>13</b> - 25.706	246.5	1:26.229	30.878	189.4	2:22.813
6	- 25.961	243.2	1:26.175	30.052	191.1	2:22.188	<b>14</b> - 25.525	246.5	1:25.437	29.993	190.4	2:20.955
7	- 25.861	244.3	1:27.616	30.039	191.4	2:23.516	<b>15</b> - <b>25.466</b>	<b>249.4</b>	<b>1:25.159</b>	29.986	191.8	<b>2:20.611</b>
8	- 25.956	242.6	1:26.204	<b>29.900</b>	<b>192.8</b>	2:22.060						
<b>10</b>	<b>Joseph MERSZEI</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>							
1	-X:00.000	204.1	1:35.622	31.997	184.3	X:00.000	<b>8</b> - 5:18.851	208.0	1:40.486	31.940	185.8	X:00.000
2	- 26.730	235.8	1:32.877	31.930	180.6	2:31.537	<b>9</b> - 26.352	237.8	1:30.407	<b>30.913</b>	<b>188.4</b>	2:27.672
3	- 26.358	242.1	1:30.002	31.236	185.5	2:27.596	<b>10</b> -X:00.000	169.0	1:34.919	31.184	187.5	X:00.000
4	- 26.960	236.3	1:32.228	31.206	184.3	2:30.394	<b>11</b> - 26.190	244.3	1:33.838	40.119	184.9	2:40.147
5	- 26.316	227.8	1:28.610	31.493	184.6	2:26.419	<b>12</b> - 26.178	243.2	1:35.509	31.840	187.1	2:33.527
6	- 26.099	<b>245.4</b>	1:28.141	31.040	186.8	<b>2:25.280</b>	<b>13</b> - <b>25.941</b>	244.8	1:43.590	55.623		3:05.154P
7	- 26.257	242.1	<b>1:27.904</b>	50.926		2:45.087P						
<b>11</b>	<b>Olivier PLA</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
1	-X:00.000	208.0	1:34.162	30.681	186.2	X:00.000	<b>10</b> - 25.845	243.7	1:25.158	29.379	193.8	2:20.382
2	- 26.637	236.3	1:26.976	30.236	191.1	2:23.849	<b>11</b> - 25.739	244.8	1:26.574	33.853	190.8	2:26.166
3	- 25.882	243.7	1:26.357	30.216	187.8	2:22.455	<b>12</b> - 25.814	246.0	1:29.516	30.772	193.2	2:26.102
4	- 25.892	245.4	1:32.708	30.130	191.4	2:28.730	<b>13</b> -X:00.000	198.1	1:34.512	30.579	192.1	X:00.000
5	- 26.015	240.5	1:28.750	31.615	190.4	2:26.380	<b>14</b> - 26.247	240.5	1:26.268	29.506	<b>195.2</b>	2:22.021
6	- 25.939	243.7	1:24.134	30.432	186.5	2:20.505	<b>15</b> - 25.568	246.5	1:22.811	<b>29.148</b>	194.5	<b>2:17.527</b>
7	- 26.021	243.7	1:24.027	29.572	191.8	2:19.620	<b>16</b> - <b>25.470</b>	<b>248.2</b>	1:29.263	30.851	193.5	2:25.584
8	- 25.824	243.7	1:23.499	29.403	191.8	2:18.726	<b>17</b> - 25.628	247.1	<b>1:22.674</b>	29.309	191.4	2:17.611
9	- 25.833	245.4	1:23.957	29.286	192.5	2:19.076						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>12</b>	<b>Tristan GOMMENDY</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
1	-X:00.000	226.8	1:32.768	31.063	146.7	X:00.000	8 - 25.881	242.1	1:24.195	29.251	192.8	2:19.327
2	- 28.817	240.0	1:26.087	30.323	193.2	2:25.227	9 - 25.901	242.6	1:22.552	29.286	194.9	2:17.739
3	- 26.177	240.5	1:23.771	29.514	193.5	2:19.462	10 - 25.910	241.0	1:22.111	29.075	195.6	2:17.096
4	- 26.064	242.6	1:23.322	29.485	192.1	2:18.871	11 - 25.867	243.2	<b>1:21.987</b>	29.001	<b>196.7</b>	<b>2:16.855</b>
5	- 25.947	242.1	1:22.725	29.184	194.9	2:17.856	12 - 26.026	243.2	1:25.283	<b>28.968</b>	194.2	2:20.277
6	- 25.892	242.1	1:22.359	29.247	194.9	2:17.498	13 -X:00.000	232.2	1:28.510	30.832	142.2	X:00.000
7	- 25.831	243.7	1:24.814	29.399	192.1	2:20.044	14 - 40.082	144.5	2:26.875	1:02.784		4:09.741P
<b>15</b>	<b>Takashi KOGURE</b>		<b>JPN</b>		<b>Dallara F302 Mugen-Honda</b>							
1	-X:00.000	184.6	1:35.875	31.001	190.1	X:00.000	9 - 25.483	247.7	1:26.460	47.662		2:39.605P
2	- 25.932	246.5	1:29.583	49.771		2:45.286P	10 - 3:57.847	244.8	1:26.511	41.669		X:00.000P
3	- 1:14.618	243.2	1:28.023	30.921	192.8	3:13.562	11 -X:00.000	220.4	1:31.242	30.674	192.8	X:00.000
4	- 25.535	248.2	1:27.385	29.944	192.1	2:22.864	12 - 25.415	246.5	1:27.449	29.538	<b>195.6</b>	2:22.402
5	- <b>25.224</b>	<b>251.1</b>	1:25.660	29.912	193.5	2:20.796	13 - 25.264	249.4	<b>1:23.748</b>	29.534	193.8	<b>2:18.546</b>
6	- 25.470	248.2	1:25.486	29.738	194.5	2:20.694	14 - 25.316	250.0	1:24.569	29.573	192.8	2:19.458
7	- 25.442	248.2	1:24.966	29.930	192.8	2:20.338	15 - 25.502	249.4	1:24.677	<b>29.351</b>	194.2	2:19.530
8	- 25.487	246.5	1:24.759	29.740	193.5	2:19.986						
<b>16</b>	<b>Cristiano CITRON</b>		<b>ITA</b>		<b>Dallara F302 Spiess-Opel</b>							
1	-X:00.000	174.4	1:44.430	32.582	182.4	X:00.000	8 - 3:35.882	209.3	1:36.292	31.133	188.8	X:00.000
2	- 27.322	234.2	1:31.925	31.819	184.3	2:31.066	9 - 26.168	242.6	1:26.869	30.139	189.4	2:23.176
3	- 26.676	239.4	1:30.710	31.846	188.1	2:29.232	10 - 25.922	246.0	1:26.161	<b>30.017</b>	191.1	2:22.100
4	- 26.268	236.3	1:28.999	30.952	187.1	2:26.219	11 -X:00.000	211.7	1:31.176	30.550	188.8	X:00.000
5	- 26.258	242.6	1:28.895	30.960	188.1	2:26.113	12 - 25.945	247.1	<b>1:25.469</b>	30.610	<b>192.1</b>	<b>2:22.024</b>
6	- 26.543	241.0	1:28.323	30.559	189.4	2:25.425	13 - <b>25.484</b>	<b>250.5</b>	1:27.653	30.157	190.4	2:23.294
7	- 26.261	200.7	1:33.758	49.612		2:49.631P						
<b>17</b>	<b>Milos PAVLOVIC</b>		<b>YUG</b>		<b>Dallara F302 Spiess-Opel</b>							
1	-X:00.000	169.2	1:36.827	32.341	171.1	X:00.000	10 - 25.828	244.3	1:26.690	30.259	191.8	2:22.777
2	- 29.888	236.8	1:29.087	30.460	190.1	2:29.435	11 - 25.801	244.3	1:27.525	43.753		2:37.079P
3	- 25.949	243.7	1:26.077	30.294	190.1	2:22.320	12 -X:00.000	233.7	1:28.761	29.998	191.4	X:00.000
4	- 25.797	247.1	1:25.522	29.848	192.5	2:21.167	13 - 25.886	246.0	1:24.451	29.582	<b>193.8</b>	2:19.919
5	- <b>25.432</b>	247.7	1:25.007	29.796	191.1	2:20.235	14 - 25.685	247.1	1:33.547	29.957	190.8	2:29.189
6	- 25.872	244.8	1:24.932	29.772	190.4	2:20.576	15 - 25.631	247.1	<b>1:23.686</b>	<b>29.447</b>	193.2	<b>2:18.764</b>
7	- 25.853	244.8	1:24.253	29.649	191.1	2:19.755	16 - 25.515	<b>248.8</b>	1:26.820	29.994	191.4	2:22.329
8	- 26.638	198.5	1:44.826	31.084	188.4	2:42.548	17 - 25.692	247.7	1:31.658	50.572		2:47.922P
9	- 27.191	234.2	1:28.151	29.894	190.8	2:25.236						
<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>							
1	-		X:00.000		187.8	X:00.000	10 - 25.408	249.4	1:26.826	49.829		2:42.063P
2	- 25.410	252.3	1:30.269	33.712	192.5	2:29.391	11 - 4:39.958	234.2	1:25.826	29.357	193.8	X:00.000
3	- 25.121	251.7	1:25.461	29.642	192.5	2:20.224	12 -X:00.000	243.2	2:00.806	33.308	182.1	X:00.000
4	- 25.051	252.9	1:23.299	29.443	192.5	2:17.793	13 - 25.561	248.8	1:22.725	29.268	194.5	2:17.554
5	- 25.414	250.0	1:23.348	29.311	192.8	2:18.073	14 - 25.339	248.8	1:22.181	<b>29.148</b>	<b>195.6</b>	<b>2:16.668</b>
6	- 25.440	248.2	1:26.677	30.548	190.8	2:22.665	15 - 25.193	251.1	1:22.335	29.307	<b>195.6</b>	2:16.835
7	- 25.225	248.8	1:22.282	29.231	193.5	2:16.738	16 - 25.064	253.5	1:25.866	29.249	193.8	2:20.179
8	- 25.365	250.0	1:22.623	29.519	193.8	2:17.507	17 - 25.376	250.0	<b>1:21.983</b>	29.345	194.2	2:16.704
9	- <b>25.021</b>	<b>254.7</b>	1:22.410	29.263	193.2	2:16.694						



**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>19</b>	<b>Katsuyuki HIRANAKA</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>							
1	X:00.000	227.8	1:36.899	31.385	187.1	X:00.000	<b>10</b> - 26.805	232.7	1:26.983	29.704	193.2	2:23.492
2	26.107	244.3	1:32.727	34.386	173.3	2:33.220	<b>11</b> - 25.559	247.1	1:28.489	48.907		2:42.955P
3	26.232	244.8	1:27.355	30.248	190.4	2:23.835	<b>12</b> - X:00.000	241.0	1:29.103	29.905	193.2	X:00.000
4	25.753	247.7	1:26.597	30.727	191.8	2:23.077	<b>13</b> - 25.574	250.5	1:26.102	29.493	<b>194.9</b>	2:21.169
5	26.255	247.1	1:25.840	29.766	190.8	2:21.861	<b>14</b> - 25.411	250.5	1:25.232	29.438	193.8	2:20.081
6	25.666	246.5	1:26.370	29.909	191.1	2:21.945	<b>15</b> - 25.416	249.4	<b>1:24.274</b>	29.398	194.5	<b>2:19.088</b>
7	25.577	247.7	1:26.080	29.921	192.5	2:21.578	<b>16</b> - 25.366	250.5	1:25.642	<b>29.231</b>	194.2	2:20.239
8	25.775	230.2	1:36.497	31.653	190.4	2:33.925	<b>17</b> - <b>25.064</b>	<b>258.3</b>	1:31.173	30.174	191.8	2:26.411
9	25.670	247.7	2:16.450	29.846	192.5	3:11.966						
<b>20</b>	<b>Hiroki YOSHIMOTO</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>							
1	X:00.000	196.0	1:35.217	30.719	189.1	X:00.000	<b>9</b> - 25.785	245.4	1:24.899	29.999	185.2	2:20.683
2	26.316	240.0	1:30.202	30.243	190.1	2:26.761	<b>10</b> - 26.000	244.3	1:24.961	47.268		2:38.229P
3	26.044	242.1	1:27.966	30.023	190.1	2:24.033	<b>11</b> - X:00.000	235.8	1:29.845	29.928	192.1	X:00.000
4	25.874	244.8	1:27.429	29.955	189.8	2:23.258	<b>12</b> - 25.361	251.1	1:27.073	31.336	<b>193.8</b>	2:23.770
5	25.727	247.7	1:26.801	30.128	191.8	2:22.656	<b>13</b> - 28.422	154.7	1:28.272	<b>29.588</b>	192.8	2:26.282
6	25.546	250.0	1:27.800	30.312	191.4	2:23.658	<b>14</b> - <b>25.198</b>	<b>254.7</b>	1:27.075	29.664	192.1	2:21.937
7	25.674	247.1	<b>1:24.622</b>	29.749	190.4	<b>2:20.045</b>	<b>15</b> - 25.339	249.4	1:35.525	29.807	191.4	2:30.671
8	25.786	246.0	1:24.740	29.742	191.4	2:20.268						
<b>21</b>	<b>Heikki KOVALAINEN</b>		<b>FIN</b>		<b>Dallara F302 Sodemo-Renault</b>							
1	X:00.000	178.5	1:37.862	31.237	187.5	X:00.000	<b>10</b> - 25.842	243.7	1:22.648	29.272	193.8	2:17.762
2	26.297	240.5	1:26.638	51.791		2:44.726P	<b>11</b> - 25.665	247.7	1:30.131	30.035	193.5	2:25.831
3	48.222	240.5	1:26.083	33.896	191.8	2:48.201	<b>12</b> - X:00.000	226.4	1:30.773	29.992	190.8	X:00.000
4	25.832	244.8	1:23.588	29.763	192.5	2:19.183	<b>13</b> - 25.853	246.5	1:22.162	29.132	193.8	2:17.147
5	25.765	245.4	1:23.230	29.780	192.8	2:18.775	<b>14</b> - 25.491	248.8	1:23.097	29.777	191.8	2:18.365
6	<b>25.442</b>	<b>250.0</b>	1:23.060	29.498	193.2	2:18.000	<b>15</b> - 25.626	247.1	<b>1:22.049</b>	<b>29.058</b>	<b>195.6</b>	<b>2:16.733</b>
7	25.727	246.5	1:22.648	29.491	193.8	2:17.866	<b>16</b> - 25.492	247.1	1:26.736	30.326	192.8	2:22.554
8	25.713	244.8	1:27.812	42.506		2:36.031P	<b>17</b> - 25.620	248.2	1:26.586	29.407	193.5	2:21.613
9	4:09.013	204.5	1:27.722	29.614	192.1	X:00.000						
<b>22</b>	<b>Fabio CARBONE</b>		<b>BRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
1	X:00.000	194.5	1:35.566	31.362	184.6	X:00.000	<b>6</b> - 25.833	245.4	1:24.009	29.571	191.1	2:19.413
2	27.165	238.9	1:28.451	36.631	189.1	2:32.247	<b>7</b> - 25.734	246.0	1:34.878	54.337		2:54.949P
3	25.974	244.3	1:27.172	29.869	189.8	2:23.015	<b>8</b> - X:00.000	195.6	1:36.618	31.631	190.1	X:00.000
4	25.714	<b>247.1</b>	1:26.258	30.515	191.1	2:22.487	<b>9</b> - 25.928	245.4	1:23.992	29.536	<b>191.8</b>	2:19.456
5	<b>25.532</b>	244.8	<b>1:23.933</b>	<b>29.490</b>	191.1	<b>2:18.955</b>						
<b>26</b>	<b>Bruce JOUANNY</b>		<b>FRA</b>		<b>Dallara F302 Mugen-Honda</b>							
1		X:00.000		188.8		X:00.000	<b>8</b> - 25.427	248.8	1:25.863	30.600	193.8	2:21.890
2	25.662	248.8	1:30.358	34.218	188.8	2:30.238	<b>9</b> - 25.514	249.4	1:33.813	49.083		2:48.410P
3	26.058	247.1	1:26.056	30.130	191.1	2:22.244	<b>10</b> - X:00.000	174.4	1:33.998	30.929	190.1	X:00.000
4	25.327	<b>251.1</b>	1:25.903	53.414		2:44.644P	<b>11</b> - 25.607	248.2	1:29.352	30.423	196.0	2:25.382
5	5:49.796	204.5	1:35.197	30.562	194.5	X:00.000	<b>12</b> - 25.404	249.4	1:24.205	29.498	196.7	2:19.107
6	25.480	250.0	1:26.595	30.025	196.7	2:22.100	<b>13</b> - 25.312	250.0	1:22.983	<b>29.368</b>	<b>197.0</b>	2:17.663
7	25.374	249.4	1:23.344	29.680	194.2	2:18.398	<b>14</b> - <b>25.310</b>	250.5	<b>1:22.796</b>	29.450	195.2	<b>2:17.556</b>



The 49th Macau Grand Prix  
SECTOR ANALYSIS - 1st QUALIFYING

(contd.)

<b>27</b>	<b>Richard ANTINUCCI</b>			<b>USA</b>	<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 213.0	1:34.757	31.337 188.4	X:00.000	9 - 25.489 248.8	1:26.061	50.038	2:41.588P
2	- 25.947 245.4	1:28.506	30.455 191.1	2:24.908	10 - 2:21.539 196.3	1:29.881	30.126 193.5	4:21.546
3	- 25.582 <b>249.4</b>	1:30.020	30.571 190.8	2:26.173	11 - 25.617 247.1	1:24.287	29.689 <b>194.9</b>	2:19.593
4	- 25.641 248.8	1:26.696	29.810 191.4	2:22.147	12 - X:00.000 229.2	1:34.730	30.321 191.1	X:00.000
5	- 25.636 247.7	1:28.262	30.053 191.8	2:23.951	13 - 25.823 247.7	1:25.907	29.727 193.8	2:21.457
6	- 25.549 248.2	1:25.722	29.871 191.8	2:21.142	14 - 25.482 <b>249.4</b>	1:24.223	<b>29.413</b> 194.5	2:19.118
7	- 25.592 248.2	1:24.521	29.783 193.5	2:19.896	15 - 25.415 248.8	<b>1:23.180</b>	29.509 194.2	<b>2:18.104</b>
8	- 25.506 244.8	1:27.034	29.920 192.8	2:22.460	16 - <b>25.412 249.4</b>	1:34.175	33.516 193.8	2:33.103
<b>28</b>	<b>Vitantonio LIUZZI</b>			<b>ITA</b>	<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 194.5	1:47.018	32.374 181.8	X:00.000	9 - 26.759 236.8	1:27.378	29.812 191.8	2:23.949
2	- 26.434 217.7	1:34.271	32.376 185.2	2:33.081	10 - 25.930 243.7	<b>1:25.898</b>	<b>29.643</b> 192.1	<b>2:21.471</b>
3	- 26.163 243.2	1:30.587	46.787	2:43.537P	11 - X:00.000 216.4	1:38.148	32.481 189.8	X:00.000
4	-2:06.566 197.0	1:30.322	30.742 188.4	4:07.630	12 - 26.031 243.7	1:28.759	32.565 191.1	2:27.355
5	- 26.138 242.6	1:28.606	30.178 190.1	2:24.922	13 - 26.108 241.6	1:30.803	29.809 <b>192.8</b>	2:26.720
6	- 26.090 242.6	1:27.644	30.325 189.4	2:24.059	14 - <b>25.806 244.8</b>	1:26.436	29.751 191.1	2:21.993
7	- 26.854 242.1	1:27.208	29.893 191.1	2:23.955	15 - 25.975 243.2	1:52.678	1:00.656	3:19.309P
8	- 25.978 242.6	1:26.423	30.034 186.8	2:22.435				
<b>29</b>	<b>Michael HO</b>			<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 221.7	1:33.060	31.644 184.9	X:00.000	8 - 25.985 243.2	1:27.003	49.153	2:42.141P
2	- 26.842 238.4	1:30.230	30.971 187.8	2:28.043	9 - X:00.000 228.3	1:34.451	31.319 188.8	X:00.000
3	- 26.327 240.5	1:26.748	30.410 189.8	2:23.485	10 - 26.125 243.2	1:26.496	32.185 191.8	2:24.806
4	- 26.032 244.3	1:26.296	30.207 190.8	2:22.535	11 - <b>25.597 247.7</b>	1:25.260	<b>29.856 193.8</b>	2:20.713
5	- 25.959 244.3	1:25.888	30.140 191.8	2:21.987	12 - 25.740 244.8	<b>1:24.642</b>	29.986 192.8	<b>2:20.368</b>
6	- 25.882 244.3	1:26.050	46.829	2:38.761P	13 - 25.801 245.4	1:25.520	29.957 191.4	2:21.278
7	-2:49.661 236.3	1:26.492	30.177 191.1	4:46.330				
<b>30</b>	<b>Robert DOORNBOS</b>			<b>NED</b>	<b>Dallara F302 Mugen-Honda</b>			
1	-	X:00.000	190.4	X:00.000	10 - 25.594 247.1	1:24.902	29.357 194.2	2:19.853
2	- 26.580 238.4	1:31.921	33.888 190.4	2:32.389	11 - 25.602 246.0	1:22.961	29.218 194.9	2:17.781
3	- 25.705 246.5	1:25.387	29.809 191.4	2:20.901	12 - X:00.000 239.4	1:28.965	29.579 194.2	X:00.000
4	- 25.585 248.2	1:24.463	29.657 192.8	2:19.705	13 - 25.235 250.5	1:23.187	29.220 <b>196.0</b>	2:17.642
5	- 25.374 251.1	1:24.103	29.775 188.8	2:19.252	14 - 25.417 249.4	<b>1:22.237</b>	29.502 193.2	<b>2:17.156</b>
6	- 25.347 <b>253.5</b>	1:25.235	30.047 192.8	2:20.629	15 - 25.331 250.0	1:24.665	<b>29.175 196.0</b>	2:19.171
7	- 25.202 251.1	1:23.813	29.586 190.8	2:18.601	16 - 25.229 251.1	1:34.444	30.932 195.2	2:30.605
8	- 25.506 250.5	1:25.619	45.130	2:36.255P	17 - 25.381 250.0	1:25.970	29.327 194.9	2:20.678
9	-3:49.927 224.0	1:31.010	31.513 192.1	X:00.000				
<b>31</b>	<b>Marcel COSTA</b>			<b>ESP</b>	<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 220.4	1:33.270	31.194 188.8	X:00.000	9 - 25.725 247.7	1:25.915	46.540	2:38.180P
2	- 25.975 244.3	1:29.473	30.672 188.4	2:26.120	10 - 4:05.484 225.9	1:27.823	29.963 192.5	X:00.000
3	- 25.812 247.7	1:27.785	30.699 187.8	2:24.296	11 - X:00.000 240.5	1:28.316	30.517 181.2	X:00.000
4	- 26.018 246.0	1:27.464	30.386 190.8	2:23.868	12 - 26.089 249.4	1:25.262	29.972 193.2	2:21.323
5	- 25.832 246.5	1:26.431	30.299 191.1	2:22.562	13 - 25.532 248.8	1:24.782	29.680 195.2	2:19.994
6	- 25.896 246.5	1:25.928	30.240 191.4	2:22.064	14 - 25.457 249.4	<b>1:24.009</b>	<b>29.425 195.6</b>	<b>2:18.891</b>
7	- 25.744 247.1	1:25.691	29.976 193.2	2:21.411	15 - <b>25.299 251.1</b>	1:28.408	29.985 192.8	2:23.692
8	- 25.570 250.0	1:28.043	30.266 192.8	2:23.879	16 - 25.621 248.8	1:27.205	32.162 193.2	2:24.988

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>32</b>	<b>Shinya SATO</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>				
1 -	X:00.000		187.1	X:00.000	8 - 5:34.211	140.2	1:46.781	53.189	X:00.000P
2 -	27.499 204.9	1:35.094	32.128 188.4	2:34.721	9 - 1:35.426	216.0	1:33.725	37.279 185.5	3:46.430
3 -	26.495 235.8	1:35.107	34.208 184.6	2:35.810	10 - X:00.000	181.8	1:48.658	34.211 181.2	X:00.000
4 -	26.282 240.5	1:30.430	31.486 185.2	2:28.198	11 - 26.987	229.7	1:33.686	30.775 188.1	2:31.448
5 -	27.138 239.4	1:28.751	31.296 189.8	2:27.185	12 - 26.078	242.1	1:27.934	30.487 189.4	2:24.499
6 -	<b>25.736 246.0</b>	1:27.400	30.739 187.1	2:23.875	13 - 26.122	240.0	<b>1:25.813</b>	30.173 <b>191.1</b>	<b>2:22.108</b>
7 -	26.191 240.5	1:38.929	58.982	3:04.102P	14 - 26.058	241.6	1:26.145	<b>30.127</b> 190.4	2:22.330
<b>33</b>	<b>Tatsuya KATAOKA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>				
1 -	X:00.000		187.5	X:00.000	6 - 25.894	246.0	<b>1:25.056</b>	30.866 188.8	2:21.816
2 -	26.161 242.1	1:36.442	1:14.093	3:16.696P	7 - <b>25.582 249.4</b>		1:25.091	<b>29.865 191.4</b>	<b>2:20.538</b>
3 -	X:00.000 198.8	1:32.678	30.879 187.8	X:00.000	8 - 25.777	244.3	1:25.687	30.982 190.4	2:22.446
4 -	X:00.000 233.2	1:29.701	30.764 188.1	X:00.000	9 - 25.697	246.5	1:27.491	30.223 190.4	2:23.411
5 -	26.108 245.4	1:25.673	30.365 186.2	2:22.146					
<b>35</b>	<b>LEI Kit Meng</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>				
1 -	X:00.000 225.4	1:37.508	32.511 185.2	X:00.000	6 - 25.771	248.2	1:26.450	30.756 190.4	2:22.977
2 -	27.645 231.7	1:31.603	31.408 186.5	2:30.656	7 - 25.746	246.5	1:30.853	43.025	2:39.624P
3 -	25.939 246.0	1:28.039	30.746 189.4	2:24.724	8 - 3:35.699	218.6	1:31.540	34.028 179.7	X:00.000
4 -	26.414 246.0	1:28.467	30.837 188.4	2:25.718	9 - 26.454	242.1	1:26.935	30.343 190.1	2:23.732
5 -	25.780 247.1	1:27.212	30.792 188.4	2:23.784	10 - 25.635	248.2	<b>1:26.419</b>	<b>30.300 192.1</b>	<b>2:22.354</b>
<b>38</b>	<b>Marchy LEE</b>		<b>CHN</b>		<b>Dallara F302 Mugen-Honda</b>				
1 -	X:00.000 185.8	1:35.683	33.221 184.3	X:00.000	9 - 25.789	246.5	1:29.739	30.935 191.1	2:26.463
2 -	26.997 234.7	1:29.554	30.786 187.5	2:27.337	10 - X:00.000	227.8	1:30.381	30.740 187.1	X:00.000
3 -	25.895 247.1	1:27.570	30.360 189.1	2:23.825	11 - 25.956	247.7	1:26.179	29.891 191.1	2:22.026
4 -	25.581 <b>251.1</b>	1:28.039	30.299 189.1	2:23.919	12 - 25.883	247.7	1:25.949	29.911 190.8	2:21.743
5 -	25.578 250.5	1:26.750	30.422 189.8	2:22.750	13 - 25.728	247.7	<b>1:25.014</b>	<b>29.699 192.8</b>	<b>2:20.441</b>
6 -	25.546 250.0	1:26.672	30.116 190.8	2:22.334	14 - 25.563	250.0	1:34.789	32.926 187.8	2:33.278
7 -	<b>25.520</b> 250.5	1:36.724	56.084	2:58.328P	15 - 25.757	250.5	1:26.140	30.261 189.8	2:22.158
8 -	5:46.149 177.0	1:33.608	32.817 189.4	X:00.000					



## The 49th Macau Grand Prix

### SPEED TRAP - 1st QUALIFYING - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	197.0
2	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	196.7
3	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	196.7
4	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	196.0
5	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	195.6
6	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	195.6
7	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	195.6
8	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	195.6
9	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	195.2
10	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	194.9
11	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	194.9
12	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	194.9
13	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	194.9
14	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	194.5
15	29		Michael HO	MAC	Dallara F302 Mugen-Honda	193.8
16	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	193.8
17	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	193.8
18	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	193.5
19	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	192.8
20	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	192.8
21	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	192.8
22	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	192.1
23	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	192.1
24	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	191.8
25	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	191.4
26	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	191.1
27	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	190.8
28	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	190.8
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	188.4



**The 49th Macau Grand Prix**  
**SPEED TRAP - 1st QUALIFYING - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	258.3
2	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	254.7
3	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	254.7
4	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	253.5
5	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	252.9
6	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	251.1
7	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	251.1
8	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	251.1
9	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	251.1
10	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	251.1
11	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	250.5
12	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	250.0
13	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	249.4
14	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	249.4
15	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	249.4
16	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	248.8
17	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	248.8
18	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	248.2
19	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	248.2
20	29		Michael HO	MAC	Dallara F302 Mugen-Honda	247.7
21	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	247.7
22	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	247.1
23	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	247.1
24	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	246.0
25	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	245.4
26	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	244.8
27	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	244.8
28	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	243.7
29	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	243.7

The 49th Macau Grand Prix  
BEST SECTOR TIMES - QUALIFYING SESSION 1

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	18	MONTIN	25.021	2	COURTNEY	28.893	1	18	MONTIN	54.169	2:16.668	1:22.499
2	19	HIRANAKA	25.064	12	GOMMENDY	28.968	2	19	HIRANAKA	54.295	2:19.088	1:24.793
3	20	YOSHIMOTO	25.198	1	KARTHIKEYAN	28.978	3	30	DOORBOS	54.377	2:17.156	1:22.779
4	30	DOORBOS	25.202	6	MATSUURA	29.008	4	7	DERLOT	54.408	2:18.021	1:23.613
5	15	KOGURE	25.224	8	IDE	29.048	5	6	MATSUURA	54.414	2:15.768	1:21.354
6	31	COSTA	25.299	21	KOVALAINEN	29.058	6	2	COURTNEY	54.436	2:16.642	1:22.206
7	26	JOUANNY	25.310	7	DERLOT	29.060	7	21	KOVALAINEN	54.500	2:16.733	1:22.233
8	7	DERLOT	25.348	18	MONTIN	29.148	8	1	KARTHIKEYAN	54.546	2:16.977	1:22.431
9	6	MATSUURA	25.406	11	PLA	29.148	9	15	KOGURE	54.575	2:18.546	1:23.971
10	27	ANTINUCCI	25.412	30	DOORBOS	29.175	10	11	PLA	54.618	2:17.527	1:22.909
11	17	PAVLOVIC	25.432	19	HIRANAKA	29.231	11	8	IDE	54.667	2:16.586	1:21.919
12	21	KOVALAINEN	25.442	15	KOGURE	29.351	12	26	JOUANNY	54.678	2:17.556	1:22.878
13	9	KERR	25.466	26	JOUANNY	29.368	13	31	COSTA	54.724	2:18.891	1:24.167
14	11	PLA	25.470	27	ANTINUCCI	29.413	14	20	YOSHIMOTO	54.786	2:20.045	1:25.259
15	16	CITRON	25.484	31	COSTA	29.425	15	12	GOMMENDY	54.799	2:16.855	1:22.056
16	38	LEE	25.520	17	PAVLOVIC	29.447	16	27	ANTINUCCI	54.825	2:18.104	1:23.279
17	22	CARBONE	25.532	22	CARBONE	29.490	17	17	PAVLOVIC	54.879	2:18.764	1:23.885
18	2	COURTNEY	25.543	20	YOSHIMOTO	29.588	18	22	CARBONE	55.022	2:18.955	1:23.933
19	1	KARTHIKEYAN	25.568	28	LIUZZI	29.643	19	38	LEE	55.219	2:20.441	1:25.222
20	33	KATAOKA	25.582	38	LEE	29.699	20	9	KERR	55.366	2:20.611	1:25.245
21	29	HO_	25.597	3	VAN DER	29.849	21	33	KATAOKA	55.447	2:20.538	1:25.091
22	8	IDE	25.619	29	HO_	29.856	22	28	LIUZZI	55.449	2:21.471	1:26.022
23	35	LEI Kit Meng	25.635	33	KATAOKA	29.865	23	29	HO_	55.453	2:20.368	1:24.915
24	32	SATO	25.736	9	KERR	29.900	24	16	CITRON	55.501	2:22.024	1:26.523
25	3	VAN DER	25.757	5	CAMPANICO	29.904	25	3	VAN DER	55.606	2:20.043	1:24.437
26	28	LIUZZI	25.806	16	CITRON	30.017	26	5	CAMPANICO	55.767	2:20.048	1:24.281
27	12	GOMMENDY	25.831	32	SATO	30.127	27	32	SATO	55.863	2:22.108	1:26.245
28	5	CAMPANICO	25.863	35	LEI Kit Meng	30.300	28	35	LEI Kit Meng	55.935	2:22.354	1:26.419
29	10	MERSZEI	25.941	10	MERSZEI	30.913	29	10	MERSZEI	56.854	2:25.280	1:28.426
									<u>Perfect Lap</u>	53.914		

Circuito Da Guia  
Circuit Length = 6.2 km  
Start: 14:39 End: 15:34



## The 49th Macau Grand Prix CLASSIFICATION - FREE PRACTICE 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	2:16.569	9		161.32
2	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	2:16.783	10	0.214	161.07
3	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	2:17.028	10	0.459	160.78
4	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	2:17.132	10	0.563	160.66
5	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	2:17.416	11	0.847	160.33
6	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	2:17.447	11	0.878	160.29
7	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	2:17.612	9	1.043	160.10
8	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	2:17.763	10	1.194	159.92
9	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	2:18.113	11	1.544	159.52
10	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	2:18.173	12	1.604	159.45
11	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	2:18.206	10	1.637	159.41
12	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	2:18.223	9	1.654	159.39
13	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	2:18.587	8	2.018	158.97
14	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	2:18.662	10	2.093	158.89
15	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	2:18.759	10	2.190	158.77
16	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	2:18.930	11	2.361	158.58
17	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	2:19.084	10	2.515	158.40
18	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	2:19.093	11	2.524	158.39
19	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	2:19.093	12	2.524	158.39
20	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	2:19.210	11	2.641	158.26
21	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	2:19.614	11	3.045	157.80
22	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	2:20.110	8	3.541	157.24
23	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	2:20.244	10	3.675	157.09
24	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	2:20.464	10	3.895	156.85
25	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	2:20.556	10	3.987	156.74
26	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	2:22.540	9	5.971	154.56
27	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	2:23.693	8	7.124	153.32
28	29		Michael HO	MAC	Dallara F302 Mugen-Honda	2:25.045	9	8.476	151.89
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	2:26.853	8	10.284	150.02
30	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	2:28.547	4	11.978	148.31

Weather / Track : Changeable

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 10:30 End: 11:00

Race Director	Stewards	Timekeeper
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**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 2**

<b>1</b>	<b>Narain KARTHIKEYAN</b>			<b>IND</b>	<b>Dallara F302 Mugen-Honda</b>							
1 -X:00.000	179.1	1:37.781	31.626	187.1	X:00.000	6 - 25.715	247.7	1:26.009	29.258	194.5	2:20.982	
2 -	26.435	235.8	1:28.571	30.144	192.8	2:25.150	7 - 25.552	<b>248.2</b>	1:23.104	29.107	194.2	<b>2:17.763</b>
3 -	25.604	247.7	1:26.328	29.689	193.5	2:21.621	8 - 25.615	<b>248.2</b>	1:23.124	29.110	193.5	2:17.849
4 -	<b>25.528</b>	<b>248.2</b>	1:32.636	42.830		2:40.994P	9 - 25.579	247.7	<b>1:23.081</b>	29.240	194.2	2:17.900
5 -	6:26.025	210.9	1:28.842	29.628	192.8	X:00.000	10 - 25.937	247.1	1:28.767	<b>29.039</b>	<b>194.9</b>	2:23.743
<b>2</b>	<b>James COURTNEY</b>			<b>AUS</b>	<b>Dallara F302 Mugen-Honda</b>							
1 -X:00.000	130.7	1:33.975	31.062	187.5	X:00.000	6 - 25.874	244.8	1:23.814	29.608	191.1	2:19.296	
2 -	26.038	244.8	1:26.230	30.201	190.4	2:22.469	7 - 25.815	246.5	1:27.029	29.367	191.1	2:22.211
3 -	<b>25.692</b>	247.7	1:29.021	48.360		2:43.073P	8 - 25.699	247.1	<b>1:22.550</b>	<b>29.363</b>	<b>191.4</b>	<b>2:17.612</b>
4 -	7:57.280	237.8	1:29.919	30.594	187.8	X:00.000	9 - 25.772	<b>249.4</b>	1:27.808	48.207		2:41.787P
5 -	26.062	243.2	1:25.385	29.846	190.8	2:21.293						
<b>3</b>	<b>Alan VAN DER MERWE</b>			<b>RSA</b>	<b>Dallara F302 Mugen-Honda</b>							
1 -X:00.000	196.7	1:35.678	31.269	187.1	X:00.000	7 - 26.025	242.1	1:25.655	29.678	190.8	2:21.358	
2 -	26.056	244.8	1:28.883	30.311	188.8	2:25.250	8 - 25.964	242.6	1:23.616	29.513	191.1	<b>2:19.093</b>
3 -	25.924	<b>245.4</b>	1:26.477	29.925	189.4	2:22.326	9 - 26.510	231.7	1:24.392	<b>29.501</b>	190.1	2:20.403
4 -	<b>25.773</b>	<b>245.4</b>	1:27.034	30.016	<b>192.1</b>	2:22.823	10 - 25.972	243.2	<b>1:23.578</b>	29.547	191.1	2:19.097
5 -	25.976	244.3	1:33.754	49.579		2:49.309P	11 - 26.766	243.2	1:30.046	47.365		2:44.177P
6 -	5:09.052	231.2	1:28.469	29.910	190.4	X:00.000						
<b>5</b>	<b>Cesar CAMPANICO</b>			<b>POR</b>	<b>Dallara F302 Spiess-Opel</b>							
1 -X:00.000	177.3	1:37.881	31.954	185.8	X:00.000	7 - 27.251	231.2	1:26.378	29.795	191.1	2:23.424	
2 -	26.396	242.6	1:30.181	30.541	189.1	2:27.118	8 - 25.887	244.3	1:24.243	29.518	192.5	2:19.648
3 -	25.716	<b>249.4</b>	1:29.022	30.269	191.1	2:25.007	9 - 25.694	246.5	1:23.631	29.427	<b>194.2</b>	2:18.752
4 -	25.751	247.1	1:25.253	30.498	190.8	2:21.502	10 - <b>25.434</b>	248.2	<b>1:22.868</b>	<b>29.145</b>	<b>194.2</b>	<b>2:17.447</b>
5 -	28.083	212.5	1:45.058	51.895		3:05.036P	11 - 26.980	238.9	1:32.179	29.845	191.4	2:29.004
6 -	4:23.442	198.5	1:34.113	30.655	189.1	X:00.000						
<b>6</b>	<b>Kousuke MATSUURA</b>			<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>							
1 -					X:00.000	6 - 2:47.685	211.3	1:30.607	30.277	187.8	4:48.569	
2 -					2:25.125	7 - <b>25.737</b>	240.5	1:25.718	29.702	<b>189.8</b>	2:21.157	
3 -					2:34.196	8 - 25.778	246.0	<b>1:22.894</b>	<b>29.551</b>	187.8	<b>2:18.223</b>	
4 -					2:47.286P	9 - 25.788	<b>246.5</b>	1:29.596	48.677		2:44.061P	
5 -	8:37.324				X:00.000P							
<b>7</b>	<b>Renaud DERLOT</b>			<b>FRA</b>	<b>Dallara F302 Sodemo-Renault</b>							
1 -X:00.000	203.7	1:35.645	32.027	184.6	X:00.000	5 - 5:35.176	207.2	1:38.337	30.416	189.1	X:00.000	
2 -	26.871	237.8	1:29.159	30.511	191.1	2:26.541	6 - 25.831	245.4	1:24.616	29.581	193.5	2:20.028
3 -	25.625	<b>248.8</b>	1:26.456	30.313	189.4	2:22.394	7 - 25.758	245.4	1:23.540	<b>29.289</b>	<b>195.2</b>	<b>2:18.587</b>
4 -	25.831	246.0	1:45.136	55.607		3:06.574P	8 - <b>25.454</b>	246.0	<b>1:22.925</b>	32.337		2:20.716
<b>8</b>	<b>Yuji IDE</b>			<b>JPN</b>	<b>Dallara F302 Sodemo-Renault</b>							
1 -X:00.000	224.0	1:44.291	32.765	182.7	X:00.000	7 - 25.658	248.8	1:23.209	29.377	192.8	2:18.244	
2 -	26.175	244.3	1:32.606	30.614	188.4	2:29.395	8 - <b>25.465</b>	249.4	<b>1:22.847</b>	<b>29.104</b>	<b>193.8</b>	<b>2:17.416</b>
3 -	25.627	<b>250.5</b>	1:36.597	52.449		2:54.673P	9 - 25.606	248.8	1:30.207	36.861	162.1	2:32.674
4 -	3:11.402	225.9	1:40.191	32.545	181.5	X:00.000	10 - 35.239	159.0	1:34.019	29.564	192.5	2:38.822
5 -	27.212	237.8	1:28.304	30.858	188.1	2:26.374	11 - 25.603	247.7	1:33.862	48.966		2:48.431P
6 -	25.758	247.1	1:27.516	30.061	191.1	2:23.335						



**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 2**

(contd.)

<b>9</b>	<b>Robbie KERR</b>		<b>GBR</b>		<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 183.6	1:36.170	31.163 186.2	X:00.000	7 - 25.904 243.7	1:29.822	29.891 192.5	2:25.617
2	- 25.977 244.3	1:28.317	30.435 189.8	2:24.729	8 - 25.500 248.2	1:24.852	29.837 191.1	2:20.189
3	- 25.398 <b>250.0</b>	1:26.417	29.614 <b>193.2</b>	2:21.429	9 - 25.563 248.2	1:24.628	29.728 <b>193.2</b>	2:19.919
4	- <b>25.360</b> 249.4	1:25.853	29.900 191.8	2:21.113	10 - 25.641 245.4	1:23.762	<b>29.388</b> 192.1	2:18.791
5	- 25.636 246.0	1:35.924	50.351	2:51.911P	11 - 25.570 246.5	<b>1:23.060</b>	29.543 192.5	<b>2:18.173</b>
6	-2:56.705 170.0	1:30.088	30.184 190.4	4:56.977	12 - 25.749 246.5	1:26.317	29.635 192.1	2:21.701
<b>10</b>	<b>Joseph MERSZEI</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 148.5	1:44.950	34.892 181.5	X:00.000	5 - 6:41.399 196.7	1:34.626	31.947 184.3	X:00.000
2	- 27.357 232.2	1:33.435	31.756 185.8	2:32.548	6 - 26.335 242.6	1:31.009	31.755 182.4	2:29.099
3	- 26.031 <b>247.7</b>	1:32.432	32.778 <b>186.2</b>	2:31.241	7 - 25.896 246.5	<b>1:29.588</b>	<b>31.369</b> 185.8	<b>2:26.853</b>
4	- <b>25.842</b> 247.1	1:45.930	50.414	3:02.186P	8 - 25.974 244.8	1:45.849	47.660	2:59.483P
<b>11</b>	<b>Olivier PLA</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>			
1	-X:00.000 227.8	1:35.887	31.511 187.1	X:00.000	6 - 4:42.149 229.2	1:33.257	30.014 191.1	X:00.000
2	- 25.865 246.0	1:27.085	30.050 192.1	2:23.000	7 - 25.713 247.1	1:24.693	29.471 190.8	2:19.877
3	- 25.464 <b>250.0</b>	1:24.742	30.136 191.8	2:20.342	8 - 25.567 247.7	<b>1:22.432</b>	<b>29.133 194.2</b>	<b>2:17.132</b>
4	- 25.438 249.4	1:27.157	29.982 <b>194.2</b>	2:22.577	9 - <b>25.236</b> 249.4	2:15.983	29.694 <b>194.2</b>	3:10.913
5	- 26.040 243.7	1:37.552	53.144	2:56.736P	10 - 25.539 248.2	1:25.406	29.183 192.8	2:20.128
<b>12</b>	<b>Tristan GOMMENDY</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>			
1	-X:00.000 225.0	1:35.298	31.634 189.1	X:00.000	6 - 4:36.302 228.8	1:31.556	30.383 189.1	X:00.000
2	- 26.186 243.7	1:28.617	30.348 <b>192.8</b>	2:25.151	7 - 25.791 246.5	1:28.080	29.804 191.1	2:23.675
3	- 25.596 <b>249.4</b>	1:27.057	30.556 189.1	2:23.209	8 - 25.740 246.0	1:22.237	29.200 191.4	2:17.177
4	- <b>25.367</b> 247.7	1:36.879	30.713 190.1	2:32.959	9 - 25.692 244.8	<b>1:21.714</b>	<b>29.163</b> 192.5	<b>2:16.569</b>
5	- 26.673 238.4	1:34.063	48.094	2:48.830P				
<b>15</b>	<b>Takashi KOGURE</b>		<b>JPN</b>		<b>Dallara F302 Mugen-Honda</b>			
1	-X:00.000 200.3	1:36.452	31.549 191.8	X:00.000	6 - 5:20.725 198.5	1:28.703	30.951 194.5	X:00.000
2	- 26.956 237.8	1:27.459	30.415 192.8	2:24.830	7 - 25.292 <b>250.0</b>	<b>1:24.012</b>	30.113 <b>194.9</b>	2:19.417
3	- 25.345 231.2	1:28.346	29.834 193.2	2:23.525	8 - <b>25.055</b> 249.4	1:24.594	30.116 193.2	2:19.765
4	- 25.313 <b>250.0</b>	1:25.547	29.999 193.8	2:20.859	9 - 25.589 247.1	1:25.299	29.582 194.5	2:20.470
5	- 25.307 249.4	2:02.142	52.013	3:19.462P	10 - 25.359 248.2	1:24.384	<b>29.341</b> 194.2	<b>2:19.084</b>
<b>16</b>	<b>Cristiano CITRON</b>		<b>ITA</b>		<b>Dallara F302 Spiess-Opel</b>			
1	-X:00.000 166.1	1:42.208	33.073 184.6	X:00.000	5 - 8:05.593 190.1	1:42.993	32.734 190.4	X:00.000
2	- 28.552 229.7	1:31.236	31.139 189.1	2:30.927	6 - 26.382 240.5	1:27.285	<b>30.554</b> 188.8	2:24.221
3	- <b>26.067</b> 244.3	1:52.940	32.021 185.5	2:51.028	7 - 26.274 <b>245.4</b>	<b>1:26.748</b>	30.671 <b>191.8</b>	<b>2:23.693</b>
4	- 26.424 241.0	1:54.298	55.921	3:16.643P	8 - 26.159 <b>245.4</b>	1:30.152	47.818	2:44.129P
<b>17</b>	<b>Milos PAVLOVIC</b>		<b>YUG</b>		<b>Dallara F302 Spiess-Opel</b>			
1	-			X:00.000	6 -	6:51.766	189.8	X:00.000
2	-			2:24.868	7 - 25.750 248.2	1:26.492	30.367 191.4	2:22.609
3	-			2:21.956	8 - 25.949 248.2	<b>1:24.796</b>	29.877 188.8	2:20.622
4	-			2:24.048	9 - <b>25.457 251.1</b>	1:26.085	30.120 192.5	2:21.662
5	-			2:55.884P	10 - 25.658 247.7	1:25.367	<b>29.439 194.2</b>	<b>2:20.464</b>

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 2**

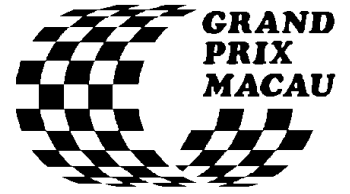
(contd.)

<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>				
1	X:00.000 204.1	1:34.180	30.750 188.4	X:00.000	6	6:42.533 186.5	1:29.876	29.470 192.8	X:00.000
2	25.553 250.0	1:27.259	30.020 192.8	2:22.832	7	25.426 250.0	<b>1:22.337</b>	29.265 192.5	<b>2:17.028</b>
3	25.328 252.3	1:23.932	29.533 193.5	2:18.793	8	25.289 <b>253.5</b>	1:22.684	<b>29.161 196.0</b>	2:17.134
4	25.191 <b>253.5</b>	1:27.595	29.502 194.2	2:22.288	9	<b>24.960</b> 244.3	1:25.702	29.202 194.9	2:19.864
5	25.485 218.6	1:44.204	49.222	2:58.911P	10	25.240 252.9	1:33.681	29.312 194.9	2:28.233
<b>19</b>	<b>Katsuyuki HIRANAKA</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>				
1	X:00.000 179.4	1:45.981	32.211 187.1	X:00.000	7	<b>25.402</b> 249.4	1:25.719	29.962 191.4	2:21.083
2	26.217 239.4	1:30.817	30.797 190.8	2:27.831	8	25.455 251.1	1:25.063	29.661 192.5	2:20.179
3	25.528 251.1	1:28.711	30.505 190.4	2:24.744	9	25.440 <b>252.3</b>	1:24.396	<b>29.544</b> 192.8	2:19.380
4	26.148 219.5	1:41.226	31.570 190.8	2:38.944	10	25.419 251.1	<b>1:23.596</b>	29.915 <b>193.8</b>	<b>2:18.930</b>
5	26.605 236.3	1:33.810	50.880	2:51.295P	11	26.197 249.4	1:32.151	29.656 193.2	2:28.004
6	3:20.395 228.3	1:37.640	31.503 190.1	X:00.000					
<b>20</b>	<b>Hiroki YOSHIMOTO</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>				
1				X:00.000	7				2:20.546
2				2:25.443	8				2:20.436
3				2:23.786	9				2:19.367
4				2:40.103	10				2:24.585
5				2:44.340	11				<b>2:19.093</b>
6				2:29.962	12				2:19.119
<b>21</b>	<b>Heikki KOVALAINEN</b>		<b>FIN</b>		<b>Dallara F302 Sodemo-Renault</b>				
1	X:00.000 206.8	1:37.217	31.322 190.1	X:00.000	6	6:46.459 241.6	1:25.492	29.389 193.8	X:00.000
2	25.712 246.0	1:27.125	29.931 191.8	2:22.768	7	<b>25.156 254.7</b>	1:22.847	<b>29.027</b> 194.5	2:17.030
3	25.511 251.1	1:24.771	29.594 193.5	2:19.876	8	25.278 252.3	1:22.426	29.079 <b>195.2</b>	<b>2:16.783</b>
4	25.215 <b>254.7</b>	1:28.501	30.508 192.1	2:24.224	9	25.335 250.5	<b>1:22.339</b>	29.188 193.5	2:16.862
5	28.033 233.7	1:42.530	49.654	3:00.217P	10	28.547 247.7	1:24.701	29.240 193.5	2:22.488
<b>22</b>	<b>Fabio CARBONE</b>		<b>BRA</b>		<b>Dallara F302 Sodemo-Renault</b>				
1	X:00.000 189.4	1:37.530	30.955 187.8	X:00.000	7	25.894 245.4	1:26.150	29.645 191.4	2:21.689
2	26.052 243.7	1:26.859	29.875 190.4	2:22.786	8	25.812 245.4	1:23.972	29.135 <b>193.8</b>	2:18.919
3	25.809 247.7	1:25.498	29.677 191.1	2:20.984	9	25.655 247.7	<b>1:23.047</b>	29.411 192.8	<b>2:18.113</b>
4	25.571 248.8	1:32.111	29.872 193.2	2:27.554	10	<b>25.244 251.7</b>	1:33.621	<b>29.117</b> 184.9	2:27.982
5	29.171 184.6	1:54.688	55.060	3:18.919P	11	28.168 243.7	1:32.120	29.570 192.5	2:29.858
6	3:31.838 193.2	1:41.131	34.300 187.5	X:00.000					
<b>26</b>	<b>Bruce JOUANNY</b>		<b>FRA</b>		<b>Dallara F302 Mugen-Honda</b>				
1	X:00.000 220.4	1:35.509	30.933 188.8	X:00.000	6	5:58.433 210.1	1:30.398	30.771 193.8	X:00.000
2	25.979 244.3	1:26.405	30.018 191.8	2:22.402	7	25.737 245.4	<b>1:23.068</b>	<b>29.401</b> 194.5	<b>2:18.206</b>
3	25.677 <b>247.7</b>	1:24.723	29.800 <b>195.6</b>	2:20.200	8	25.600 <b>247.7</b>	1:25.136	30.065 194.5	2:20.801
4	25.497 <b>247.7</b>	1:23.982	30.160 194.9	2:19.639	9	<b>25.291</b> 246.0	1:25.633	40.723 195.2	2:31.647
5	27.543 225.4	1:40.091	1:00.832	3:08.466P	10	25.756 246.0	1:27.213	29.927 191.8	2:22.896
<b>27</b>	<b>Richard ANTINUCCI</b>		<b>USA</b>		<b>Dallara F302 Mugen-Honda</b>				
1	X:00.000 187.5	1:39.527	31.555 186.5	X:00.000	5	26.002 244.3	1:26.747	29.863 191.8	2:22.612
2	26.233 242.1	1:30.591	30.443 190.1	2:27.267	6	25.807 <b>245.4</b>	<b>1:24.719</b>	<b>29.584</b> 190.4	<b>2:20.110</b>
3	<b>25.581</b> 244.3	1:35.952	50.501	2:52.034P	7	25.812 <b>245.4</b>	1:30.492	29.743 <b>192.5</b>	2:26.047
4	9:07.068 235.8	1:32.361	30.378 188.1	X:00.000	8	26.817 244.8	1:25.723	29.846 192.1	2:22.386

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 2**

(contd.)

<b>28</b>	<b>Vitantonio LIUZZI</b>			<b>ITA</b>	<b>Dallara F302 Mugen-Honda</b>			
<b>1</b>	-X:00.000 167.1	1:45.540	33.213 177.3	<b>X:00.000</b>	<b>6</b> - 26.134 235.8	1:27.757	41.773	2:35.664P
<b>2</b>	- 26.554 241.6	1:32.847	30.451 189.1	<b>2:29.852</b>	<b>7</b> - 2:10.408 235.8	1:27.712	29.895 191.1	4:08.015
<b>3</b>	- 25.748 247.7	1:29.520	30.977 189.8	<b>2:26.245</b>	<b>8</b> - 25.971 242.6	<b>1:26.906</b>	29.663 190.4	<b>2:22.540</b>
<b>4</b>	- <b>25.616 248.8</b>	1:46.477	45.681	<b>2:57.774P</b>	<b>9</b> - 25.899 243.2	1:27.111	<b>29.654 191.4</b>	2:22.664
<b>5</b>	- 5:26.169 208.0	1:32.419	31.014 187.1	<b>X:00.000</b>				
<b>29</b>	<b>Michael HO</b>			<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>			
<b>1</b>	-X:00.000 208.8	1:45.758	33.293 182.4	<b>X:00.000</b>	<b>6</b> - 27.358 233.2	1:30.942	31.259 179.7	2:29.559
<b>2</b>	- 28.593 183.6	1:34.576	31.684 186.2	<b>2:34.853</b>	<b>7</b> - 26.786 <b>245.4</b>	1:27.914	30.345 190.4	<b>2:25.045</b>
<b>3</b>	- <b>26.021 244.8</b>	1:31.115	31.316 186.8	<b>2:28.452</b>	<b>8</b> - 28.202 234.7	<b>1:27.301</b>	<b>30.081 191.4</b>	2:25.584
<b>4</b>	- 26.071 243.2	1:54.725	53.468	<b>3:14.264P</b>	<b>9</b> - 27.685 242.6	1:30.599	30.393 189.8	2:28.677
<b>5</b>	- 6:19.603 213.8	1:40.911	32.163 186.2	<b>X:00.000</b>				
<b>30</b>	<b>Robert DOORBOS</b>			<b>NED</b>	<b>Dallara F302 Mugen-Honda</b>			
<b>1</b>	-X:00.000 186.2	1:33.900	30.670 190.4	<b>X:00.000</b>	<b>6</b> - 6:17.346 210.5	1:32.505	29.695 192.1	<b>X:00.000</b>
<b>2</b>	- 25.404 <b>251.7</b>	1:27.394	29.796 193.8	<b>2:22.594</b>	<b>7</b> - 25.673 247.7	1:23.743	29.697 187.8	2:19.113
<b>3</b>	- <b>25.306 251.7</b>	1:31.406	30.120 193.5	<b>2:26.832</b>	<b>8</b> - 25.741 249.4	1:23.975	29.688 181.2	2:19.404
<b>4</b>	- 25.322 250.5	1:26.387	29.653 194.2	<b>2:21.362</b>	<b>9</b> - 25.672 248.8	<b>1:23.637</b>	29.353 <b>194.9</b>	<b>2:18.662</b>
<b>5</b>	- 25.389 250.5	1:42.148	47.368	<b>2:54.905P</b>	<b>10</b> - 25.425 250.5	1:27.714	<b>29.310 193.5</b>	2:22.449
<b>31</b>	<b>Marcel COSTA</b>			<b>ESP</b>	<b>Dallara F302 Mugen-Honda</b>			
<b>1</b>	-X:00.000 206.8	1:34.095	31.207 188.4	<b>X:00.000</b>	<b>6</b> - 5:34.442 239.4	1:28.137	30.404 189.1	<b>X:00.000</b>
<b>2</b>	- 25.773 247.1	1:28.854	31.225 183.3	<b>2:25.852</b>	<b>7</b> - 25.827 246.5	1:25.803	30.145 187.1	2:21.775
<b>3</b>	- 27.347 194.9	1:31.532	30.741 184.9	<b>2:29.620</b>	<b>8</b> - 25.865 247.7	<b>1:25.031</b>	30.087 189.1	2:20.983
<b>4</b>	- 25.687 249.4	1:33.063	31.650 188.8	<b>2:30.400</b>	<b>9</b> - 25.797 247.7	1:25.091	29.986 189.1	2:20.874
<b>5</b>	- 28.732 201.4	1:51.014	54.643	<b>3:14.389P</b>	<b>10</b> - 25.711 247.7	1:25.097	<b>29.748 191.8</b>	<b>2:20.556</b>
<b>32</b>	<b>Shinya SATO</b>			<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>			
<b>1</b>	-X:00.000 184.6	1:38.468	31.868 184.6	<b>X:00.000</b>	<b>6</b> - 4:31.896 203.7	1:32.276	30.631 188.1	<b>X:00.000</b>
<b>2</b>	- 27.401 225.9	1:58.272	31.584 187.8	<b>2:57.257</b>	<b>7</b> - 26.048 243.7	1:26.869	29.973 <b>191.8</b>	2:22.890
<b>3</b>	- 26.029 245.4	1:28.141	31.171 190.4	<b>2:25.341</b>	<b>8</b> - 25.796 244.8	<b>1:24.766</b>	<b>29.682 191.4</b>	<b>2:20.244</b>
<b>4</b>	- <b>25.655 247.1</b>	1:41.095	36.744 184.9	<b>2:43.494</b>	<b>9</b> - 25.992 241.0	1:32.420	30.456 188.8	2:28.868
<b>5</b>	- 28.432 188.4	1:40.300	50.720	<b>2:59.452P</b>	<b>10</b> - 27.448 232.7	1:33.452	30.002 190.1	2:30.902
<b>33</b>	<b>Tatsuya KATAOKA</b>			<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>			
<b>1</b>	-X:00.000 225.0	1:34.292	31.449 186.8	<b>X:00.000</b>	<b>6</b> - 6:59.186 233.7	1:25.207	30.300 189.1	<b>X:00.000</b>
<b>2</b>	- 26.031 243.7	1:26.566	30.539 189.4	<b>2:23.136</b>	<b>7</b> - 25.988 242.6	1:25.578	29.753 <b>192.1</b>	2:21.319
<b>3</b>	- 25.836 245.4	1:24.734	30.336 190.1	<b>2:20.906</b>	<b>8</b> - <b>25.695 246.0</b>	<b>1:23.314</b>	<b>29.750 192.1</b>	<b>2:18.759</b>
<b>4</b>	- 25.747 <b>246.5</b>	1:24.508	31.027 188.4	<b>2:21.282</b>	<b>9</b> - 25.840 243.2	1:24.080	30.389 190.4	2:20.309
<b>5</b>	- 25.785 245.4	1:37.586	1:00.902	<b>3:04.273P</b>	<b>10</b> - 26.665 243.7	1:26.916	29.976 191.1	2:23.557
<b>35</b>	<b>LEI Kit Meng</b>			<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>			
<b>1</b>	-X:00.000 186.8	1:43.028	34.078 179.1	<b>X:00.000</b>	<b>3</b> - 26.105 <b>246.5</b>	<b>1:31.147</b>	<b>31.295 188.4</b>	<b>2:28.547</b>
<b>2</b>	- 28.443 226.4	1:34.003	31.814 183.0	<b>2:34.260</b>	<b>4</b> - <b>25.864 246.5</b>	1:44.554	51.637	3:02.055P



The 49th Macau Grand Prix  
SECTOR ANALYSIS - FREE PRACTICE 2

(contd.)

<b>36</b>		<b>Ronnie BREMER</b>		<b>DEN</b>		<b>Dallara F302 Mugen-Honda</b>				
<b>1</b>	-X:00.000 228.3	1:35.630	31.820 184.9	<b>X:00.000</b>	<b>7</b> -	25.520 248.2	1:25.400	<b>29.462</b>	191.8	2:20.382
<b>2</b>	- 26.339 243.7	1:28.356	30.300 190.1	<b>2:24.995</b>	<b>8</b> -	25.655 248.2	1:24.535	29.529	<b>192.8</b>	2:19.719
<b>3</b>	- 25.818 248.2	1:27.356	29.729 191.8	<b>2:22.903</b>	<b>9</b> -	25.647 248.8	<b>1:24.084</b>	30.201	187.8	2:19.932
<b>4</b>	- 25.589 249.4	1:26.743	30.238 188.4	<b>2:22.570</b>	<b>10</b> -	<b>25.477 251.1</b>	1:24.104	29.629	191.4	<b>2:19.210</b>
<b>5</b>	- 25.750 248.2	1:31.418	1:00.649	<b>2:57.817P</b>	<b>11</b> -	25.682 249.4	1:28.635	44.798		2:39.115P
<b>6</b>	-4:15.860 240.0	1:27.378	30.509 190.1	<b>X:00.000</b>						
<b>38</b>		<b>Marchy LEE</b>		<b>CHN</b>		<b>Dallara F302 Mugen-Honda</b>				
<b>1</b>	-X:00.000 176.1	1:37.814	31.354 187.8	<b>X:00.000</b>	<b>7</b> -	<b>25.688</b> 247.1	1:25.279	29.901	188.4	2:20.868
<b>2</b>	- 26.020 244.8	1:32.634	30.826 187.1	<b>2:29.480</b>	<b>8</b> -	26.878 235.2	1:24.719	<b>29.642</b>	<b>192.8</b>	2:21.239
<b>3</b>	- 25.811 <b>248.8</b>	1:26.885	30.246 192.1	<b>2:22.942</b>	<b>9</b> -	25.760 246.5	<b>1:23.934</b>	30.240	185.2	2:19.934
<b>4</b>	- 25.850 247.7	1:27.738	30.774 189.1	<b>2:24.362</b>	<b>10</b> -	25.955 246.5	1:24.005	29.654	190.4	<b>2:19.614</b>
<b>5</b>	- 26.438 245.4	1:40.074	51.803	<b>2:58.315P</b>	<b>11</b> -	26.353 247.1	1:29.414	47.915		2:43.682P
<b>6</b>	-4:49.049 229.7	1:28.930	30.067 190.4	<b>X:00.000</b>						



The 49th Macau Grand Prix  
SPEED TRAP - FREE PRACTICE 2 - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	196.0
2	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	195.6
3	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	195.2
4	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	195.2
5	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	194.9
6	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	194.9
7	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	194.9
8	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	194.2
9	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	194.2
10	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	194.2
11	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	193.8
12	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	193.8
13	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	193.8
14	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	193.2
15	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	192.8
16	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	192.8
17	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	192.8
18	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	192.5
19	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	192.1
20	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	192.1
21	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	191.8
22	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	191.8
23	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	191.8
24	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	191.4
25	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	191.4
26	29		Michael HO	MAC	Dallara F302 Mugen-Honda	191.4
27	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	189.8
28	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	188.4
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	186.2



The 49th Macau Grand Prix  
SPEED TRAP - FREE PRACTICE 2 - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	254.7
2	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	253.5
3	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	252.3
4	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	251.7
5	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	251.7
6	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	251.1
7	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	251.1
8	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	251.1
9	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	250.5
10	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	250.0
11	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	250.0
12	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	250.0
13	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	249.4
14	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	249.4
15	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	249.4
16	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	248.8
17	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	248.8
18	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	248.8
19	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	248.2
20	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	247.7
21	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	247.7
22	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	247.1
23	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	246.5
24	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	246.5
25	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	246.5
26	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	245.4
27	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	245.4
28	29		Michael HO	MAC	Dallara F302 Mugen-Honda	245.4
29	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	245.4

# Bulletin No. TK050

## The 49th Macau Grand Prix BEST SECTOR TIMES - FREE PRACTICE 2

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	18	MONTIN	24.960	12	GOMMENDY	1:21.714	21	KOVALAINEN	29.027	1	12	GOMMENDY	2:16.244	2:16.569	0.325
2	15	KOGURE	25.055	18	MONTIN	1:22.337	1	KARTHIKEYAN	29.039	2	18	MONTIN	2:16.458	2:17.028	0.570
3	21	KOVALAINEN	25.156	21	KOVALAINEN	1:22.339	8	IDE	29.104	3	21	KOVALAINEN	2:16.522	2:16.783	0.261
4	11	PLA	25.236	11	PLA	1:22.432	22	CARBONE	29.117	4	11	PLA	2:16.801	2:17.132	0.331
5	22	CARBONE	25.244	2	COURTNEY	1:22.550	11	PLA	29.133	5	22	CARBONE	2:17.408	2:18.113	0.705
6	26	JOUANNY	25.291	8	IDE	1:22.847	5	CAMPANICO	29.145	6	8	IDE	2:17.416	2:17.416	0.000
7	30	DOORBOS	25.306	5	CAMPANICO	1:22.868	18	MONTIN	29.161	7	5	CAMPANICO	2:17.447	2:17.447	0.000
8	9	KERR	25.360	6	MATSUURA	1:22.894	12	GOMMENDY	29.163	8	2	COURTNEY	2:17.605	2:17.612	0.007
9	12	GOMMENDY	25.367	7	DERLOT	1:22.925	7	DERLOT	29.289	9	1	KARTHIKEYAN	2:17.648	2:17.763	0.115
10	19	HIRANAKA	25.402	22	CARBONE	1:23.047	30	DOORBOS	29.310	10	7	DERLOT	2:17.668	2:18.587	0.919
11	5	CAMPANICO	25.434	9	KERR	1:23.060	15	KOGURE	29.341	11	26	JOUANNY	2:17.760	2:18.206	0.446
12	7	DERLOT	25.454	26	JOUANNY	1:23.068	2	COURTNEY	29.363	12	9	KERR	2:17.808	2:18.173	0.365
13	17	PAVLOVIC	25.457	1	KARTHIKEYAN	1:23.081	9	KERR	29.388	13	6	MATSUURA	2:18.182	2:18.223	0.041
14	8	IDE	25.465	33	KATAOKA	1:23.314	26	JOUANNY	29.401	14	30	DOORBOS	2:18.253	2:18.662	0.409
15	36	BREMER	25.477	3	VAN DER	1:23.578	17	PAVLOVIC	29.439	15	15	KOGURE	2:18.408	2:19.084	0.676
16	1	KARTHIKEYAN	25.528	19	HIRANAKA	1:23.596	36	BREMER	29.462	16	19	HIRANAKA	2:18.542	2:18.930	0.388
17	27	ANTINUCCI	25.581	30	DOORBOS	1:23.637	3	VAN DER	29.501	17	33	KATAOKA	2:18.759	2:18.759	0.000
18	28	LIUZZI	25.616	38	LEE	1:23.934	19	HIRANAKA	29.544	18	3	VAN DER	2:18.852	2:19.093	0.241
19	32	SATO	25.655	15	KOGURE	1:24.012	6	MATSUURA	29.551	19	36	BREMER	2:19.023	2:19.210	0.187
20	31	COSTA	25.687	36	BREMER	1:24.084	27	ANTINUCCI	29.584	20	38	LEE	2:19.264	2:19.614	0.350
21	38	LEE	25.688	27	ANTINUCCI	1:24.719	38	LEE	29.642	21	17	PAVLOVIC	2:19.692	2:20.464	0.772
22	2	COURTNEY	25.692	32	SATO	1:24.766	28	LIUZZI	29.654	22	27	ANTINUCCI	2:19.884	2:20.110	0.226
23	33	KATAOKA	25.695	17	PAVLOVIC	1:24.796	32	SATO	29.682	23	32	SATO	2:20.103	2:20.244	0.141
24	6	MATSUURA	25.737	31	COSTA	1:25.031	31	COSTA	29.748	24	31	COSTA	2:20.466	2:20.556	0.090
25	3	VAN DER	25.773	16	CITRON	1:26.748	33	KATAOKA	29.750	25	28	LIUZZI	2:22.176	2:22.540	0.364
26	10	MERSZEI	25.842	28	LIUZZI	1:26.906	29	HO_	30.081	26	16	CITRON	2:23.369	2:23.693	0.324
27	35	LEI Kit Meng	25.864	29	HO_	1:27.301	16	CITRON	30.554	27	29	HO_	2:23.403	2:25.045	1.642
28	29	HO_	26.021	10	MERSZEI	1:29.588	35	LEI Kit Meng	31.295	28	10	MERSZEI	2:26.799	2:26.853	0.054
29	16	CITRON	26.067	35	LEI Kit Meng	1:31.147	10	MERSZEI	31.369	29	35	LEI Kit Meng	2:28.306	2:28.547	0.241
30															

Perfect Lap	2:15.701
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Circuito Da Guia  
Circuit Length = 6.2 km  
Start: 10:30 End: 11:00

MST sports timing



## The 49th Macau Grand Prix COMBINED CLASSIFICATION - QUALIFYING

POS	NO	CL	DRIVER	NAT	CAR	FIRST		SECOND		GAP
						TIME	LAPS	TIME	LAPS	
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	2:16.668	17	<b>2:14.995</b>	15	
2	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	2:16.855	14	<b>2:15.657</b>	15	0.662
3	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	<b>2:15.768</b>	17	2:15.826	14	0.773
4	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	2:16.733	17	<b>2:15.962</b>	16	0.967
5	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	2:16.977	16	<b>2:16.078</b>	14	1.083
6	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	2:17.527	17	<b>2:16.098</b>	14	1.103
7	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	2:18.955	9	<b>2:16.158</b>	16	1.163
8	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	2:16.586	14	<b>2:16.244</b>	13	1.249
9	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	2:17.556	14	<b>2:16.364</b>	15	1.369
10	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	2:19.088	17	<b>2:16.418</b>	12	1.423
11	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	2:18.104	16	<b>2:16.481</b>	16	1.486
12	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	2:17.156	17	<b>2:16.549</b>	15	1.554
13	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	2:16.642	16	<b>2:16.551</b>	13	1.556
14	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda		0	<b>2:16.665</b>	12	1.670
15	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	2:18.546	15	<b>2:16.955</b>	13	1.960
16	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	2:20.611	15	<b>2:16.961</b>	15	1.966
17	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	2:20.048	14	<b>2:17.041</b>	15	2.046
18	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	2:18.764	17	<b>2:17.336</b>	15	2.341
19	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	2:20.043	9	<b>2:17.424</b>	13	2.429
20	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	2:18.891	16	<b>2:17.531</b>	15	2.536
21	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	2:18.021	17	<b>2:17.706</b>	13	2.711
22	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	2:20.045	15	<b>2:17.756</b>	13	2.761
23	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	2:20.538	9	<b>2:17.896</b>	14	2.901
24	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	2:21.471	15	<b>2:18.432</b>	14	3.437
25	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	2:20.441	15	<b>2:19.056</b>	15	4.061
26	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	2:22.024	13	<b>2:19.875</b>	12	4.880
27	29		Michael HO	MAC	Dallara F302 Mugen-Honda	<b>2:20.368</b>	13	2:20.682	14	5.373
28	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	<b>2:22.108</b>	14	13:11.587	1	7.113
29	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	<b>2:22.354</b>	10	2:23.041	15	7.359
30	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	2:25.280	13	<b>2:23.215</b>	13	8.220

QUALIFICATION MAXIMA 2:28.494

Weather / Track : Sunny / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 15:20 End: 16:13

Race Director	Stewards	Timekeeper
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## The 49th Macau Grand Prix CLASSIFICATION - 2nd QUALIFYING

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	2:14.995	15		163.20
2	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	2:15.657	15	0.662	162.41
3	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	2:15.826	14	0.831	162.20
4	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	2:15.962	16	0.967	162.04
5	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	2:16.078	14	1.083	161.90
6	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	2:16.098	14	1.103	161.88
7	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	2:16.158	16	1.163	161.81
8	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	2:16.244	13	1.249	161.71
9	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	2:16.364	15	1.369	161.56
10	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	2:16.418	12	1.423	161.50
11	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	2:16.481	16	1.486	161.42
12	30		Robert DOORBOS	NED	Dallara F302 Mugen-Honda	2:16.549	15	1.554	161.34
13	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	2:16.551	13	1.556	161.34
14	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	2:16.665	12	1.670	161.21
15	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	2:16.955	13	1.960	160.87
16	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	2:16.961	15	1.966	160.86
17	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	2:17.041	15	2.046	160.76
18	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	2:17.336	15	2.341	160.42
19	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	2:17.424	13	2.429	160.32
20	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	2:17.531	15	2.536	160.19
21	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	2:17.706	13	2.711	159.99
22	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	2:17.756	13	2.761	159.93
23	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	2:17.896	14	2.901	159.77
24	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	2:18.432	14	3.437	159.15
25	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	2:19.056	15	4.061	158.44
26	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	2:19.875	12	4.880	157.51
27	29		Michael HO	MAC	Dallara F302 Mugen-Honda	2:20.682	14	5.687	156.60
28	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	2:23.041	15	8.046	154.02
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	2:23.215	13	8.220	153.83
30	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	13:11.587	1	10:56.592	27.83

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 15:20 End: 16:13

Race Director	Stewards	Timekeeper
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**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 2nd QUALIFYING**

<b>1</b>	<b>Narain KARTHIKEYAN</b>		<b>IND</b>		<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 219.5	1:31.406	30.264 187.5	X:00.000	8 - 25.649 246.5	1:25.068	30.290 194.9	2:21.007
2	26.210 242.6	1:26.265	45.369	2:37.844P	9 - 25.837 245.4	1:26.042	42.699	2:34.578P
3	1:54.485 191.1	1:40.869	31.111 193.2	4:06.465	10 - 4:36.238 193.2	1:26.626	30.893 193.8	X:00.000
4	25.926 242.6	1:22.262	29.104 193.5	2:17.292	11 - 25.871 243.2	1:22.587	30.177 193.8	2:18.635
5	25.701 246.0	1:23.382	34.863 193.2	2:23.946	12 - 25.752 246.0	1:21.343	28.983 194.9	2:16.078
6	25.759 245.4	1:27.265	29.613 194.2	2:22.637	13 - 26.017 224.0	X:00.000	29.621 193.8	X:00.000
7	25.703 246.5	1:22.205	28.944 194.9	2:16.852	14 - 25.802 246.0	1:22.789	33.396 193.8	2:21.987
<b>2</b>	<b>James COURTNEY</b>		<b>AUS</b>		<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 188.8	1:38.749	31.038 191.1	X:00.000	8 - 25.873 244.3	1:22.758	30.222 191.8	2:18.853
2	25.958 241.0	1:26.329	29.734 192.1	2:22.021	9 - 25.750 245.4	1:22.444	29.128 194.2	2:17.322
3	25.762 244.8	1:23.053	31.237 190.4	2:20.052	10 - 25.615 247.1	1:22.150	28.956 194.2	2:16.721
4	25.809 244.8	1:22.878	29.605 190.4	2:18.292	11 - 25.509 246.0	1:32.324	42.203	2:40.036P
5	25.611 248.2	1:26.273	29.327 192.5	2:21.211	12 -	X:00.000	193.2	X:00.000
6	25.686 243.7	1:28.055	45.687	2:39.428P	13 - 25.748 244.3	1:21.886	28.917 195.6	2:16.551
7	6:20.788 183.3	1:30.742	31.037 192.1	X:00.000				
<b>3</b>	<b>Alan VAN DER MERWE</b>		<b>RSA</b>		<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 227.8	1:30.438	30.509 186.8	X:00.000	8 - 26.210 229.2	1:24.560	29.472 191.8	2:20.242
2	25.853 246.5	1:25.895	30.140 188.4	2:21.888	9 - 25.908 243.2	1:23.444	29.562 191.1	2:18.914
3	25.999 242.1	1:24.693	29.923 189.8	2:20.615	10 - 25.679 247.7	1:23.678	29.369 193.5	2:18.726
4	25.971 242.6	1:23.888	29.770 189.8	2:19.629	11 - 27.085 240.5	1:25.176	41.366	2:33.627P
5	25.933 242.6	1:23.428	35.502 160.0	2:24.863	12 - 1:45.619 232.7	X:00.000	29.594 192.5	X:00.000
6	28.262 233.2	1:25.802	42.506	2:36.570P	13 - 25.692 245.4	1:22.322	29.410 192.8	2:17.424
7	6:23.259 224.0	1:25.042	29.875 190.8	X:00.000				
<b>5</b>	<b>Cesar CAMPANICO</b>		<b>POR</b>		<b>Dallara F302 Spiess-Opel</b>			
1	X:00.000 174.1	1:36.699	30.960 186.2	X:00.000	9 - 25.801 243.7	1:30.140	42.672	2:38.613P
2	26.191 244.3	1:26.070	30.065 189.8	2:22.326	10 - 4:02.604 204.1	1:34.698	32.474 188.8	X:00.000
3	25.929 244.8	1:25.950	31.321 190.1	2:23.200	11 - 26.564 224.0	1:30.110	29.722 191.1	2:26.396
4	25.812 246.5	1:28.460	32.701 189.8	2:26.973	12 - 25.958 244.3	1:22.575	29.236 192.1	2:17.769
5	26.093 230.7	1:23.072	29.492 191.8	2:18.657	13 - 25.879 244.3	1:21.772	29.390 192.8	2:17.041
6	25.781 246.0	1:22.530	29.497 192.1	2:17.808	14 - 25.889 243.7	X:00.000	30.173 191.4	X:00.000
7	25.822 245.4	1:22.412	29.441 191.8	2:17.675	15 - 25.633 247.7	1:22.486	31.377 193.2	2:19.496
8	25.854 245.4	1:22.472	32.308 191.8	2:20.634				
<b>6</b>	<b>Kousuke MATSUURA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>			
1	X:00.000 180.6	1:39.262	30.603 186.2	X:00.000	8 - 25.395 251.1	1:22.868	32.060 193.2	2:20.323
2	25.996 245.4	1:27.102	30.291 188.8	2:23.389	9 - 25.766 243.7	1:25.909	44.250	2:35.925P
3	25.888 243.7	1:26.564	30.068 185.2	2:22.520	10 - 5:26.209 203.3	1:27.593	29.636 189.4	X:00.000
4	25.961 245.4	1:29.512	34.318 191.1	2:29.791	11 - 25.922 245.4	1:23.033	29.661 190.8	2:18.616
5	25.488 245.4	1:21.941	29.400 189.8	2:16.829	12 - 25.409 247.1	1:21.108	29.695 178.5	2:16.212
6	25.801 246.5	1:21.706	29.182 191.4	2:16.689	13 - 27.657 238.4	X:00.000	29.738 187.8	X:00.000
7	25.765 245.4	1:25.649	29.477 192.1	2:20.891	14 - 26.059 243.7	1:20.767	29.000 192.8	2:15.826

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 2nd QUALIFYING**

(contd.)

<b>7</b>	<b>Renaud DERLOT</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
<b>1</b>	X:00.000	199.6	1:34.583	31.291	186.5	X:00.000	<b>8</b> - 26.925	229.2	1:38.184	35.634	188.4	2:40.743
<b>2</b>	26.063	242.6	1:25.600	31.071	187.8	2:22.734	<b>9</b> - 25.915	244.8	1:22.498	<b>29.293</b>	<b>193.8</b>	<b>2:17.706</b>
<b>3</b>	25.614	244.8	1:23.920	30.691	191.8	2:20.225	<b>10</b> - 25.836	244.3	1:36.479	45.216		2:47.531P
<b>4</b>	25.759	245.4	1:29.440	32.289	193.5	2:27.488	<b>11</b> - 4:40.954	233.7	1:31.059	30.008	<b>193.8</b>	X:00.000
<b>5</b>	<b>25.504</b>	<b>249.4</b>	1:22.539	29.907	191.4	2:17.950	<b>12</b> - 25.748	243.7	<b>1:21.646</b>	30.524	186.2	2:17.918
<b>6</b>	25.803	244.8	1:26.502	29.863	190.8	2:22.168	<b>13</b> - 25.955	244.3		X:00.000	<b>193.8</b>	X:00.000
<b>7</b>	25.811	245.4	1:23.698	30.117	192.1	2:19.626						
<b>8</b>	<b>Yuji IDE</b>		<b>JPN</b>		<b>Dallara F302 Sodemo-Renault</b>							
<b>1</b>	X:00.000	209.3	1:38.839	31.330	183.6	X:00.000	<b>8</b> - 26.301	241.6	1:32.190	29.399	193.2	2:27.890
<b>2</b>	26.128	244.3	1:28.656	30.218	190.8	2:25.002	<b>9</b> - 25.672	247.1	<b>1:21.627</b>	<b>28.945</b>	<b>194.5</b>	<b>2:16.244</b>
<b>3</b>	25.810	245.4	1:22.579	29.466	192.1	2:17.855	<b>10</b> - 25.625	246.5	1:30.128	29.367	192.5	2:25.120
<b>4</b>	25.709	247.1	1:59.761	32.378	192.5	2:57.848	<b>11</b> - 25.725	244.8	1:27.433	33.144		2:26.302
<b>5</b>	25.749	246.5	1:21.733	29.291	193.5	2:16.773	<b>12</b> -		X:00.000	185.5		X:00.000
<b>6</b>	25.717	246.5	1:45.924	49.157		3:00.798P	<b>13</b> - 25.962	246.0	1:29.619	30.941	193.2	2:26.522
<b>7</b>	5:57.532	182.4	1:41.370	30.608	188.1	X:00.000						
<b>9</b>	<b>Robbie KERR</b>		<b>GBR</b>		<b>Dallara F302 Mugen-Honda</b>							
<b>1</b>	X:00.000	194.5	1:33.503	31.904	186.2	X:00.000	<b>9</b> - 25.692	243.7	1:22.617	29.121	<b>194.5</b>	2:17.430
<b>2</b>	25.922	245.4	1:26.765	29.931	190.1	2:22.618	<b>10</b> - 25.611	246.0	1:23.343	43.178		2:32.132P
<b>3</b>	25.795	244.3	1:25.319	30.058	186.8	2:21.172	<b>11</b> - 2:47.936	212.5	1:35.619	31.375	188.8	4:54.930
<b>4</b>	25.878	243.7	1:25.949	30.417	189.1	2:22.244	<b>12</b> - 25.915	245.4	1:24.541	29.531	193.2	2:19.987
<b>5</b>	<b>25.314</b>	<b>251.1</b>	1:23.582	29.379	193.2	2:18.275	<b>13</b> - 25.631	244.8	<b>1:22.360</b>	<b>28.970</b>	193.2	<b>2:16.961</b>
<b>6</b>	25.589	246.0	1:22.797	29.362	192.1	2:17.748	<b>14</b> - 25.588	246.5	X:00.000	29.487	192.8	X:00.000
<b>7</b>	25.550	235.2	1:26.864	29.886	192.5	2:22.300	<b>15</b> - 25.539	246.0	1:22.766	29.296	193.8	2:17.601
<b>8</b>	25.733	245.4	1:22.690	29.468	193.2	2:17.891						
<b>10</b>	<b>Joseph MERSZEI</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>							
<b>1</b>	X:00.000	171.7	1:34.766	31.480	184.6	X:00.000	<b>8</b> - 26.047	243.7	1:36.765	36.123	185.2	2:38.935
<b>2</b>	26.297	242.1	1:29.815	30.966	185.2	2:27.078	<b>9</b> - 26.075	<b>244.3</b>	1:27.000	<b>30.140</b>	<b>189.1</b>	<b>2:23.215</b>
<b>3</b>	26.098	243.2	1:27.219	30.505	186.5	2:23.822	<b>10</b> - 27.308	202.2	1:36.690	44.314		2:48.312P
<b>4</b>	28.233	211.3	1:39.046	46.031		2:53.310P	<b>11</b> - 3:58.626	200.0	1:33.566	38.951	186.2	X:00.000
<b>5</b>	2:27.483	210.9	1:31.648	31.304	186.2	4:30.435	<b>12</b> - 26.019	242.6	X:00.000	30.946	187.5	X:00.000
<b>6</b>	26.096	242.6	<b>1:26.710</b>	30.565	187.5	2:23.371	<b>13</b> - <b>25.866</b>	<b>244.3</b>	1:29.433	35.476	187.1	2:30.775
<b>7</b>	28.448	196.7	1:38.642	39.135	186.5	2:46.225						
<b>11</b>	<b>Olivier PLA</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
<b>1</b>	X:00.000	178.8	1:32.705	32.377	191.1	X:00.000	<b>8</b> - <b>25.358</b>	246.5	1:28.663	33.839	193.8	2:27.860
<b>2</b>	25.850	245.4	1:23.234	29.713	188.4	2:18.797	<b>9</b> - 25.520	248.8	1:27.394	32.236	193.5	2:25.150
<b>3</b>	25.690	246.5	1:23.530	29.727	192.8	2:18.947	<b>10</b> - 25.549	<b>250.0</b>	1:33.265	43.943		2:42.757P
<b>4</b>	25.601	247.1	1:22.411	29.360	191.4	2:17.372	<b>11</b> - 4:11.664	157.6	1:33.594	32.578	192.1	X:00.000
<b>5</b>	25.427	<b>250.0</b>	1:38.664	35.960	191.1	2:40.051	<b>12</b> - 25.680	245.4	1:26.976	29.062	194.2	2:21.718
<b>6</b>	25.666	247.7	1:21.989	29.270	193.8	2:16.925	<b>13</b> - 25.422	<b>250.0</b>	X:00.000	30.450	191.4	X:00.000
<b>7</b>	25.530	247.7	1:22.047	29.326	192.1	2:16.903	<b>14</b> - 25.627	247.1	<b>1:21.528</b>	<b>28.943</b>	<b>196.0</b>	<b>2:16.098</b>

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 2nd QUALIFYING**

(contd.)

<b>12</b>	<b>Tristan GOMMENDY</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>								
1	X:00.000	190.1	1:31.047	30.563	186.5	X:00.000	<b>9 -</b>	25.258	<b>249.4</b>	1:23.431	29.210	193.5	2:17.899
2	25.988	243.7	1:24.320	29.577	191.8	2:19.885	<b>10 -</b>	25.557	248.2	1:24.209	44.630		2:34.396P
3	25.577	247.7	1:59.797	29.637	194.9	2:55.011	<b>11 -</b>	3:59.435	236.3	1:26.090	29.373	195.2	X:00.000
4	25.513	<b>249.4</b>	1:21.882	29.022	192.5	2:16.417	<b>12 -</b>	25.789	244.3	1:22.236	29.063	197.4	2:17.088
5	25.562	247.7	1:21.780	29.245	191.8	2:16.587	<b>13 -</b>	25.582	246.5	<b>1:20.856</b>	29.372	194.2	2:15.810
6	25.605	248.2	1:21.950	29.303	192.1	2:16.858	<b>14 -</b>	25.663	246.5		X:00.000	<b>198.1</b>	X:00.000
7	25.577	247.7	1:24.406	29.075	193.5	2:19.058	<b>15 -</b>	25.616	246.5	1:21.258	<b>28.783</b>	193.5	<b>2:15.657</b>
8	<b>25.203</b>	227.8	1:28.206	30.205	190.4	2:23.614							
<b>15</b>	<b>Takashi KOGURE</b>		<b>JPN</b>		<b>Dallara F302 Mugen-Honda</b>								
1	X:00.000	194.9	1:30.505	30.214	192.8	X:00.000	<b>8 -</b>	25.257	249.4	1:22.574	29.196	194.5	2:17.027
2	25.461	249.4	1:25.867	29.785	193.8	2:21.113	<b>9 -</b>	25.131	251.1	1:28.117	42.608		2:35.856P
3	25.313	248.8	1:25.582	47.550		2:38.445P	<b>10 -</b>	3:27.468	215.5	1:43.925	29.819	194.5	X:00.000
4	4:20.663	229.7	1:26.531	29.571	193.8	X:00.000	<b>11 -</b>	25.245	249.4	1:26.821	31.205	187.1	2:23.271
5	25.367	249.4	1:22.891	29.294	194.9	2:17.552	<b>12 -</b>	25.579	247.7	<b>1:22.452</b>	X:00.000	193.5	X:00.000
6	25.299	250.0	1:35.019	30.643	195.6	2:30.961	<b>13 -</b>	<b>25.119</b>	<b>251.7</b>	1:22.496	29.340	<b>196.3</b>	<b>2:16.955</b>
7	25.290	248.8	1:22.973	<b>28.995</b>	<b>196.3</b>	2:17.258							
<b>16</b>	<b>Cristiano CITRON</b>		<b>ITA</b>		<b>Dallara F302 Spiess-Opel</b>								
1	X:00.000	191.4	1:36.235	30.885	189.1	X:00.000	<b>7 -</b>	3:33.730	201.4	1:35.926	30.892	184.3	X:00.000
2	26.153	232.2	1:29.502	30.380	189.1	2:26.035	<b>8 -</b>	27.070	237.8	1:24.986	29.793	<b>193.5</b>	2:21.849
3	25.976	243.7	1:27.734	30.384	190.1	2:24.094	<b>9 -</b>	25.865	244.3	<b>1:24.271</b>	29.739	<b>193.5</b>	<b>2:19.875</b>
4	25.948	244.3	1:27.168	30.429	189.8	2:23.545	<b>10 -</b>	<b>25.719</b>	<b>247.7</b>	1:24.553	<b>29.675</b>	192.1	2:19.947
5	25.972	243.7	1:26.838	30.221	191.1	2:23.031	<b>11 -</b>	25.827	246.5	1:29.179	31.352	191.1	2:26.358
6	25.970	243.7	1:55.729	48.413		3:10.112P	<b>12 -</b>	25.894	244.3	1:46.694	49.851		3:02.439P
<b>17</b>	<b>Milos PAVLOVIC</b>		<b>YUG</b>		<b>Dallara F302 Spiess-Opel</b>								
1	X:00.000	223.1	1:30.038	30.508	188.8	X:00.000	<b>9 -</b>	25.671	246.0	1:25.470	42.423		2:33.564P
2	25.906	246.5	1:25.349	29.787	192.1	2:21.042	<b>10 -</b>	2:24.728	196.0	1:28.599	29.930	191.8	4:23.257
3	25.748	244.8	1:24.999	29.538	191.8	2:20.285	<b>11 -</b>	25.811	246.5	1:22.283	<b>29.242</b>	193.5	<b>2:17.336</b>
4	25.844	245.4	1:28.504	31.792	189.1	2:26.140	<b>12 -</b>	25.806	246.5	1:28.394	36.697	151.6	2:30.897
5	25.610	201.8	1:34.067	31.305	192.5	2:30.982	<b>13 -</b>	36.268	202.6	1:33.888	29.598	192.8	2:39.754
6	25.789	246.0	1:23.607	29.278	194.5	2:18.674	<b>14 -</b>	25.771	244.8	1:22.947	X:00.000	191.8	X:00.000
7	<b>25.579</b>	247.7	1:27.400	30.877	193.5	2:23.856	<b>15 -</b>	25.779	246.0	1:22.749	29.307	<b>194.9</b>	2:17.835
8	25.652	<b>248.8</b>	1:25.586	29.373	193.8	2:20.611							
<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>								
1	X:00.000	230.2	1:30.697	29.862	192.8	X:00.000	<b>9 -</b>	25.353	251.1	1:25.435	42.818		2:33.606P
2	25.466	249.4	1:24.849	29.701	193.2	2:20.016	<b>10 -</b>	4:14.794	236.3	1:25.701	29.334	189.1	X:00.000
3	25.390	250.5	1:25.431	29.782	194.5	2:20.603	<b>11 -</b>	25.638	250.0	1:21.364	28.907	195.2	2:15.909
4	25.505	200.7	1:30.805	29.352	193.5	2:25.662	<b>12 -</b>	25.381	250.0	<b>1:20.865</b>	28.809	195.6	2:15.055
5	25.418	250.0	1:21.829	29.121	194.5	2:16.368	<b>13 -</b>	25.216	252.3	1:20.982	<b>28.797</b>	<b>196.0</b>	<b>2:14.995</b>
6	25.333	252.9	1:21.095	29.036	<b>196.0</b>	2:15.464	<b>14 -</b>	25.178	251.1	X:00.000	28.923	195.2	X:00.000
7	25.232	251.1	1:21.528	28.846	<b>196.0</b>	2:15.606	<b>15 -</b>	<b>25.121</b>	<b>254.1</b>	1:22.444	31.660	195.2	2:19.225
8	25.194	253.5	1:25.309	29.644	194.2	2:20.147							

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - 2nd QUALIFYING**

(contd.)

<b>19</b>	<b>Katsuyuki HIRANAKA</b>			<b>JPN</b>	<b>Dallara F302 TOM's-Toyota</b>							
1	X:00.000	179.7	1:35.671	29.793	190.4	X:00.000	7 - 25.456	248.2	1:22.540	50.604	2:38.600P	
2	25.576	248.2	1:24.093	29.621	192.5	2:19.290	8 - 7:57.342	173.6	1:38.553	29.376	193.2	X:00.000
3	25.305	250.0	1:23.575	29.389	194.2	2:18.269	9 - 25.479	250.5	1:22.720	29.216	194.5	2:17.415
4	25.429	248.8	1:25.271	31.476	191.8	2:22.176	10 - 25.350	253.5	<b>1:21.853</b>	29.215	192.1	<b>2:16.418</b>
5	25.511	248.2	1:25.775	29.465	193.8	2:20.751	11 - 25.429	251.1	1:22.084	<b>29.035</b>	194.2	2:16.548
6	25.449	250.0	1:22.080	29.041	<b>194.9</b>	2:16.570	12 - <b>25.136</b>	<b>254.7</b>	X:00.000	43.089		X:00.000P
<b>20</b>	<b>Hiroki YOSHIMOTO</b>			<b>JPN</b>	<b>Dallara F302 TOM's-Toyota</b>							
1	X:00.000	220.8	1:35.199	30.776	190.4	X:00.000	8 - 25.591	248.2	1:22.970	29.195	192.8	<b>2:17.756</b>
2	25.650	247.1	1:28.474	30.321	190.8	2:24.445	9 - 25.499	249.4	1:24.294	29.401	191.1	2:19.194
3	<b>25.396</b>	<b>251.1</b>	1:24.422	29.904	192.1	2:19.722	10 - 25.516	<b>251.1</b>	1:27.289	43.698		2:36.503P
4	25.605	248.2	1:23.723	29.680	192.1	2:19.008	11 - 2:53.069	215.5	1:28.967	29.457	193.5	4:51.493
5	25.641	247.1	1:23.257	29.484	193.2	2:18.382	12 - 25.677	247.1	1:23.254	<b>29.174</b>	<b>194.5</b>	2:18.105
6	25.612	247.7	1:23.781	29.622	192.1	2:19.015	13 - 25.519	247.1	1:23.291	32.623	188.1	2:21.433
7	25.626	246.5	1:23.271	29.298	193.8	2:18.195						
<b>21</b>	<b>Heikki KOVALAINEN</b>			<b>FIN</b>	<b>Dallara F302 Sodemo-Renault</b>							
1	X:00.000	212.5	1:35.486	32.895	188.4	X:00.000	9 - 25.477	250.5	1:21.431	29.054	193.5	<b>2:15.962</b>
2	25.825	246.0	1:23.220	29.552	192.8	2:18.597	10 - 25.536	248.8	1:24.220	31.929	193.5	2:21.685
3	25.542	246.5	1:24.705	32.635	191.8	2:22.882	11 - 25.484	249.4	1:23.981	29.237	<b>194.9</b>	2:18.702
4	25.521	248.8	1:22.880	29.394	192.8	2:17.795	12 - 25.487	249.4	1:21.736	<b>28.967</b>	<b>194.9</b>	2:16.190
5	25.505	248.2	1:26.320	42.542		2:34.367P	13 - 25.351	248.8	1:21.962	28.986	<b>194.9</b>	2:16.299
6	3:26.453	232.7	1:25.451	29.378	192.8	X:00.000	14 - <b>25.315</b>	250.5	1:22.586	29.537	178.5	2:17.438
7	25.489	250.5	1:21.746	29.094	193.5	2:16.329	15 -					X:00.000
8	25.196	<b>252.3</b>	1:25.259	30.633	193.5	2:21.088	16 - 25.739	246.0	1:21.895	28.978	194.5	2:16.612
<b>22</b>	<b>Fabio CARBONE</b>			<b>BRA</b>	<b>Dallara F302 Sodemo-Renault</b>							
1	X:00.000	222.2	1:30.310	30.140	188.4	X:00.000	9 - 25.524	248.2	1:22.008	29.010	192.1	2:16.542
2	26.027	219.9	1:26.909	33.965	191.8	2:26.901	10 - 25.682	247.1	1:32.205	29.079	195.2	2:26.966
3	25.652	246.5	1:23.575	29.548	193.5	2:18.775	11 - 25.469	249.4	1:25.334	29.300	194.2	2:20.103
4	25.202	<b>251.7</b>	1:30.466	29.557	193.5	2:25.225	12 - 25.510	249.4	<b>1:21.822</b>	28.826	<b>196.3</b>	<b>2:16.158</b>
5	25.501	248.8	1:24.247	29.859	191.8	2:19.607	13 - <b>25.197</b>	234.2	1:42.533	29.554	194.5	2:37.284
6	25.405	248.2	1:26.513	44.909		2:36.827P	14 - 25.450	248.8	1:22.523	<b>28.717</b>	195.6	2:16.690
7	2:08.229	190.1	1:33.270	29.687	193.8	4:11.186	15 - 25.464	248.2		X:00.000	192.5	X:00.000
8	25.640	246.5	1:22.212	28.892	195.6	2:16.744	16 - 25.618	248.2	1:23.799	29.051	194.9	2:18.468
<b>26</b>	<b>Bruce JOUANNY</b>			<b>FRA</b>	<b>Dallara F302 Mugen-Honda</b>							
1	X:00.000	227.3	1:32.442	31.976	185.8	X:00.000	9 - 25.766	244.3	<b>1:21.572</b>	<b>29.026</b>	195.2	<b>2:16.364</b>
2	26.005	243.7	1:25.529	29.993	194.5	2:21.527	10 - 25.672	246.0	1:24.354	29.783	193.2	2:19.809
3	25.636	244.3	1:23.401	29.715	193.8	2:18.752	11 - <b>25.407</b>	245.4	1:25.165	45.023		2:35.595P
4	25.550	246.5	1:32.105	46.064		2:43.719P	12 - 2:16.974	174.4	1:37.725	32.752	193.8	4:27.451
5	2:19.886	224.5	1:29.004	30.263	194.9	4:19.153	13 - 25.770	243.7	1:22.033	29.739	182.4	2:17.542
6	25.863	242.6	1:22.007	29.196	194.9	2:17.066	14 - 26.072	232.2		X:00.000	194.5	X:00.000
7	25.814	244.8	1:21.800	29.098	<b>197.4</b>	2:16.712	15 - 25.726	245.4	1:22.081	29.092	<b>197.4</b>	2:16.899
8	25.599	213.8	1:29.191	30.619	195.2	2:25.409						



The 49th Macau Grand Prix  
SECTOR ANALYSIS - 2nd QUALIFYING

(contd.)

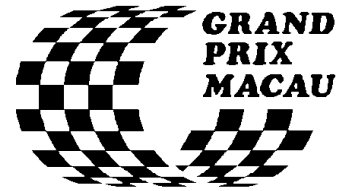
<b>27</b>	<b>Richard ANTINUCCI</b>			<b>USA</b>	<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 205.7	1:35.730	38.224 185.5	X:00.000	9 - 26.060 241.6	1:22.184	29.437 191.8	2:17.681
2	26.445 241.0	1:30.463	30.365 189.4	2:27.273	10 - 26.043 242.1	1:21.896	29.386 193.8	2:17.325
3	25.953 242.6	1:25.920	29.645 191.1	2:21.518	11 - 25.882 242.6	1:22.159	29.416 193.2	2:17.457
4	25.906 244.8	1:24.397	29.586 191.4	2:19.889	12 - 25.868 243.7	1:21.820	29.347 193.5	2:17.035
5	25.626 246.0	1:24.259	29.630 192.8	2:19.515	13 - 25.873 243.2	1:21.535	<b>29.073</b> 194.2	<b>2:16.481</b>
6	25.683 243.7	1:22.946	29.127 <b>194.5</b>	2:17.756	14 - 26.119 240.0	1:27.339	44.576	2:38.034P
7	25.708 230.7	1:27.891	42.648	2:36.247P	15 -		191.8	X:00.000
8	2:00.936 182.7	1:30.937	30.126 193.5	4:01.999	16 - 25.657 <b>247.7</b>	1:23.579	29.227 194.2	2:18.463
<b>28</b>	<b>Vitantonio LIUZZI</b>			<b>ITA</b>	<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 165.1	1:36.343	34.415 185.5	X:00.000	8 - 26.160 242.1	1:35.949	44.031	2:46.140P
2	26.426 241.0	1:29.717	30.387 188.8	2:26.530	9 - 4:56.505 131.8	1:47.543	30.177 189.1	X:00.000
3	26.152 241.6	1:25.140	30.292 188.1	2:21.584	10 - 26.160 243.7	<b>1:23.017</b>	29.575 192.1	2:18.752
4	26.037 243.2	1:31.391	34.573 189.4	2:32.001	11 - 25.970 243.2	1:24.324	29.552 <b>192.8</b>	2:19.846
5	25.902 <b>246.5</b>	1:24.230	29.659 190.8	2:19.791	12 - 25.949 243.7	1:23.072	<b>29.411 192.8</b>	<b>2:18.432</b>
6	<b>25.810</b> 244.8	1:28.266	30.785 189.1	2:24.861	13 - 25.972 242.6	X:00.000	29.913 188.8	X:00.000
7	26.024 244.3	1:23.545	29.665 190.8	2:19.234	14 - 26.043 243.2	1:23.399	29.422 192.5	2:18.864
<b>29</b>	<b>Michael HO</b>			<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 213.8	1:34.252	31.414 166.6	X:00.000	8 - 26.676 243.2	1:27.928	48.424	2:43.028P
2	26.574 242.1	1:26.943	30.367 190.4	2:23.884	9 - 3:15.023 225.9	1:31.218	30.622 188.4	X:00.000
3	26.016 243.2	1:28.220	30.204 189.4	2:24.440	10 - 26.309 241.0	1:25.260	30.172 189.8	2:21.741
4	25.954 243.2	1:25.270	30.144 190.8	2:21.368	11 - 26.007 243.2	<b>1:24.797</b>	<b>29.884</b> 191.8	2:20.688
5	26.242 244.8	1:26.464	30.707 189.8	2:23.413	12 - 25.975 228.3	1:27.240	30.139 190.4	2:23.354
6	26.009 243.2	1:33.028	30.130 191.4	2:29.167	13 - 27.279 242.1	X:00.000	30.213 190.4	X:00.000
7	25.812 <b>246.5</b>	1:25.072	30.273 187.1	2:21.157	14 - 25.816 244.3	1:24.979	29.887 <b>192.1</b>	<b>2:20.682</b>
<b>30</b>	<b>Robert DOORBOS</b>			<b>NED</b>	<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 203.0	1:36.427	30.827 189.4	X:00.000	9 - <b>25.184 254.1</b>	1:25.005	29.226 194.5	2:19.415
2	26.101 243.7	1:24.554	29.595 192.1	2:20.250	10 - 25.599 246.5	1:21.988	29.033 <b>196.0</b>	2:16.620
3	25.820 244.8	1:24.829	29.928 192.1	2:20.577	11 - 25.220 248.2	1:33.822	44.373	2:43.415P
4	25.728 246.0	1:29.057	29.667 193.2	2:24.452	12 - 2:14.969 236.8	1:24.900	29.214 194.2	4:09.083
5	25.658 246.5	1:22.615	29.394 193.2	2:17.667	13 - 25.622 247.1	1:21.981	<b>28.946</b> 194.5	<b>2:16.549</b>
6	25.653 247.1	1:23.201	42.748	2:31.602P	14 - 25.617 246.5		X:00.000	X:00.000
7	2:39.869 220.8	1:29.305	31.813 194.2	4:40.987	15 - 25.622 248.2	1:23.153	28.928 <b>196.0</b>	2:17.703
8	25.443 250.0	1:23.624	29.215 195.2	2:18.282				
<b>31</b>	<b>Marcel COSTA</b>			<b>ESP</b>	<b>Dallara F302 Mugen-Honda</b>			
1	X:00.000 226.4	1:32.873	31.509 185.8	X:00.000	9 - 25.583 <b>249.4</b>	1:24.005	29.702 193.2	2:19.290
2	26.032 244.8	1:25.508	30.461 186.5	2:22.001	10 - 25.659 247.1	1:30.429	31.825 191.1	2:27.913
3	26.992 200.7	1:28.245	30.434 189.4	2:25.671	11 - 25.880 245.4	1:23.362	29.530 193.8	2:18.772
4	25.888 244.3	1:27.030	47.789	2:40.707P	12 - 25.639 247.1	1:24.437	29.528 194.2	2:19.604
5	4:45.808 224.5	1:26.355	30.121 190.8	X:00.000	13 - 25.684 247.1	1:23.110	<b>29.311</b> 194.5	2:18.105
6	25.867 246.5	1:23.056	29.700 193.2	2:18.623	14 - 25.637 246.5		X:00.000	X:00.000
7	25.825 246.0	1:23.081	29.561 194.2	2:18.467	15 - 25.508 248.8	1:22.862	29.161 <b>195.2</b>	<b>2:17.531</b>
8	25.564 248.8	1:24.728	30.498 192.1	2:20.790				
<b>32</b>	<b>Shinya SATO</b>			<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>			
1	X:00.000 193.8	1:30.764	30.215 <b>188.8</b>	X:00.000				



The 49th Macau Grand Prix  
SECTOR ANALYSIS - 2nd QUALIFYING

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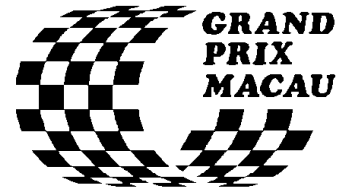
<b>33</b>	<b>Tatsuya KATAOKA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>								
<b>1</b>	X:00.000	225.0	1:30.916	30.616	188.1	X:00.000	<b>8</b>	5:16.207	194.9	1:37.523	32.795	186.5	X:00.000
<b>2</b>	25.997	242.6	1:30.345	30.336	184.3	2:26.678	<b>9</b>	26.284	240.5	1:24.204	29.572	188.8	2:20.060
<b>3</b>	25.845	244.3	1:27.354	29.916	191.1	2:23.115	<b>10</b>	25.981	242.1	1:23.562	29.459	190.1	2:19.002
<b>4</b>	25.729	248.2	1:31.444	30.526	189.1	2:27.699	<b>11</b>	26.017	241.0	<b>1:22.496</b>	<b>29.383</b>	190.8	<b>2:17.896</b>
<b>5</b>	25.858	243.2	1:23.737	29.737	<b>191.8</b>	2:19.332	<b>12</b>	25.988	240.5	1:30.233	29.804	189.1	2:26.025
<b>6</b>	25.765	244.3	1:25.381	30.442	189.4	2:21.588	<b>13</b>	26.067	240.0	X:00.000	29.883	189.8	X:00.000
<b>7</b>	<b>25.655</b>	<b>251.1</b>	1:27.975	47.299		2:40.929P	<b>14</b>	26.012	240.0	1:26.741	30.784	<b>191.8</b>	2:23.537
<b>35</b>	<b>LEI Kit Meng</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>								
<b>1</b>	X:00.000	210.9	1:40.121	33.402	179.4	X:00.000	<b>9</b>	25.733	<b>250.0</b>	1:27.481	30.543	189.4	2:23.757
<b>2</b>	27.880	228.3	1:36.684	31.768	184.6	2:36.332	<b>10</b>	25.818	247.7	1:26.953	<b>30.461</b>	189.4	2:23.232
<b>3</b>	26.427	247.1	2:31.742	31.298	185.8	3:29.467	<b>11</b>	25.820	247.1	1:33.087	41.989		2:40.896P
<b>4</b>	25.749	249.4	1:27.897	30.730	188.4	2:24.376	<b>12</b>	1:47.789	240.0	1:30.704	32.067	188.4	3:50.560
<b>5</b>	25.849	247.1	1:28.084	30.823	187.1	2:24.756	<b>13</b>	25.759	248.2	1:30.136	32.350	156.7	2:28.245
<b>6</b>	25.953	246.5	1:28.111	30.939	188.4	2:25.003	<b>14</b>			X:00.000		188.1	X:00.000
<b>7</b>	25.865	247.7	1:28.030	30.494	188.8	2:24.389	<b>15</b>	25.772	248.2	<b>1:26.250</b>	31.019	<b>189.8</b>	<b>2:23.041</b>
<b>8</b>	26.061	248.8	1:29.852	31.232	188.1	2:27.145							
<b>36</b>	<b>Ronnie BREMER</b>		<b>DEN</b>		<b>Dallara F302 Mugen-Honda</b>								
<b>1</b>	X:00.000	226.4	1:35.853	30.665	187.5	X:00.000	<b>7</b>	25.906	246.5	1:22.399	29.483	<b>193.5</b>	2:17.788
<b>2</b>	26.112	244.3	1:23.876	29.791	188.4	2:19.779	<b>8</b>	25.638	244.8	<b>1:21.852</b>	29.175	191.4	<b>2:16.665</b>
<b>3</b>	26.012	244.3	1:23.964	29.697	191.4	2:19.673	<b>9</b>	25.719	<b>248.2</b>	1:21.985	29.062	193.2	2:16.766
<b>4</b>	25.741	246.0	1:23.174	29.535	190.4	2:18.450	<b>10</b>	25.928	244.3	1:21.992	<b>28.978</b>	192.1	2:16.898
<b>5</b>	26.007	244.3	1:24.006	42.191		2:32.204P	<b>11</b>	25.952	245.4	1:25.640	39.799		2:31.391P
<b>6</b>	2:54.296	226.8	1:57.763	29.693	190.4	X:00.000	<b>12</b>	2:45.567	226.8	1:25.377	29.153	193.2	4:40.097
<b>38</b>	<b>Marchy LEE</b>		<b>CHN</b>		<b>Dallara F302 Mugen-Honda</b>								
<b>1</b>	X:00.000	199.6	1:33.488	33.195	181.5	X:00.000	<b>9</b>	26.151	243.7	1:24.369	29.729	189.4	2:20.249
<b>2</b>	26.340	243.7	1:27.139	30.442	187.1	2:23.921	<b>10</b>	26.136	232.7	1:36.753	30.261	188.1	2:33.150
<b>3</b>	26.172	243.7	1:26.482	30.140	187.1	2:22.794	<b>11</b>	25.901	247.1	1:24.091	29.936	187.1	2:19.928
<b>4</b>	26.029	246.0	1:25.247	30.046	188.1	2:21.322	<b>12</b>	25.986	246.5	1:24.298	29.735	188.8	2:20.019
<b>5</b>	25.982	244.8	1:24.305	29.821	<b>189.8</b>	2:20.108	<b>13</b>	25.927	246.0	1:23.830	29.720	<b>189.8</b>	2:19.477
<b>6</b>	27.844	237.8	1:33.229	46.597		2:47.670P	<b>14</b>	25.965	244.8		X:00.000	187.8	X:00.000
<b>7</b>	4:00.565	158.3	1:41.025	31.669	184.3	X:00.000	<b>15</b>	26.001	246.5	<b>1:23.593</b>	<b>29.462</b>	<b>189.8</b>	<b>2:19.056</b>
<b>8</b>	26.301	242.1	1:25.400	29.922	189.4	2:21.623							



**The 49th Macau Grand Prix**  
**SPEED TRAP - 2nd QUALIFYING - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	198.1
2	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	197.4
3	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	196.3
4	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	196.3
5	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	196.0
6	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	196.0
7	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	196.0
8	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	195.6
9	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	195.2
10	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	194.9
11	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	194.9
12	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	194.9
13	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	194.9
14	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	194.5
15	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	194.5
16	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	194.5
17	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	194.5
18	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	193.8
19	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	193.5
20	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	193.5
21	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	193.5
22	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	193.2
23	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	193.2
24	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	192.8
25	29		Michael HO	MAC	Dallara F302 Mugen-Honda	192.1
26	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	191.8
27	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	189.8
28	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	189.8
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	189.1
30	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	188.8



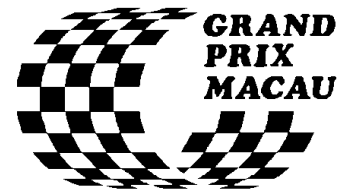


The 49th Macau Grand Prix  
SPEED TRAP - 2nd QUALIFYING - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	254.7
2	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	254.1
3	30		Robert DOORBOS	NED	Dallara F302 Mugen-Honda	254.1
4	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	252.3
5	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	251.7
6	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	251.7
7	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	251.1
8	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	251.1
9	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	251.1
10	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	251.1
11	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	250.0
12	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	250.0
13	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	249.4
14	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	249.4
15	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	249.4
16	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	248.8
17	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	248.2
18	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	248.2
19	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	247.7
20	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	247.7
21	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	247.7
22	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	247.7
23	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	247.7
24	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	247.7
25	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	247.1
26	29		Michael HO	MAC	Dallara F302 Mugen-Honda	246.5
27	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	246.5
28	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	246.5
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	244.3
30	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	241.6

**BULLETIN TK067**



**The 49th Macau Grand Prix  
SPEED TRAP - 2nd QUALIFYING - SECTOR 2**

(contd.)

POS NO CL DRIVER

NAT CAR

KPH

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**Weather / Track : Sunny / Dry**

**[www.mstworld.com](http://www.mstworld.com)**

**MST Sports Timing**

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 15:20 End: 16:13

*Issued - 16:21 Friday, 15 November 2002*

The 49th Macau Grand Prix  
**BEST SECTOR TIMES - QUALIFYING SESSION 2**

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	15	KOGURE	25.119	6	MATSUURA	1:20.767	22	CARBONE	28.717	1	18	MONTIN	2:14.783	2:14.995	0.212
2	18	MONTIN	25.121	12	GOMMENDY	1:20.856	12	GOMMENDY	28.783	2	12	GOMMENDY	2:14.842	2:15.657	0.815
3	19	HIRANAKA	25.136	18	MONTIN	1:20.865	18	MONTIN	28.797	3	6	MATSUURA	2:15.162	2:15.826	0.664
4	30	DOORNBOS	25.184	1	KARTHIKEYAN	1:21.343	2	COURTNEY	28.917	4	21	KOVALAINEN	2:15.594	2:15.962	0.368
5	21	KOVALAINEN	25.196	21	KOVALAINEN	1:21.431	30	DOORNBOS	28.928	5	22	CARBONE	2:15.736	2:16.158	0.422
6	22	CARBONE	25.197	11	PLA	1:21.528	11	PLA	28.943	6	11	PLA	2:15.829	2:16.098	0.269
7	12	GOMMENDY	25.203	27	ANTINUCCI	1:21.535	1	KARTHIKEYAN	28.944	7	1	KARTHIKEYAN	2:15.936	2:16.078	0.142
8	9	KERR	25.314	26	JOUANNY	1:21.572	8	IDE	28.945	8	26	JOUANNY	2:16.005	2:16.364	0.359
9	11	PLA	25.358	8	IDE	1:21.627	21	KOVALAINEN	28.967	9	19	HIRANAKA	2:16.024	2:16.418	0.394
10	6	MATSUURA	25.395	7	DERLOT	1:21.646	9	KERR	28.970	10	30	DOORNBOS	2:16.093	2:16.549	0.456
11	20	YOSHIMOTO	25.396	5	CAMPANICO	1:21.772	36	BREMER	28.978	11	8	IDE	2:16.197	2:16.244	0.047
12	26	JOUANNY	25.407	22	CARBONE	1:21.822	15	KOGURE	28.995	12	27	ANTINUCCI	2:16.234	2:16.481	0.247
13	7	DERLOT	25.504	36	BREMER	1:21.852	6	MATSUURA	29.000	13	2	COURTNEY	2:16.312	2:16.551	0.239
14	31	COSTA	25.508	19	HIRANAKA	1:21.853	26	JOUANNY	29.026	14	7	DERLOT	2:16.443	2:17.706	1.263
15	2	COURTNEY	25.509	2	COURTNEY	1:21.886	19	HIRANAKA	29.035	15	36	BREMER	2:16.468	2:16.665	0.197
16	17	PAVLOVIC	25.579	30	DOORNBOS	1:21.981	27	ANTINUCCI	29.073	16	15	KOGURE	2:16.566	2:16.955	0.389
17	8	IDE	25.625	17	PAVLOVIC	1:22.283	31	COSTA	29.161	17	5	CAMPANICO	2:16.641	2:17.041	0.400
18	27	ANTINUCCI	25.626	3	VAN DER	1:22.322	20	YOSHIMOTO	29.174	18	9	KERR	2:16.644	2:16.961	0.317
19	5	CAMPANICO	25.633	9	KERR	1:22.360	5	CAMPANICO	29.236	19	17	PAVLOVIC	2:17.104	2:17.336	0.232
20	36	BREMER	25.638	15	KOGURE	1:22.452	17	PAVLOVIC	29.242	20	3	VAN DER	2:17.370	2:17.424	0.054
21	1	KARTHIKEYAN	25.649	33	KATAOKA	1:22.496	7	DERLOT	29.293	21	31	COSTA	2:17.531	2:17.531	0.000
22	33	KATAOKA	25.655	31	COSTA	1:22.862	3	VAN DER	29.369	22	33	KATAOKA	2:17.534	2:17.896	0.362
23	3	VAN DER	25.679	20	YOSHIMOTO	1:22.970	33	KATAOKA	29.383	23	20	YOSHIMOTO	2:17.540	2:17.756	0.216
24	16	CITRON	25.719	28	LIUZZI	1:23.017	28	LIUZZI	29.411	24	28	LIUZZI	2:18.238	2:18.432	0.194
25	35	LEI Kit Meng	25.733	38	LEE	1:23.593	38	LEE	29.462	25	38	LEE	2:18.956	2:19.056	0.100
26	28	LIUZZI	25.810	16	CITRON	1:24.271	16	CITRON	29.675	26	16	CITRON	2:19.665	2:19.875	0.210
27	29	HO_	25.812	29	HO_	1:24.797	29	HO_	29.884	27	29	HO_	2:20.493	2:20.682	0.189
28	10	MERSZEI	25.866	35	LEI Kit Meng	1:26.250	10	MERSZEI	30.140	28	35	LEI Kit Meng	2:22.444	2:23.041	0.597
29	38	LEE	25.901	10	MERSZEI	1:26.710	32	SATO	30.215	29	10	MERSZEI	2:22.716	2:23.215	0.499
30	32	SATO	11:10.608	32	SATO	1:30.764	35	LEI Kit Meng	30.461	30	32	SATO	13:11.587	13:11.587	0.000
													Perfect Lap		2:14.603

Circuito Da Guia  
 Circuit Length = 6.2 km  
 Start: 15:20 End: 16:13



## The 49th Macau Grand Prix CLASSIFICATION - WARM-UP

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	2:14.494	12		163.81
2	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	2:14.534	11	0.040	163.76
3	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	2:15.317	10	0.823	162.81
4	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	2:15.589	12	1.095	162.49
5	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	2:15.611	12	1.117	162.46
6	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	2:15.645	11	1.151	162.42
7	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	2:15.754	12	1.260	162.29
8	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	2:15.781	12	1.287	162.26
9	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	2:15.900	11	1.406	162.11
10	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	2:16.171	11	1.677	161.79
11	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	2:16.433	11	1.939	161.48
12	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	2:16.443	10	1.949	161.47
13	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	2:16.484	7	1.990	161.42
14	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	2:16.485	9	1.991	161.42
15	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	2:16.523	11	2.029	161.37
16	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	2:16.786	11	2.292	161.06
17	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	2:16.835	10	2.341	161.01
18	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	2:16.979	7	2.485	160.84
19	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	2:17.072	7	2.578	160.73
20	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	2:17.271	10	2.777	160.50
21	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	2:17.876	11	3.382	159.79
22	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	2:18.179	11	3.685	159.44
23	7		Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault	2:18.211	10	3.717	159.40
24	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	2:19.773	5	5.279	157.62
25	29		Michael HO	MAC	Dallara F302 Mugen-Honda	2:20.805	12	6.311	156.47
26	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	2:21.019	9	6.525	156.23
27	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	2:23.973	12	9.479	153.02
28	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	2:24.104	9	9.610	152.89
29	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	2:32.774	4	18.280	144.21
30	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	13:01.842	2	10:47.348	28.18

Weather / Track : Cloudy / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 07:30 End: 08:00

Race Director	Stewards	Timekeeper
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**The 49th Macau Grand Prix  
SECTOR ANALYSIS - WARM-UP**

<b>1</b>	<b>Narain KARTHIKEYAN</b>		<b>IND</b>		<b>Dallara F302 Mugen-Honda</b>						
1 -	X:00.000	192.8	2:08.221	192.8	X:00.000	7 -	25.191	254.1	2:09.033	2:34.224P	
2 -	25.450	250.5	1:57.163	194.5	2:22.613	8 -	3:42.257	253.5	1:58.280	196.7	X:00.000
3 -	25.032	256.5	1:53.404	195.6	2:18.436	9 -	24.850	257.1	1:51.730	<b>198.8</b>	2:16.580
4 -	24.870	256.5	1:57.618	196.7	2:22.488	10 -	<b>24.613</b>	<b>260.2</b>	1:54.113	197.8	2:18.726
5 -	24.803	255.9	1:51.105	197.4	2:15.908	11 -	24.917	254.7	2:14.171		2:39.088P
6 -	24.715	256.5	1:49.819	195.6	<b>2:14.534</b>						
<b>2</b>	<b>James COURTNEY</b>		<b>AUS</b>		<b>Dallara F302 Mugen-Honda</b>						
1 -	X:00.000	150.2	2:07.432	191.8	X:00.000	6 -	25.956	247.1	2:06.084	2:32.040P	
2 -	25.439	252.9	1:58.048	191.1	2:23.487	7 -	1:52.545	197.0	2:03.740	191.1	3:56.285
3 -	25.066	252.9	1:53.876	194.5	2:18.942	8 -	25.298	250.5	1:55.069	193.2	2:20.367
4 -	24.914	255.9	1:53.730	195.6	2:18.644	9 -	25.080	254.7	1:55.159	<b>196.3</b>	2:20.239
5 -	24.983	254.7	1:51.460	<b>196.3</b>	<b>2:16.443</b>	10 -	<b>24.801</b>	<b>257.7</b>	2:06.470		2:31.271P
<b>3</b>	<b>Alan VAN DER MERWE</b>		<b>RSA</b>		<b>Dallara F302 Mugen-Honda</b>						
1 -	X:00.000	164.3	2:09.394	188.1	X:00.000	5 -	25.233	252.3	1:52.491	<b>194.2</b>	2:17.724
2 -	25.552	250.0	2:00.989	190.1	2:26.541	6 -	25.190	254.1	1:51.789	193.2	<b>2:16.979</b>
3 -	25.169	<b>254.7</b>	1:55.310	192.5	2:20.479	7 -	25.246	252.3	2:02.946		2:28.192P
4 -	<b>25.162</b>	<b>254.7</b>	1:53.630	191.4	2:18.792						
<b>5</b>	<b>Cesar CAMPANICO</b>		<b>POR</b>		<b>Dallara F302 Spiess-Opel</b>						
1 -					X:00.000	7 -					X:00.000
2 -					2:31.031	8 -					2:18.917
3 -					2:22.344	9 -					2:17.362
4 -					2:20.164	10 -					2:16.885
5 -					2:18.443	11 -					<b>2:16.433</b>
6 -					2:31.943P						
<b>6</b>	<b>Kousuke MATSUURA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>						
1 -	X:00.000	208.4	2:07.924	184.9	X:00.000	6 -					2:45.327P
2 -	25.854	247.1	1:59.983	187.5	2:25.837	7 -					X:00.000
3 -	<b>25.687</b>	<b>249.4</b>	1:56.140	<b>188.4</b>	2:21.827	8 -					2:19.151
4 -					2:19.002	9 -					<b>2:16.835</b>
5 -					2:17.197	10 -					2:20.794
<b>7</b>	<b>Renaud DERLOT</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>						
1 -	X:00.000	208.4	2:12.371	188.4	X:00.000	6 -	25.122	255.3	2:18.324	2:43.446P	
2 -	25.525	251.1	1:59.191	191.8	2:24.716	7 -	5:54.091	220.8	2:03.466	192.5	X:00.000
3 -	25.125	255.9	1:55.964	188.8	2:21.089	8 -	25.146	254.1	1:54.542	<b>194.9</b>	2:19.688
4 -	25.189	254.7	1:55.443	193.5	2:20.632	9 -	25.189	255.9	1:59.199	<b>194.9</b>	2:24.388
5 -	25.090	254.1	1:53.426	194.5	2:18.516	10 -	<b>24.800</b>	<b>260.8</b>	1:53.411	194.2	<b>2:18.211</b>
<b>8</b>	<b>Yuji IDE</b>		<b>JPN</b>		<b>Dallara F302 Sodemo-Renault</b>						
1 -	X:00.000	228.8	2:13.636	182.1	X:00.000	7 -	3:18.750	242.1	2:02.594	192.1	X:00.000
2 -	28.718	213.4	2:08.625	189.8	2:37.343	8 -	25.255	254.7	1:56.422	193.2	2:21.677
3 -	25.304	254.1	1:56.658	193.2	2:21.962	9 -	25.060	255.3	1:56.560	194.5	2:21.620
4 -	25.045	254.7	1:54.768	193.5	2:19.813	10 -	<b>24.856</b>	<b>260.2</b>	1:56.979	192.5	2:21.835
5 -	25.102	255.3	1:52.984	194.5	2:18.086	11 -	25.204	253.5	1:50.696	<b>195.2</b>	<b>2:15.900</b>
6 -	25.115	255.3	2:12.520		2:37.635P						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - WARM-UP**

(contd.)

<b>9</b>	<b>Robbie KERR</b>		<b>GBR</b>		Dallara F302 Mugen-Honda						
1 -			X:00.000		7 -				2:18.574		
2 -			2:24.286		8 -				2:20.214		
3 -			2:20.059		9 -				2:17.543		
4 -			2:18.748		10 -				<b>2:15.754</b>		
5 -			2:34.330 P		11 -				2:16.371		
6 -			X:00.000		12 -				2:16.463		
<b>10</b>	<b>Joseph MERSZEI</b>		<b>MAC</b>		Dallara F302 Mugen-Honda						
1 -			X:00.000		3 -				<b>2:32.774</b>		
2 -			2:56.850		4 -				2:46.609 P		
<b>11</b>	<b>Olivier PLA</b>		<b>FRA</b>		Dallara F302 Sodemo-Renault						
1 -	X:00.000	209.3	2:14.888	185.8	X:00.000	7 -	25.277	252.3	1:51.509	192.1	<b>2:16.786</b>
2 -	27.614	213.4	2:03.429	188.1	2:31.043	8 -	25.318	251.7	1:58.826	191.4	2:24.144
3 -	25.715	248.8	2:04.340	189.8	2:30.055	9 -	25.413	251.7	2:12.580		2:37.993 P
4 -	25.370	251.7	1:53.521	191.8	2:18.891	10 -	3:43.864	243.7	2:00.384	193.5	X:00.000
5 -	25.193	254.1	1:52.035	<b>193.8</b>	2:17.228	11 -	25.318	251.7	1:51.635	193.5	2:16.953
6 -	25.080	<b>255.9</b>	1:52.722	191.8	2:17.802						
<b>12</b>	<b>Tristan GOMMENDY</b>		<b>FRA</b>		Dallara F302 Sodemo-Renault						
1 -	X:00.000	194.5	2:08.227	188.1	X:00.000	4 -	<b>24.885</b>	<b>255.3</b>	2:11.609		2:36.494 P
2 -	25.625	246.5	1:58.780	<b>192.1</b>	2:24.405	5 -	5:23.501	236.8	2:15.511		X:00.000 P
3 -	25.355	251.7	1:54.418	<b>192.1</b>	<b>2:19.773</b>						
<b>15</b>	<b>Takashi KOGURE</b>		<b>JPN</b>		Dallara F302 Mugen-Honda						
1 -	X:00.000	184.3	2:07.588	192.5	X:00.000	7 -	24.922	255.3	1:51.139	196.0	2:16.061
2 -	24.953	252.9	1:57.102	193.8	2:22.055	8 -	25.047	254.7	1:51.117	197.4	2:16.164
3 -	25.017	254.1	1:55.102	194.5	2:20.119	9 -	24.999	254.1	1:55.711	196.3	2:20.710
4 -	24.868	257.1	1:52.287	195.6	2:17.155	10 -	24.944	255.3	1:51.827	196.7	2:16.771
5 -	24.975	254.1	1:54.144	197.0	2:19.119	11 -	24.746	259.6	1:53.939	197.8	2:18.685
6 -	24.939	254.1	1:50.672	196.3	<b>2:15.611</b>	12 -	<b>24.466</b>	<b>261.5</b>	2:05.839	<b>198.5</b>	2:30.305
<b>16</b>	<b>Cristiano CITRON</b>		<b>ITA</b>		Dallara F302 Spiess-Opel						
1 -	X:00.000	158.1	2:28.369	181.5	X:00.000	6 -	3:32.097	235.2	2:02.971	190.1	X:00.000
2 -	30.866	217.7	2:13.474	187.1	2:44.340	7 -	25.818	247.7	1:58.286	190.8	<b>2:24.104</b>
3 -	26.647	243.2	2:05.294	190.1	2:31.941	8 -	26.687	218.1	1:57.846	<b>191.8</b>	2:24.533
4 -	26.501	242.1	2:03.075	189.4	2:29.576	9 -	<b>25.463</b>	<b>251.7</b>	2:17.741		2:43.204 P
5 -	25.920	246.5	2:22.546		2:48.466 P						
<b>17</b>	<b>Milos PAVLOVIC</b>		<b>YUG</b>		Dallara F302 Spiess-Opel						
1 -	X:00.000	166.6	2:11.354	192.1	X:00.000	7 -	25.107	253.5	2:11.062		2:36.169 P
2 -	25.243	243.7	2:01.763	193.5	2:27.006	8 -	3:18.354	239.4	2:01.953	190.4	X:00.000
3 -	25.237	253.5	1:54.065	194.5	2:19.302	9 -	25.380	252.3	1:52.530	195.6	2:17.910
4 -	25.133	253.5	1:52.638	192.8	2:17.771	10 -	<b>25.069</b>	<b>255.3</b>	1:53.275	<b>196.7</b>	2:18.344
5 -	25.135	253.5	1:51.939	196.0	2:17.074	11 -	25.203	251.7	1:52.696	196.0	2:17.899
6 -	25.083	<b>255.3</b>	1:51.440	196.0	<b>2:16.523</b>						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - WARM-UP**

(contd.)

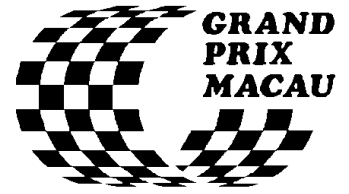
<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>							
1 -	X:00.000	214.2	2:07.038	189.1	X:00.000	7 -	3:16.218	251.1	1:55.627	196.0	X:00.000	
2 -	25.451	251.7	1:55.585	193.5	2:21.036	8 -	25.083	255.9	1:56.020	194.9	2:21.103	
3 -	25.168	254.7	1:53.324	193.8	2:18.492	9 -	24.890	255.3	1:50.590	194.2	2:15.480	
4 -	24.999	<b>257.1</b>	1:53.015	195.2	2:18.014	10 -	25.026	<b>257.1</b>	1:49.535	<b>197.8</b>	2:14.561	
5 -	24.966	<b>257.1</b>	1:52.701	195.6	2:17.667	11 -	24.889	255.9	1:49.605	<b>197.8</b>	<b>2:14.494</b>	
6 -	25.041	255.3	2:05.734		2:30.775P	12 -	24.817	<b>257.1</b>	1:51.654	197.0	2:16.471	
<b>19</b>	<b>Katsuyuki HIRANAKA</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>							
1 -	X:00.000	180.6	2:27.589		X:00.000P	7 -	4:41.540	245.4	1:59.645	192.8	X:00.000	
2 -	55.643	233.2	2:02.844	193.2	2:58.487	8 -	25.160	254.7	1:51.833	195.6	2:16.993	
3 -	24.985	<b>257.7</b>	1:55.197	195.2	2:20.182	9 -	24.994	256.5	1:51.177	196.0	<b>2:16.171</b>	
4 -	24.977	255.9	1:52.891	193.8	2:17.868	10 -	24.950	256.5	1:52.670	<b>196.7</b>	2:17.620	
5 -	24.989	256.5	1:52.036	194.5	2:17.025	11 -	24.961	256.5	1:51.245	193.5	2:16.206	
6 -	<b>24.943</b>	<b>257.7</b>	2:09.136		2:34.079P							
<b>20</b>	<b>Hiroki YOSHIMOTO</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>							
1 -	X:00.000	154.2	2:26.776	184.9	X:00.000	5 -	25.281	252.3	1:52.888	193.5	2:18.169	
2 -	27.339	227.3	2:08.530	189.1	2:35.869	6 -	<b>25.205</b>	<b>254.7</b>	1:52.547	194.9	2:17.752	
3 -	25.333	254.1	2:04.624	190.1	2:29.957	7 -	25.225	253.5	1:51.847	<b>195.2</b>	<b>2:17.072</b>	
4 -	25.273	253.5	1:56.093	192.5	2:21.366							
<b>21</b>	<b>Heikki KOVALAINEN</b>		<b>FIN</b>		<b>Dallara F302 Sodemo-Renault</b>							
1 -	X:00.000	224.5	2:09.358	189.8	X:00.000	5 -	24.951	254.7	1:51.533	<b>197.8</b>	<b>2:16.484</b>	
2 -	25.394	251.7	1:56.309	192.1	2:21.703	6 -	<b>24.737</b>	<b>260.2</b>	1:55.560	196.7	2:20.297	
3 -	25.240	252.3	1:52.195	193.8	2:17.435	7 -	24.877	252.9	2:06.861		2:31.738P	
4 -	25.069	254.1	1:51.550	195.2	2:16.619							
<b>22</b>	<b>Fabio CARBONE</b>		<b>BRA</b>		<b>Dallara F302 Sodemo-Renault</b>							
1 -	X:00.000	169.2	2:11.804	190.4	X:00.000	6 -	25.181	253.5	2:10.884		2:36.065P	
2 -	25.953	247.7	2:00.321	190.8	2:26.274	7 -	6:28.329	246.5	1:57.749	195.6	X:00.000	
3 -	25.383	252.3	1:55.204	179.7	2:20.587	8 -	25.041	254.7	1:51.510	195.6	2:16.551	
4 -	25.637	251.1	1:52.993	193.5	2:18.630	9 -	24.963	256.5	1:50.875	196.0	2:15.838	
5 -	25.016	253.5	1:52.232	193.5	2:17.248	10 -	24.932	255.3	1:50.385	<b>197.4</b>	<b>2:15.317</b>	
<b>26</b>	<b>Bruce JOUANNY</b>		<b>FRA</b>		<b>Dallara F302 Mugen-Honda</b>							
1 -	X:00.000	218.1	2:07.753	190.4	X:00.000	6 -	24.900	<b>257.1</b>	1:51.585	193.2	<b>2:16.485</b>	
2 -	25.216	252.3	1:58.128	192.5	2:23.344	7 -	24.962	254.7	1:51.593	<b>197.8</b>	2:16.555	
3 -	<b>24.855</b>	<b>257.1</b>	1:59.844	196.3	2:24.699	8 -	24.886	256.5	1:51.897	<b>197.8</b>	2:16.783	
4 -	24.906	255.9	1:53.446	196.7	2:18.352	9 -	25.751	205.7	2:27.408		2:53.159P	
5 -	25.022	255.3	1:52.747	197.4	2:17.769							
<b>27</b>	<b>Richard ANTINUCCI</b>		<b>USA</b>		<b>Dallara F302 Mugen-Honda</b>							
1 -	X:00.000	219.0	2:09.811	<b>187.5</b>	<b>X:00.000</b>	2 -	<b>26.486</b>	<b>246.0</b>	3:16.586		3:43.072P	

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - WARM-UP**

(contd.)

<b>28</b>	<b>Vitantonio LIUZZI</b>	<b>ITA</b>	<b>Dallara F302 Mugen-Honda</b>		
1 -		X:00.000	7 -		2:40.523P
2 -		2:26.689	8 -		4:53.505
3 -		2:21.759	9 -		2:21.713
4 -		2:19.912	10 -		<b>2:17.876</b>
5 -		2:18.727	11 -		2:18.720
6 -		2:17.912			
<b>29</b>	<b>Michael HO</b>	<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>		
1 -		X:00.000	7 -		2:21.999
2 -		2:29.091	8 -		2:25.649
3 -		2:25.457	9 -		2:24.370
4 -		2:30.277	10 -		<b>2:20.805</b>
5 -		2:22.654	11 -		2:22.688
6 -		2:21.916	12 -		2:21.020
<b>30</b>	<b>Robert DOORNBOS</b>	<b>NED</b>	<b>Dallara F302 Mugen-Honda</b>		
1 -		X:00.000	7 -		2:15.768
2 -		2:20.902	8 -		2:21.937
3 -		2:20.539	9 -		2:22.679
4 -		2:36.374P	10 -		2:17.830
5 -		3:42.574	11 -		2:33.574P
6 -		<b>2:15.645</b>			
<b>31</b>	<b>Marcel COSTA</b>	<b>ESP</b>	<b>Dallara F302 Mugen-Honda</b>		
1 -		X:00.000	7 -		2:18.380
2 -		2:23.924	8 -		2:22.853
3 -		2:20.612	9 -		2:16.499
4 -		2:40.853P	10 -		2:16.493
5 -		X:00.000	11 -		2:16.022
6 -		2:19.070	12 -		<b>2:15.781</b>
<b>32</b>	<b>Shinya SATO</b>	<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>		
1 -		X:00.000	7 -		2:34.901
2 -		2:30.605	8 -		2:20.945
3 -		2:24.237	9 -		<b>2:18.179</b>
4 -		2:40.037P	10 -		2:23.339
5 -		X:00.000	11 -		2:24.993
6 -		2:29.464			
<b>33</b>	<b>Tatsuya KATAOKA</b>	<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>		
1 -		X:00.000	7 -		2:34.799P
2 -		2:23.937	8 -		4:29.085
3 -		2:21.265	9 -		2:17.022
4 -		2:18.619	10 -		<b>2:15.589</b>
5 -		2:17.962	11 -		2:24.312
6 -		2:20.962	12 -		2:19.639

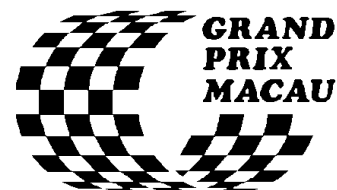




The 49th Macau Grand Prix  
SECTOR ANALYSIS - WARM-UP

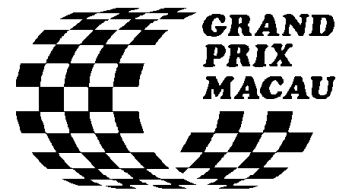
(contd.)

<b>35</b>		<b>LEI Kit Meng</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>					
1 -	X:00.000	217.7	2:16.182	183.0	X:00.000	7 -	25.389	250.5	2:00.002	191.1	2:25.391
2 -	27.596	241.6	2:05.070	186.2	2:32.666	8 -	25.390	251.1	2:04.380	191.4	2:29.770
3 -	26.332	251.1	2:02.439	188.1	2:28.771	9 -	26.229	247.1	2:01.085	193.2	2:27.314
4 -	25.404	251.1	2:01.060	189.8	2:26.464	10 -	25.288	251.1	1:58.685	<b>194.2</b>	<b>2:23.973</b>
5 -	25.388	251.1	1:59.560	190.1	2:24.948	11 -	25.161	252.9	1:59.666	191.4	2:24.827
6 -	26.508	248.2	2:01.633	190.8	2:28.141	12 -	<b>25.098</b>	<b>253.5</b>	2:11.854		2:36.952P
<b>36</b>		<b>Ronnie BREMER</b>		<b>DEN</b>		<b>Dallara F302 Mugen-Honda</b>					
1 -	X:00.000	160.9	2:11.760	184.9	X:00.000	6 -	25.083	254.7	1:52.856	193.5	2:17.939
2 -	25.688	246.5	1:58.058	189.1	2:23.746	7 -	25.078	255.9	1:54.949	194.2	2:20.027
3 -	26.335	213.8	1:54.692	192.8	2:21.027	8 -	24.994	256.5	1:54.945	194.2	2:19.939
4 -	25.194	255.3	1:54.909	192.5	2:20.103	9 -	25.020	255.9	2:05.896		2:30.916P
5 -	25.158	254.1	1:52.113	<b>194.5</b>	<b>2:17.271</b>	10 -	2:26.856	199.2	1:52.925	<b>194.5</b>	4:19.781
<b>38</b>		<b>Marchy LEE</b>		<b>CHN</b>		<b>Dallara F302 Mugen-Honda</b>					
1 -	X:00.000	162.6	2:27.347	181.2	X:00.000	6 -	27.684	241.0	1:56.744	191.8	2:24.428
2 -	27.485	238.4	2:05.885	185.5	2:33.370	7 -	25.452	251.7	1:55.567	<b>193.5</b>	<b>2:21.019</b>
3 -	26.045	247.1	2:00.291	189.1	2:26.336	8 -	<b>25.317</b>	<b>252.3</b>	1:56.402	188.4	2:21.719
4 -	25.901	247.1	2:14.201		2:40.102P	9 -	25.368	<b>252.3</b>	2:11.704		2:37.072P
5 -	1:58.746	176.1	2:02.927	189.1	4:01.673						



**The 49th Macau Grand Prix**  
**SPEED TRAP - WARM-UP - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		<b>Narain KARTHIKEYAN</b>	<b>IND</b>	Dallara F302 Mugen-Honda	198.8
2	15		<b>Takashi KOGURE</b>	<b>JPN</b>	Dallara F302 Mugen-Honda	198.5
3	18		<b>Paolo MONTIN</b>	<b>ITA</b>	Dallara F302 TOM's-Toyota	197.8
4	26		<b>Bruce JOUANNY</b>	<b>FRA</b>	Dallara F302 Mugen-Honda	197.8
5	21		<b>Heikki KOVALAINEN</b>	<b>FIN</b>	Dallara F302 Sodemo-Renault	197.8
6	22		<b>Fabio CARBONE</b>	<b>BRA</b>	Dallara F302 Sodemo-Renault	197.4
7	19		<b>Katsuyuki HIRANAKA</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	196.7
8	17		<b>Milos PAVLOVIC</b>	<b>YUG</b>	Dallara F302 Spiess-Opel	196.7
9	2		<b>James COURTNEY</b>	<b>AUS</b>	Dallara F302 Mugen-Honda	196.3
10	8		<b>Yuji IDE</b>	<b>JPN</b>	Dallara F302 Sodemo-Renault	195.2
11	20		<b>Hiroki YOSHIMOTO</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	195.2
12	7		<b>Renaud DERLOT</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	194.9
13	36		<b>Ronnie BREMER</b>	<b>DEN</b>	Dallara F302 Mugen-Honda	194.5
14	35		<b>LEI Kit Meng</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	194.2
15	3		<b>Alan VAN DER MERWE</b>	<b>RSA</b>	Dallara F302 Mugen-Honda	194.2
16	11		<b>Olivier PLA</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	193.8
17	38		<b>Marchy LEE</b>	<b>CHN</b>	Dallara F302 Mugen-Honda	193.5
18	12		<b>Tristan GOMMENDY</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	192.1
19	16		<b>Cristiano CITRON</b>	<b>ITA</b>	Dallara F302 Spiess-Opel	191.8
20	6		<b>Kousuke MATSUURA</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	188.4
21	27		<b>Richard ANTINUCCI</b>	<b>USA</b>	Dallara F302 Mugen-Honda	187.5



**The 49th Macau Grand Prix**  
**SPEED TRAP - WARM-UP - SECTOR**

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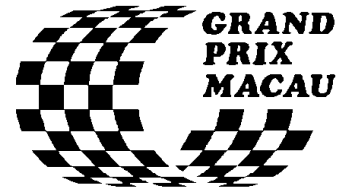
POS	NO	CL	DRIVER	NAT	CAR	KPH
1	15		<b>Takashi KOGURE</b>	<b>JPN</b>	Dallara F302 Mugen-Honda	261.5
2	7		<b>Renaud DERLOT</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	260.8
3	8		<b>Yuji IDE</b>	<b>JPN</b>	Dallara F302 Sodemo-Renault	260.2
4	1		<b>Narain KARTHIKEYAN</b>	<b>IND</b>	Dallara F302 Mugen-Honda	260.2
5	21		<b>Heikki KOVALAINEN</b>	<b>FIN</b>	Dallara F302 Sodemo-Renault	260.2
6	22		<b>Fabio CARBONE</b>	<b>BRA</b>	Dallara F302 Sodemo-Renault	258.3
7	2		<b>James COURTNEY</b>	<b>AUS</b>	Dallara F302 Mugen-Honda	257.7
8	19		<b>Katsuyuki HIRANAKA</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	257.7
9	36		<b>Ronnie BREMER</b>	<b>DEN</b>	Dallara F302 Mugen-Honda	257.1
10	18		<b>Paolo MONTIN</b>	<b>ITA</b>	Dallara F302 TOM's-Toyota	257.1
11	26		<b>Bruce JOUANNY</b>	<b>FRA</b>	Dallara F302 Mugen-Honda	257.1
12	11		<b>Olivier PLA</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	255.9
13	17		<b>Milos PAVLOVIC</b>	<b>YUG</b>	Dallara F302 Spiess-Opel	255.3
14	12		<b>Tristan GOMMENDY</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	255.3
15	20		<b>Hiroki YOSHIMOTO</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	254.7
16	3		<b>Alan VAN DER MERWE</b>	<b>RSA</b>	Dallara F302 Mugen-Honda	254.7
17	35		<b>LEI Kit Meng</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	253.5
18	38		<b>Marchy LEE</b>	<b>CHN</b>	Dallara F302 Mugen-Honda	252.3
19	16		<b>Cristiano CITRON</b>	<b>ITA</b>	Dallara F302 Spiess-Opel	251.7
20	6		<b>Kousuke MATSUURA</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	249.4
21	27		<b>Richard ANTINUCCI</b>	<b>USA</b>	Dallara F302 Mugen-Honda	246.0

# Bulletin No. TK103

## The 49th Macau Grand Prix BEST SECTOR TIMES - WARM UP

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	15	KOGURE	24.466	18	MONTIN	1:49.535	1	18	MONTIN	2:14.352	2:14.494	0.142
2	1	KARTHIKEYAN	24.613	1	KARTHIKEYAN	1:49.819	2	1	KARTHIKEYAN	2:14.432	2:14.534	0.102
3	21	KOVALAINEN	24.737	22	CARBONE	1:50.385	3	15	KOGURE	2:15.138	2:15.611	0.473
4	7	DERLOT	24.800	15	KOGURE	1:50.672	4	22	CARBONE	2:15.317	2:15.317	0.000
5	2	COURTNEY	24.801	8	IDE	1:50.696	5	8	IDE	2:15.552	2:15.900	0.348
6	18	MONTIN	24.817	19	HIRANAKA	1:51.177	6	19	HIRANAKA	2:16.120	2:16.171	0.051
7	26	JOUANNY	24.855	17	PAVLOVIC	1:51.440	7	2	COURTNEY	2:16.261	2:16.443	0.182
8	8	IDE	24.856	2	COURTNEY	1:51.460	8	21	KOVALAINEN	2:16.270	2:16.484	0.214
9	12	GOMMENDY	24.885	11	PLA	1:51.509	9	26	JOUANNY	2:16.440	2:16.485	0.045
10	22	CARBONE	24.932	21	KOVALAINEN	1:51.533	10	17	PAVLOVIC	2:16.509	2:16.523	0.014
11	19	HIRANAKA	24.943	26	JOUANNY	1:51.585	11	11	PLA	2:16.589	2:16.786	0.197
12	36	BREMER	24.994	3	VAN DER	1:51.789	12	3	VAN DER	2:16.951	2:16.979	0.028
13	17	PAVLOVIC	25.069	20	YOSHIMOTO	1:51.847	13	20	YOSHIMOTO	2:17.052	2:17.072	0.020
14	11	PLA	25.080	36	BREMER	1:52.113	14	36	BREMER	2:17.107	2:17.271	0.164
15	35	LEI Kit Meng	25.098	7	DERLOT	1:53.411	15	7	DERLOT	2:18.211	2:18.211	0.000
16	3	VAN DER	25.162	12	GOMMENDY	1:54.418	16	12	GOMMENDY	2:19.303	2:19.773	0.470
17	20	YOSHIMOTO	25.205	38	LEE	1:55.567	17	38	LEE	2:20.884	2:21.019	0.135
18	38	LEE	25.317	6	MATSUURA	1:56.140	18	6	MATSUURA	2:21.827	2:16.835	4.992
19	16	CITRON	25.463	16	CITRON	1:57.846	19	16	CITRON	2:23.309	2:24.104	0.795
20	6	MATSUURA	25.687	35	LEI Kit Meng	1:58.685	20	35	LEI Kit Meng	2:23.783	2:23.973	0.190
21	27	ANTINUCCI	26.486	27	ANTINUCCI	2:09.811	21	27	ANTINUCCI	2:36.297	3:43.072	1:06.775
22												
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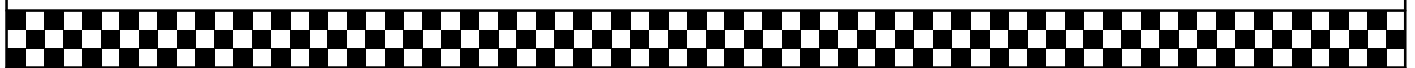
Perfect Lap	2:14.001
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The 49th Macau Grand Prix  
GRID - LEG 1

ROW 15	2:22.354	35	LEI	2:23.215	10	MERSZEI
ROW 14	2:20.368	29	HO	2:22.108	32	SATO
ROW 13	2:19.056	38	LEE	2:19.875	16	CITRON
ROW 12	2:17.896	33	KATAOKA	2:18.432	28	LIUZZI
ROW 11	2:17.706	7	DERLOT	2:17.756	20	YOSHIMOTO
ROW 10	2:17.424	3	VAN DER MERWE	2:17.531	31	COSTA
ROW 9	2:17.041	5	CAMPANICO	2:17.336	17	PAVLOVIC
ROW 8	2:16.955	15	KOGURE	2:16.961	9	KERR
ROW 7	2:16.551	2	COURTNEY	2:16.665	36	BREMER
ROW 6	2:16.481	27	ANTINUCCI	2:16.549	30	DOORNBOS
ROW 5	2:16.364	26	JOUANNY	2:16.418	19	HIRANAKA
ROW 4	2:16.158	22	CARBONE	2:16.244	8	IDE
ROW 3	2:16.078	1	KARTHIKEYAN	2:16.098	11	PLA
ROW 2	2:15.768	6	MATSUURA	2:15.962	21	KOVALAINEN
ROW 1	2:14.995	18	MONTIN	2:15.657	12	GOMMENDY

POLE



Circuito Da Guia  
Circuit Length = 6.1200 km.

MST sports timing

Race Director	Stewards	Timekeeper
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## The 49th Macau Grand Prix PROVISIONAL CLASSIFICATION - LEG 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	39:45.976	15		138.50	2:14.504
2	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	39:46.787	15	0.811	138.46	2:14.654
3	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	39:47.399	15	1.423	138.42	2:14.058
4	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	39:50.935	15	4.959	138.22	2:14.613
5	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	39:51.898	15	5.922	138.16	2:14.709
6	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	39:52.510	15	6.534	138.13	2:14.572
7	30		Robert DOORBOS	NED	Dallara F302 Mugen-Honda	39:53.725	15	7.749	138.06	2:14.726
8	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	39:57.486	15	11.510	137.84	2:15.241
9	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	39:58.256	15	12.280	137.80	2:15.372
10	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	39:59.540	15	13.564	137.72	2:15.041
11	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	40:00.171	15	14.195	137.69	2:15.182
12	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	40:07.304	15	21.328	137.28	2:15.599
13	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	40:14.069	15	28.093	136.89	2:16.564
14	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	40:19.876	15	33.900	136.56	2:16.215
15	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	40:44.689	15	58.713	135.18	2:18.356
16	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	40:45.482	15	59.506	135.13	2:18.384
17	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	40:46.635	15	1:00.659	135.07	2:15.453
18	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	40:52.282	15	1:06.306	134.76	2:18.974
19	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	41:13.700	15	1:27.724	133.59	2:16.477
20	29		Michael HO	MAC	Dallara F302 Mugen-Honda	41:33.917	15	1:47.941	132.51	2:19.488
21	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	40:21.756	13	2 LAPS	118.26	2:22.987

## NOT CLASSIFIED

36	Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	24:07.947	8	D.N.F.	121.72	2:15.803
28	Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	41:20.515	8	N.C.F.	71.05	2:18.148
2	James COURTNEY	AUS	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
3	Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
7	Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault		0	D.N.F.	N/A	
10	Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
11	Olivier PLA	FRA	Dallara F302 Sodemo-Renault		0	D.N.F.	N/A	
17	Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel		0	D.N.F.	N/A	
33	Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel		0	D.N.F.	N/A	

## FASTEST LAP

1	Narain KARTHIKEYAN		Dallara F302 Mugen-Honda	2:14.058	11	164.34kph	102.12mph
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Weather / Track : Cloudy / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 10:26 End: 11:06

Race Director	Stewards	Timekeeper
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## The 49th Macau Grand Prix FINAL CLASSIFICATION - LEG 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	39:45.976	15		138.50	2:14.504
2	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	39:46.787	15	0.811	138.46	2:14.654
3	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	39:47.399	15	1.423	138.42	2:14.058
4	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	39:50.935	15	4.959	138.22	2:14.613
5	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	39:51.898	15	5.922	138.16	2:14.709
6	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	39:52.510	15	6.534	138.13	2:14.572
7	30		Robert DOORBOS	NED	Dallara F302 Mugen-Honda	39:53.725	15	7.749	138.06	2:14.726
8	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	39:57.486	15	11.510	137.84	2:15.241
9	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	39:58.256	15	12.280	137.80	2:15.372
10	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	39:59.540	15	13.564	137.72	2:15.041
11	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	40:00.171	15	14.195	137.69	2:15.182
12	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	40:07.304	15	21.328	137.28	2:15.599
13	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	40:14.069	15	28.093	136.89	2:16.564
14	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	40:19.876	15	33.900	136.56	2:16.215
15	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	40:44.689	15	58.713	135.18	2:18.356
16	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	40:45.482	15	59.506	135.13	2:18.384
17	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	40:46.635	15	1:00.659	135.07	2:15.453
18	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	40:52.282	15	1:06.306	134.76	2:18.974
19	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	41:13.700	15	1:27.724	133.59	2:16.477
20	29		Michael HO	MAC	Dallara F302 Mugen-Honda	41:33.917	15	1:47.941	132.51	2:19.488
21	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	40:21.756	13	2 LAPS	118.26	2:22.987

## NOT CLASSIFIED

36	Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	24:07.947	8	D.N.F.	121.72	2:15.803
28	Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	41:20.515	8	N.C.F.	71.05	2:18.148
2	James COURTNEY	AUS	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
3	Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
7	Renaud DERLOT	FRA	Dallara F302 Sodemo-Renault		0	D.N.F.	N/A	
10	Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
11	Olivier PLA	FRA	Dallara F302 Sodemo-Renault		0	D.N.F.	N/A	
17	Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel		0	D.N.F.	N/A	
33	Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel		0	D.N.F.	N/A	

## FASTEST LAP

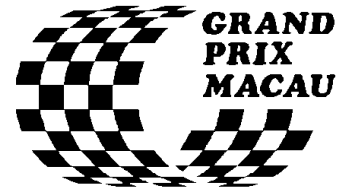
1	Narain KARTHIKEYAN		Dallara F302 Mugen-Honda	2:14.058	11	164.34kph	102.12mph
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Weather / Track : Cloudy / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 10:26 End: 11:06

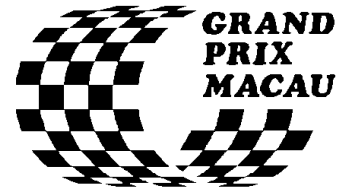
Race Director	Stewards	Timekeeper
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The 49th Macau Grand Prix  
LAP CHART - LEG 1

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
18		2:59.464	18		4:36.781	18		5:00.051	18		2:18.716	18		2:16.821
6	1.171	3:00.635	6	3.252	4:38.862	6	0.444	4:57.243	6	0.852	2:19.124	12	1.001	2:16.938
12	2.200	3:01.664	12	4.079	4:38.660	12	0.807	4:56.779	12	0.884	2:18.793	6	1.812	2:17.781
1	3.453	3:02.917	1	4.769	4:38.097	1	1.169	4:56.451	1	1.527	2:19.074	21	2.236	2:17.194
21	4.632	3:04.096	21	5.828	4:37.977	21	1.870	4:56.093	21	1.863	2:18.709	1	2.612	2:17.906
8	6.282	3:05.746	8	7.281	4:37.780	8	2.317	4:55.087	8	2.510	2:18.909	8	3.506	2:17.817
26	6.790	3:06.254	26	8.042	4:38.033	26	2.899	4:54.908	26	4.341	2:20.158	30	4.063	2:16.343
22	7.781	3:07.245	22	8.732	4:37.732	22	3.299	4:54.618	30	4.541	2:19.676	26	5.613	2:18.093
30	8.356	3:07.820	30	9.599	4:38.024	30	3.581	4:54.033	22	5.261	2:20.678	27	6.305	2:17.435
27	9.386	3:08.850	27	11.089	4:38.484	27	4.087	4:53.049	27	5.691	2:20.320	22	7.137	2:18.697
9	10.480	3:09.944	9	12.161	4:38.462	9	5.001	4:52.891	9	6.496	2:20.211	36	7.597	2:17.617
36	11.282	3:10.746	36	13.093	4:38.592	36	5.350	4:52.308	36	6.801	2:20.167	9	8.292	2:18.617
15	12.298	3:11.762	15	14.346	4:38.829	15	5.758	4:51.463	15	7.475	2:20.433	15	8.714	2:18.060
5	13.788	3:13.252	5	15.516	4:38.509	5	6.750	4:51.285	5	8.328	2:20.294	5	9.975	2:18.468
19	14.556	3:14.020	19	16.452	4:38.677	19	7.756	4:51.355	19	8.925	2:19.885	19	10.701	2:18.597
31	15.616	3:15.080	38	17.800	4:38.286	38	8.702	4:50.953	20	10.262	2:20.058	20	12.842	2:19.401
38	16.295	3:15.759	20	19.264	4:37.863	20	8.920	4:49.707	38	14.478	2:24.492	16	19.296	2:20.922
20	18.182	3:17.646	16	19.711	4:37.681	16	9.939	4:50.279	32	14.568	2:23.124	32	19.444	2:21.697
16	18.811	3:18.275	32	20.770	4:37.827	32	10.160	4:49.441	16	15.195	2:23.972	31	20.182	2:19.794
32	19.724	3:19.188	29	21.402	4:37.153	29	11.649	4:50.298	31	17.209	2:22.707	38	20.694	2:23.037
29	21.030	3:20.494	35	22.705	4:36.716	31	13.218	4:49.183	29	17.995	2:25.062	29	22.861	2:21.687
35	22.770	3:22.234	31	24.086	4:45.251P	35	24.249	5:01.595P	35	1:53.662	3:48.129	35	2:03.351	2:26.510
28	2:03.132	5:02.596P												

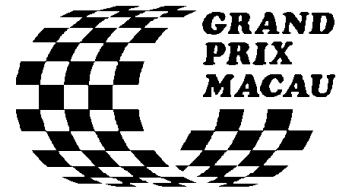




The 49th Macau Grand Prix  
LAP CHART - LEG 1

(contd.)

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
18		2:15.927	18		2:16.256	18		2:16.370	18		2:14.724	18		2:16.005
12	2.025	2:16.951	12	1.724	2:15.955	12	2.016	2:16.662	12	2.175	2:14.883	12	1.236	2:15.066
6	2.865	2:16.980	6	2.293	2:15.684	6	2.479	2:16.556	21	3.862	2:15.834	21	2.879	2:15.022
21	3.645	2:17.336	21	3.054	2:15.665	21	2.752	2:16.068	1	4.906	2:16.675	1	3.235	2:14.334
1	4.003	2:17.318	1	3.449	2:15.702	1	2.955	2:15.876	6	5.051	2:17.296	8	4.460	2:15.022
8	4.796	2:17.217	8	4.302	2:15.762	8	3.583	2:15.651	8	5.443	2:16.584	6	4.947	2:15.901
30	5.374	2:17.238	30	4.888	2:15.770	30	4.215	2:15.697	30	6.728	2:17.237	30	6.017	2:15.294
26	6.858	2:17.172	26	6.753	2:16.151	26	6.429	2:16.046	26	7.937	2:16.232	26	7.188	2:15.256
27	7.163	2:16.785	27	7.516	2:16.609	27	6.756	2:15.610	27	8.461	2:16.429	27	7.871	2:15.415
36	8.092	2:16.422	36	8.128	2:16.292	35	1 LAP	2:29.119	9	9.132	2:15.834	9	8.649	2:15.522
22	8.707	2:17.497	9	9.351	2:16.223	36	7.561	2:15.803	15	9.693	2:15.182	15	9.704	2:16.016
9	9.384	2:17.019	22	9.788	2:17.337	9	8.022	2:15.041	22	13.584	2:17.390	22	16.089	2:18.510
15	10.439	2:17.652	15	10.143	2:15.960	15	9.235	2:15.462	5	14.383	2:16.991	5	16.439	2:18.061
19	10.918	2:16.144	19	10.662	2:16.000	19	9.745	2:15.453	35	1 LAP	2:28.877	31	26.762	2:18.107
5	11.998	2:17.950	5	11.877	2:16.135	22	10.918	2:17.500	20	24.276	2:18.596	32	30.363	2:18.716
20	15.485	2:18.570	20	17.585	2:18.356	5	12.116	2:16.609	31	24.660	2:17.259	20	31.288	2:23.017
31	20.967	2:16.712	31	21.855	2:17.144	20	20.404	2:19.189	32	27.652	2:18.970	35	1 LAP	2:26.917
32	22.285	2:18.768	32	23.299	2:17.270	31	22.125	2:16.640	38	33.593	2:19.055	38	36.058	2:18.470
38	24.664	2:19.897	38	27.248	2:18.840	32	23.406	2:16.477	16	36.849	2:20.027	16	39.916	2:19.072
16	25.378	2:22.009	16	28.312	2:19.190	38	29.262	2:18.384	29	39.636	2:19.941	19	42.607	2:17.571
29	27.510	2:20.576	29	31.100	2:19.846	16	31.546	2:19.604	19	41.041	2:46.020	29	59.625	2:35.994P
35	2:10.411	2:22.987				29	34.419	2:19.689	28	7 LAPS	2:19.725	28	7 LAPS	2:23.273



The 49th Macau Grand Prix  
LAP CHART - LEG 1

(contd.)

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
18		2:14.504	18		2:15.329	18		2:14.845	18		2:14.922	18		2:15.261
12	1.532	2:14.800	12	1.080	2:14.877	12	1.290	2:15.055	12	1.418	2:15.050	12	0.811	2:14.654
1	2.789	2:14.058	1	2.023	2:14.563	1	1.870	2:14.692	1	1.886	2:14.938	1	1.423	2:14.798
21	4.052	2:15.677	21	4.806	2:16.083	21	4.791	2:14.830	21	5.607	2:15.738	21	4.959	2:14.613
8	6.130	2:16.174	8	5.877	2:15.076	8	5.741	2:14.709	8	6.286	2:15.467	8	5.922	2:14.897
6	6.849	2:16.406	6	6.713	2:15.193	6	6.440	2:14.572	6	6.839	2:15.321	6	6.534	2:14.956
30	7.496	2:15.983	30	7.269	2:15.102	30	7.150	2:14.726	30	7.538	2:15.310	30	7.749	2:15.472
26	8.664	2:15.980	26	9.005	2:15.670	26	9.689	2:15.529	26	10.008	2:15.241	26	11.510	2:16.763
27	9.571	2:16.204	27	10.014	2:15.772	27	10.582	2:15.413	27	11.032	2:15.372	27	12.280	2:16.509
9	9.844	2:15.699	9	10.526	2:16.011	9	11.280	2:15.599	9	11.517	2:15.159	9	13.564	2:17.308
15	10.602	2:15.402	15	11.174	2:15.901	15	12.193	2:15.864	15	12.654	2:15.383	15	14.195	2:16.802
5	17.534	2:15.599	5	17.939	2:15.734	5	18.985	2:15.891	5	19.981	2:15.918	5	21.328	2:16.608
22	19.911	2:18.326	22	21.146	2:16.564	22	22.905	2:16.604	22	25.250	2:17.267	22	28.093	2:18.104
31	28.725	2:16.467	31	29.653	2:16.257	31	31.528	2:16.720	31	32.946	2:16.340	31	33.900	2:16.215
32	33.242	2:17.383	32	35.774	2:17.861	32	37.586	2:16.657	20	53.628	2:20.189	35	2 LAPS	3:20.317
20	38.284	2:21.500	20	43.302	2:20.347	20	48.361	2:19.904	38	53.989	2:20.087	20	58.713	2:20.346
38	40.927	2:19.373	38	44.322	2:18.724	38	48.824	2:19.347	19	55.895	2:15.766	38	59.506	2:20.778
19	45.214	2:17.111	19	50.529	2:20.644	19	55.051	2:19.367	16	1:00.324	2:18.974	19	1:00.659	2:20.025
16	45.645	2:20.233	16	50.723	2:20.407	16	56.272	2:20.394	32	1:20.915	2:58.251	16	1:06.306	2:21.243
35	1 LAP	2:33.424	35	1 LAP	2:28.304	28	7 LAPS	2:18.933	28	7 LAPS	2:18.148	32	1:27.724	2:22.070
28	7 LAPS	2:19.911	28	7 LAPS	2:19.725	29	1:36.467	2:20.618	29	1:42.403	2:20.858	28	7 LAPS	2:18.204
29	1:26.535	2:41.414	29	1:30.694	2:19.488	35	1 LAP	2:56.627P				29	1:47.941	2:20.799

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 1**

<b>1</b>	<b>Narain KARTHIKEYAN</b>		<b>IND</b>		<b>Dallara F302 Mugen-Honda</b>						
1 -	31.101	226.8	2:31.816	110.8	3:02.917	9 -	24.932	257.1	1:51.743	197.8	2:16.675
2 -	1:00.831	79.9	3:37.266		4:38.097	10 -	24.778	257.7	1:49.556	199.2	2:14.334
3 -	1:37.218		3:19.233	195.2	4:56.451	11 -	24.560	256.5	1:49.498	189.8	<b>2:14.058</b>
4 -	24.806	257.7	1:54.268	190.8	2:19.074	12 -	24.936	257.1	1:49.627	199.2	2:14.563
5 -	24.989	254.7	1:52.917	197.4	2:17.906	13 -	24.615	258.3	1:50.077	198.5	2:14.692
6 -	24.508	246.0	1:52.810	197.0	2:17.318	14 -	24.498	259.6	1:50.440	<b>200.7</b>	2:14.938
7 -	24.514	<b>261.5</b>	1:51.188	200.0	2:15.702	15 -	24.705	252.9	1:50.093	199.6	2:14.798
8 -	24.406	258.9	1:51.470	200.0	2:15.876						
<b>2</b>	<b>James COURTNEY</b>		<b>AUS</b>		<b>Dallara F302 Mugen-Honda</b>						
<b>3</b>	<b>Alan VAN DER MERWE</b>		<b>RSA</b>		<b>Dallara F302 Mugen-Honda</b>						
<b>5</b>	<b>Cesar CAMPANICO</b>		<b>POR</b>		<b>Dallara F302 Spiess-Opel</b>						
1 -	35.123	221.7	2:38.129	108.3	3:13.252	9 -	24.958	257.7	1:52.033	192.8	2:16.991
2 -	1:01.061	107.1	3:37.448		4:38.509	10 -	24.993	257.7	1:53.068	193.8	2:18.061
3 -	1:42.308	110.6	3:08.977	191.1	4:51.285	11 -	24.741	257.1	1:50.858	194.9	<b>2:15.599</b>
4 -	25.164	255.3	1:55.130	192.5	2:20.294	12 -	25.180	254.1	1:50.554	193.8	2:15.734
5 -	25.136	255.9	1:53.332	192.8	2:18.468	13 -	25.242	254.7	1:50.649	194.2	2:15.891
6 -	25.233	255.3	1:52.717	193.8	2:17.950	14 -	25.287	252.9	1:50.631	<b>195.2</b>	2:15.918
7 -	25.013	255.9	1:51.122	192.1	2:16.135	15 -	25.217	252.9	1:51.391	194.9	2:16.608
8 -	25.065	<b>258.9</b>	1:51.544	194.5	2:16.609						
<b>6</b>	<b>Kousuke MATSUURA</b>		<b>JPN</b>		<b>Dallara F302 Spiess-Opel</b>						
1 -	30.494	255.3	2:30.141	107.8	3:00.635	9 -	25.152	252.3	1:52.144	181.5	2:17.296
2 -	<b>59.931</b>	86.3	3:38.931		4:38.862	10 -	25.088	244.8	1:50.813	<b>196.0</b>	2:15.901
3 -	1:36.549		3:20.694	192.1	4:57.243	11 -	24.526	<b>260.8</b>	1:51.880	193.2	2:16.406
4 -	25.083	255.3	1:54.041	189.1	2:19.124	12 -	24.885	257.7	1:50.308	194.2	2:15.193
5 -	25.335	252.3	1:52.446	192.1	2:17.781	13 -	24.916	257.7	1:49.656	194.2	<b>2:14.572</b>
6 -	25.173	253.5	1:51.807	184.6	2:16.980	14 -	24.824	256.5	1:50.497	194.9	2:15.321
7 -	25.185	257.1	1:50.499	192.8	2:15.684	15 -	24.735	256.5	1:50.221	194.2	2:14.956
8 -	24.848	259.6	1:51.708	191.8	2:16.556						
<b>7</b>	<b>Renaud DERLOT</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>						
<b>8</b>	<b>Yuji IDE</b>		<b>JPN</b>		<b>Dallara F302 Sodemo-Renault</b>						
1 -	31.678	243.7	2:34.068		3:05.746	9 -	24.646	<b>262.1</b>	1:51.938	197.8	2:16.584
2 -	1:00.438	78.8	3:37.342		4:37.780	10 -	24.560	261.5	1:50.462	189.4	2:15.022
3 -	1:38.895	100.1	3:16.192	191.8	4:55.087	11 -	25.036	254.7	1:51.138	196.3	2:16.174
4 -	24.843	257.7	1:54.066	193.2	2:18.909	12 -	24.880	256.5	1:50.196	196.7	2:15.076
5 -	24.833	258.9	1:52.984	194.9	2:17.817	13 -	24.825	258.3	1:49.884	190.8	<b>2:14.709</b>
6 -	24.894	258.3	1:52.323	196.3	2:17.217	14 -	24.954	258.3	1:50.513	195.6	2:15.467
7 -	24.790	258.3	1:50.972	196.3	2:15.762	15 -	24.727	259.6	1:50.170	<b>198.1</b>	2:14.897
8 -	24.797	258.3	1:50.854	194.2	2:15.651						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>9</b>	<b>Robbie KERR</b>				<b>GBR</b>	Dallara F302 Mugen-Honda			
1 -	32.976 243.2	2:36.968 96.6	3:09.944	<b>9 -</b>	24.732 254.1	1:51.102 196.7	2:15.834		
2 -	1:00.562 92.7	3:37.900	4:38.462	<b>10 -</b>	24.722 258.3	1:50.800 198.1	2:15.522		
3 -	1:39.557 90.3	3:13.334 192.8	4:52.891	<b>11 -</b>	24.727 258.3	1:50.972 <b>199.6</b>	2:15.699		
4 -	25.224 252.3	1:54.987 194.2	2:20.211	<b>12 -</b>	24.455 253.5	1:51.556 194.5	2:16.011		
5 -	24.882 <b>260.2</b>	1:53.735 194.9	2:18.617	<b>13 -</b>	24.756 258.3	1:50.843 197.0	2:15.599		
6 -	24.878 255.3	1:52.141 197.4	2:17.019	<b>14 -</b>	24.802 257.1	1:50.357 198.1	2:15.159		
7 -	24.672 257.1	1:51.551 194.5	2:16.223	<b>15 -</b>	24.546 258.9	1:52.762 196.7	2:17.308		
8 -	24.900 256.5	1:50.141 198.5	<b>2:15.041</b>						
<b>10</b>	<b>Joseph MERSZEI</b>				<b>MAC</b>	Dallara F302 Mugen-Honda			
<b>11</b>	<b>Olivier PLA</b>				<b>FRA</b>	Dallara F302 Sodemo-Renault			
<b>12</b>	<b>Tristan GOMMENDY</b>				<b>FRA</b>	Dallara F302 Sodemo-Renault			
1 -	30.920 247.1	2:30.744 111.4	3:01.664	<b>9 -</b>	24.981 255.3	1:49.902 193.8	2:14.883		
2 -	<b>1:00.082</b> 80.1	3:38.578	4:38.660	<b>10 -</b>	25.020 255.9	1:50.046 195.6	2:15.066		
3 -	1:37.091	3:19.688 191.1	4:56.779	<b>11 -</b>	24.944 255.9	1:49.856 195.6	2:14.800		
4 -	24.957 <b>257.7</b>	1:53.836 193.2	2:18.793	<b>12 -</b>	24.912 255.3	1:49.965 194.9	2:14.877		
5 -	25.280 252.3	1:51.658 191.8	2:16.938	<b>13 -</b>	24.956 255.3	1:50.099 193.2	2:15.055		
6 -	25.094 255.9	1:51.857 194.2	2:16.951	<b>14 -</b>	24.984 254.7	1:50.066 <b>196.0</b>	2:15.050		
7 -	25.011 255.3	1:50.944 192.8	2:15.955	<b>15 -</b>	24.857 257.1	1:49.797 194.9	<b>2:14.654</b>		
8 -	24.988 256.5	1:51.674 193.8	2:16.662						
<b>15</b>	<b>Takashi KOGURE</b>				<b>JPN</b>	Dallara F302 Mugen-Honda			
1 -			3:11.762	<b>9 -</b>			<b>2:15.182</b>		
2 -			4:38.829	<b>10 -</b>			2:16.016		
3 -			4:51.463	<b>11 -</b>			2:15.402		
4 -			2:20.433	<b>12 -</b>			2:15.901		
5 -			2:18.060	<b>13 -</b>			2:15.864		
6 -			2:17.652	<b>14 -</b>			2:15.383		
7 -			2:15.960	<b>15 -</b>			2:16.802		
8 -			2:15.462						
<b>16</b>	<b>Cristiano CITRON</b>				<b>ITA</b>	Dallara F302 Spiess-Opel			
1 -	39.663 194.5	2:38.612 95.4	3:18.275	<b>9 -</b>	25.068 252.9	1:54.959 <b>196.0</b>	2:20.027		
2 -	1:02.178 108.5	3:35.503	4:37.681	<b>10 -</b>	25.174 254.1	1:53.898 195.6	2:19.072		
3 -	1:45.508 73.9	3:04.771 189.1	4:50.279	<b>11 -</b>	25.155 254.1	1:55.078 194.2	2:20.233		
4 -	26.402 234.2	1:57.570 191.1	2:23.972	<b>12 -</b>	24.964 255.3	1:55.443 <b>196.0</b>	2:20.407		
5 -	25.333 255.3	1:55.589 190.8	2:20.922	<b>13 -</b>	25.744 254.7	1:54.650 194.9	2:20.394		
6 -	26.357 240.5	1:55.652 193.5	2:22.009	<b>14 -</b>	25.136 254.7	1:53.838 194.9	<b>2:18.974</b>		
7 -	24.909 <b>257.7</b>	1:54.281 187.5	2:19.190	<b>15 -</b>	25.244 252.3	1:55.999 190.8	2:21.243		
8 -	25.202 256.5	1:54.402 195.2	2:19.604						
<b>17</b>	<b>Milos PAVLOVIC</b>				<b>YUG</b>	Dallara F302 Spiess-Opel			

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>						
1 -	30.386	252.3	2:29.078	120.4	2:59.464	<b>9 -</b>	24.919	256.5	1:49.805	196.3	2:14.724
2 -	59.144	93.9	3:37.637		4:36.781	<b>10 -</b>	24.897	256.5	1:51.108	197.4	2:16.005
3 -	1:36.496		3:23.555	193.2	X:00.000	<b>11 -</b>	24.884	257.7	1:49.620	197.4	<b>2:14.504</b>
4 -	25.141	254.7	1:53.575	195.2	2:18.716	<b>12 -</b>	24.836	257.1	1:50.493	<b>197.8</b>	2:15.329
5 -	25.012	255.3	1:51.809	195.2	2:16.821	<b>13 -</b>	24.834	257.1	1:50.011	196.7	2:14.845
6 -	24.993	257.1	1:50.934	195.6	2:15.927	<b>14 -</b>	24.882	257.1	1:50.040	197.0	2:14.922
7 -	24.936	257.1	1:51.320	195.6	2:16.256	<b>15 -</b>	24.867	<b>258.3</b>	1:50.394	197.4	2:15.261
8 -	24.885	257.7	1:51.485	194.5	2:16.370						
<b>19</b>	<b>Katsuyuki HIRANAKA</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>						
1 -	34.156	227.8	2:39.864	98.2	3:14.020	<b>9 -</b>	25.434	250.5	2:20.586	197.4	2:46.020
2 -	1:00.816	107.5	3:37.861		4:38.677	<b>10 -</b>	24.653	261.5	1:52.918	197.4	2:17.571
3 -	1:42.601	107.7	3:08.754	193.8	4:51.355	<b>11 -</b>	24.864	258.3	1:52.247	196.0	2:17.111
4 -	24.798	259.6	1:55.087	196.3	2:19.885	<b>12 -</b>	24.770	257.7	1:55.874	195.2	2:20.644
5 -	24.462	262.1	1:54.135	195.2	2:18.597	<b>13 -</b>	25.681	252.9	1:53.686	195.6	2:19.367
6 -	24.516	265.3	1:51.628	197.0	2:16.144	<b>14 -</b>	24.909	256.5	1:50.857	197.4	2:15.766
7 -	24.304	266.0	1:51.696	<b>197.8</b>	2:16.000	<b>15 -</b>	24.714	258.9	1:55.311	178.5	2:20.025
8 -	24.262	<b>266.6</b>	1:51.191	<b>197.8</b>	<b>2:15.453</b>						
<b>20</b>	<b>Hiroki YOSHIMOTO</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>						
1 -	39.657	200.7	2:37.989	102.6	3:17.646	<b>9 -</b>	25.592	251.7	1:53.004	191.8	2:18.596
2 -	1:01.269	99.7	3:36.594		4:37.863	<b>10 -</b>	25.791	245.4	1:57.226	181.8	2:23.017
3 -	1:45.322	72.1	3:04.385	192.8	4:49.707	<b>11 -</b>	25.425	254.1	1:56.075	192.1	2:21.500
4 -	25.492	248.2	1:54.566	192.5	2:20.058	<b>12 -</b>	25.365	250.5	1:54.982	191.1	2:20.347
5 -	25.104	<b>255.3</b>	1:54.297	193.5	2:19.401	<b>13 -</b>	25.490	250.0	1:54.414	192.8	2:19.904
6 -	25.235	253.5	1:53.335	<b>194.2</b>	2:18.570	<b>14 -</b>	25.541	250.0	1:54.648	193.2	2:20.189
7 -	25.232	252.9	1:53.124	193.5	<b>2:18.356</b>	<b>15 -</b>	25.529	249.4	1:54.817	188.1	2:20.346
8 -	25.264	252.9	1:53.925	184.3	2:19.189						
<b>21</b>	<b>Heikki KOVALAINEN</b>		<b>FIN</b>		<b>Dallara F302 Sodemo-Renault</b>						
1 -	30.994	253.5	2:33.102	111.9	3:04.096	<b>9 -</b>	24.830	252.3	1:51.004	197.4	2:15.834
2 -	<b>1:00.615</b>	85.5	3:37.362		4:37.977	<b>10 -</b>	24.902	255.3	1:50.120	196.0	2:15.022
3 -	1:37.918		3:18.175	193.8	4:56.093	<b>11 -</b>	25.326	252.9	1:50.351	197.0	2:15.677
4 -	25.048	255.9	1:53.661	194.5	2:18.709	<b>12 -</b>	24.827	256.5	1:51.256	196.0	2:16.083
5 -	24.641	<b>260.8</b>	1:52.553	196.7	2:17.194	<b>13 -</b>	24.950	255.9	1:49.880	197.8	2:14.830
6 -	24.752	257.7	1:52.584	196.0	2:17.336	<b>14 -</b>	24.958	254.1	1:50.780	<b>198.8</b>	2:15.738
7 -	24.667	258.3	1:50.998	196.3	2:15.665	<b>15 -</b>	24.929	254.7	1:49.684	196.3	<b>2:14.613</b>
8 -	24.749	256.5	1:51.319	194.9	2:16.068						
<b>22</b>	<b>Fabio CARBONE</b>		<b>BRA</b>		<b>Dallara F302 Sodemo-Renault</b>						
1 -	31.624	244.8	2:35.621		3:07.245	<b>9 -</b>	24.981	208.0	1:52.409	195.2	2:17.390
2 -	1:00.785	92.0	3:36.947		4:37.732	<b>10 -</b>	24.831	258.3	1:53.679	193.8	2:18.510
3 -	1:39.124	83.5	3:15.494	193.2	4:54.618	<b>11 -</b>	25.163	254.1	1:53.163	197.4	2:18.326
4 -	24.789	255.3	1:55.889	194.5	2:20.678	<b>12 -</b>	24.828	256.5	1:51.736	196.3	<b>2:16.564</b>
5 -	24.723	258.3	1:53.974	196.0	2:18.697	<b>13 -</b>	24.914	255.9	1:51.690	195.6	2:16.604
6 -	24.730	259.6	1:52.767	<b>198.1</b>	2:17.497	<b>14 -</b>	25.006	255.3	1:52.261	194.2	2:17.267
7 -	24.411	<b>263.4</b>	1:52.926	184.3	2:17.337	<b>15 -</b>	24.977	256.5	1:53.127	195.2	2:18.104
8 -	25.157	257.1	1:52.343	194.5	2:17.500						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 1**

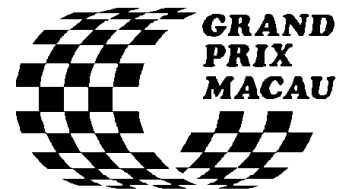
(contd.)

<b>26</b>	<b>Bruce JOUANNY</b>				<b>FRA</b>	Dallara F302 Mugen-Honda			
1 -	31.660 249.4	2:34.594 88.5	3:06.254	9 -	24.770 260.8	1:51.462 199.6	2:16.232		
2 -	1:01.051	3:36.982	4:38.033	10 -	24.375 262.7	1:50.881 <b>201.1</b>	2:15.256		
3 -	1:39.096 95.5	3:15.812 197.0	4:54.908	11 -	24.364 <b>263.4</b>	1:51.616 200.0	2:15.980		
4 -	24.521 262.7	1:55.637 196.0	2:20.158	12 -	24.371 261.5	1:51.299 199.2	2:15.670		
5 -	24.590 260.2	1:53.503 198.1	2:18.093	13 -	24.498 262.1	1:51.031 198.1	2:15.529		
6 -	24.559 262.7	1:52.613 198.1	2:17.172	14 -	24.655 259.6	1:50.586 188.8	<b>2:15.241</b>		
7 -	24.577 260.8	1:51.574 200.0	2:16.151	15 -	25.407 254.1	1:51.356 199.6	2:16.763		
8 -	24.490 262.1	1:51.556 189.8	2:16.046						
<b>27</b>	<b>Richard ANTINUCCI</b>				<b>USA</b>	Dallara F302 Mugen-Honda			
1 -	31.684 246.0	2:37.166	3:08.850	9 -	24.596 262.1	1:51.833 197.4	2:16.429		
2 -	1:00.834 95.3	3:37.650	4:38.484	10 -	24.353 263.4	1:51.062 <b>198.8</b>	2:15.415		
3 -	1:39.488 83.1	3:13.561 192.8	4:53.049	11 -	24.418 262.7	1:51.786 195.2	2:16.204		
4 -	24.804 257.7	1:55.516 196.0	2:20.320	12 -	24.645 252.3	1:51.127 197.0	2:15.772		
5 -	24.370 262.1	1:53.065 195.6	2:17.435	13 -	24.572 261.5	1:50.841 197.8	2:15.413		
6 -	24.596 262.7	1:52.189 198.5	2:16.785	14 -	24.569 260.8	1:50.803 197.8	<b>2:15.372</b>		
7 -	24.438 244.3	1:52.171 197.4	2:16.609	15 -	24.505 <b>264.0</b>	1:52.004 197.0	2:16.509		
8 -	24.526 262.1	1:51.084 190.8	2:15.610						
<b>28</b>	<b>Vitantonio LIUZZI</b>				<b>ITA</b>	Dallara F302 Mugen-Honda			
1 -	1:08.937 109.3	3:53.659	X:00.000P	5 -	25.488 250.5	1:54.237 <b>194.2</b>	2:19.725		
2 -	X:00.000 165.1	2:09.066 189.8	X:00.000	6 -	25.381 250.0	1:53.552 <b>194.2</b>	2:18.933		
3 -	25.874 247.1	1:57.399 193.2	2:23.273	7 -	25.383 250.5	1:52.765 193.8	<b>2:18.148</b>		
4 -	25.499 248.8	1:54.412 190.1	2:19.911	8 -	25.310 <b>251.1</b>	1:52.894 193.5	2:18.204		
<b>29</b>	<b>Michael HO</b>				<b>MAC</b>	Dallara F302 Mugen-Honda			
1 -	40.337 201.4	2:40.157 152.1	3:20.494	9 -	25.025 254.7	1:54.916 194.5	2:19.941		
2 -	1:01.953 148.5	3:35.200	4:37.153	10 -	25.097 254.7	2:10.897	2:35.994P		
3 -	1:46.233	3:04.065 190.1	4:50.298	11 -	45.153 247.7	1:56.261 193.2	2:41.414		
4 -	25.663 246.0	1:59.399 192.1	2:25.062	12 -	25.184 252.3	1:54.304 193.8	<b>2:19.488</b>		
5 -	24.980 <b>257.1</b>	1:56.707 193.8	2:21.687	13 -	25.207 252.9	1:55.411 193.8	2:20.618		
6 -	25.051 254.1	1:55.525 <b>194.9</b>	2:20.576	14 -	25.206 251.7	1:55.652 194.5	2:20.858		
7 -	25.014 255.3	1:54.832 194.5	2:19.846	15 -	25.207 251.7	1:55.592 193.2	2:20.799		
8 -	25.060 255.9	1:54.629 194.2	2:19.689						
<b>30</b>	<b>Robert DOORNBOS</b>				<b>NED</b>	Dallara F302 Mugen-Honda			
1 -	32.004 249.4	2:35.816	3:07.820	9 -	24.655 258.3	1:52.582 193.8	2:17.237		
2 -	1:00.911 95.6	3:37.113	4:38.024	10 -	24.902 256.5	1:50.392 195.6	2:15.294		
3 -	1:39.067 85.0	3:14.966 196.3	4:54.033	11 -	24.830 256.5	1:51.153 198.8	2:15.983		
4 -	24.493 260.8	1:55.183 196.0	2:19.676	12 -	24.673 259.6	1:50.429 <b>199.6</b>	2:15.102		
5 -	24.434 259.6	1:51.909 197.0	2:16.343	13 -	24.544 <b>261.5</b>	1:50.182 198.1	<b>2:14.726</b>		
6 -	24.722 259.6	1:52.516 197.8	2:17.238	14 -	24.708 257.7	1:50.602 199.2	2:15.310		
7 -	24.682 258.9	1:51.088 197.4	2:15.770	15 -	24.687 258.3	1:50.785 194.5	2:15.472		
8 -	24.674 260.2	1:51.023 197.0	2:15.697						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>31</b>	<b>Marcel COSTA</b>				<b>ESP</b>	<b>Dallara F302 Mugen-Honda</b>					
1 -	37.098	211.3	2:37.982		3:15.080	<b>9 -</b>	25.082	252.3	1:52.177	196.0	2:17.259
2 -	1:00.921	91.1	3:44.330		4:45.251 P	<b>10 -</b>	25.399	248.2	1:52.708	196.3	2:18.107
3 -	2:27.549	175.3	2:21.634	187.8	4:49.183	<b>11 -</b>	25.212	251.1	1:51.255	197.0	2:16.467
4 -	25.288	251.1	1:57.419	195.2	2:22.707	<b>12 -</b>	25.168	250.5	1:51.089	<b>197.4</b>	2:16.257
5 -	25.050	252.9	1:54.744	194.5	2:19.794	<b>13 -</b>	25.229	250.5	1:51.491	195.2	2:16.720
6 -	25.009	<b>254.1</b>	1:51.703	193.8	2:16.712	<b>14 -</b>	25.307	251.1	1:51.033	197.0	2:16.340
7 -	25.256	251.1	1:51.888	194.9	2:17.144	<b>15 -</b>	25.192	251.7	1:51.023	196.7	<b>2:16.215</b>
8 -	25.204	252.9	1:51.436	195.6	2:16.640						
<b>32</b>	<b>Shinya SATO</b>				<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>					
1 -	39.875	194.5	2:39.313	105.0	3:19.188	<b>9 -</b>	25.114	252.3	1:53.856	190.1	2:18.970
2 -	1:01.693	112.9	3:36.134		4:37.827	<b>10 -</b>	25.424	251.7	1:53.292	191.4	2:18.716
3 -	1:46.364		3:03.077	191.4	4:49.441	<b>11 -</b>	25.354	251.1	1:52.029	192.8	2:17.383
4 -	25.273	251.7	1:57.851	181.8	2:23.124	<b>12 -</b>	25.292	251.1	1:52.569	193.5	2:17.861
5 -	25.563	248.2	1:56.134	192.5	2:21.697	<b>13 -</b>	25.376	251.7	1:51.281	<b>194.2</b>	2:16.657
6 -	25.681	246.0	1:53.087	190.8	2:18.768	<b>14 -</b>	25.390	251.7	2:32.861	179.4	2:58.251
7 -	25.270	252.9	1:52.000	<b>194.2</b>	2:17.270	<b>15 -</b>	25.783	248.2	1:56.287	193.5	2:22.070
8 -	25.172	<b>254.7</b>	1:51.305	193.8	<b>2:16.477</b>						
<b>33</b>	<b>Tatsuya KATAOKA</b>				<b>JPN</b>	<b>Dallara F302 Spiess-Opel</b>					
<b>35</b>	<b>LEI Kit Meng</b>				<b>MAC</b>	<b>Dallara F302 Mugen-Honda</b>					
1 -	44.092	193.2	2:38.142	176.4	3:22.234	<b>8 -</b>	28.930	218.1	1:59.947	191.4	2:28.877
2 -	1:00.928	170.6	3:35.788		4:36.716	<b>9 -</b>	25.326	<b>252.9</b>	2:01.591	181.5	2:26.917
3 -	1:46.076		3:15.519		X:00.000 P	<b>10 -</b>	26.336	229.7	2:07.088	189.1	2:33.424
4 -	1:46.225	230.2	2:01.904	183.6	3:48.129	<b>11 -</b>	26.983	238.4	2:01.321	186.5	2:28.304
5 -	26.555	245.4	1:59.955	189.8	2:26.510	<b>12 -</b>	27.381	237.3	2:29.246		2:56.627 P
6 -	25.606	248.2	1:57.381	<b>191.8</b>	<b>2:22.987</b>	<b>13 -</b>	1:07.821	133.6	2:12.496	186.5	3:20.317
7 -	25.470	250.5	2:03.649	154.2	2:29.119						
<b>36</b>	<b>Ronnie BREMER</b>				<b>DEN</b>	<b>Dallara F302 Mugen-Honda</b>					
1 -	34.546	225.9	2:36.200	99.7	3:10.746	<b>5 -</b>	24.544	259.6	1:53.073	196.0	2:17.617
2 -	1:00.978	89.6	3:37.614		4:38.592	<b>6 -</b>	24.444	<b>266.6</b>	1:51.978	194.9	2:16.422
3 -	1:40.310	88.8	3:11.998	191.1	4:52.308	<b>7 -</b>	24.622	261.5	1:51.670	195.6	2:16.292
4 -	24.887	257.7	1:55.280	195.6	2:20.167	<b>8 -</b>	24.565	262.1	1:51.238	<b>197.0</b>	<b>2:15.803</b>
<b>38</b>	<b>Marchy LEE</b>				<b>CHN</b>	<b>Dallara F302 Mugen-Honda</b>					
1 -	38.463	206.1	2:37.296	92.6	3:15.759	<b>9 -</b>	25.163	254.7	1:53.892	193.5	2:19.055
2 -	1:01.350	93.9	3:36.936		4:38.286	<b>10 -</b>	25.150	255.3	1:53.320	192.5	2:18.470
3 -	1:42.544	104.7	3:08.409	188.4	4:50.953	<b>11 -</b>	25.107	255.3	1:54.266	193.8	2:19.373
4 -	26.422	244.3	1:58.070	186.8	2:24.492	<b>12 -</b>	25.046	254.7	1:53.678	194.5	2:18.724
5 -	25.993	251.1	1:57.044	193.5	2:23.037	<b>13 -</b>	24.945	<b>257.7</b>	1:54.402	194.2	2:19.347
6 -	24.899	254.7	1:54.998	193.2	2:19.897	<b>14 -</b>	25.195	255.3	1:54.892	<b>195.2</b>	2:20.087
7 -	25.082	256.5	1:53.758	194.2	2:18.840	<b>15 -</b>	25.494	253.5	1:55.284	190.1	2:20.778
8 -	25.072	256.5	1:53.312	191.4	<b>2:18.384</b>						



## The 49th Macau Grand Prix

### SPEED TRAP - LEG 1 - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	26		<b>Bruce JOUANNY</b>	<b>FRA</b>	Dallara F302 Mugen-Honda	201.1
2	1		<b>Narain KARTHIKEYAN</b>	<b>IND</b>	Dallara F302 Mugen-Honda	200.7
3	30		<b>Robert DOORNBOS</b>	<b>NED</b>	Dallara F302 Mugen-Honda	199.6
4	9		<b>Robbie KERR</b>	<b>GBR</b>	Dallara F302 Mugen-Honda	199.6
5	21		<b>Heikki KOVALAINEN</b>	<b>FIN</b>	Dallara F302 Sodemo-Renault	198.8
6	27		<b>Richard ANTINUCCI</b>	<b>USA</b>	Dallara F302 Mugen-Honda	198.8
7	8		<b>Yuji IDE</b>	<b>JPN</b>	Dallara F302 Sodemo-Renault	198.1
8	22		<b>Fabio CARBONE</b>	<b>BRA</b>	Dallara F302 Sodemo-Renault	198.1
9	18		<b>Paolo MONTIN</b>	<b>ITA</b>	Dallara F302 TOM's-Toyota	197.8
10	19		<b>Katsuyuki HIRANAKA</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	197.8
11	31		<b>Marcel COSTA</b>	<b>ESP</b>	Dallara F302 Mugen-Honda	197.4
12	36		<b>Ronnie BREMER</b>	<b>DEN</b>	Dallara F302 Mugen-Honda	197.0
13	12		<b>Tristan GOMMENDY</b>	<b>FRA</b>	Dallara F302 Sodemo-Renault	196.0
14	6		<b>Kousuke MATSUURA</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	196.0
15	16		<b>Cristiano CITRON</b>	<b>ITA</b>	Dallara F302 Spiess-Opel	196.0
16	38		<b>Marchy LEE</b>	<b>CHN</b>	Dallara F302 Mugen-Honda	195.2
17	5		<b>Cesar CAMPANICO</b>	<b>POR</b>	Dallara F302 Spiess-Opel	195.2
18	29		<b>Michael HO</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	194.9
19	28		<b>Vitantonio LIUZZI</b>	<b>ITA</b>	Dallara F302 Mugen-Honda	194.2
20	32		<b>Shinya SATO</b>	<b>JPN</b>	Dallara F302 Spiess-Opel	194.2
21	20		<b>Hiroki YOSHIMOTO</b>	<b>JPN</b>	Dallara F302 TOM's-Toyota	194.2
22	35		<b>LEI Kit Meng</b>	<b>MAC</b>	Dallara F302 Mugen-Honda	191.8





**The 49th Macau Grand Prix  
SPEED TRAP - LEG 1 - SECTOR**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	266.6
2	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	266.6
3	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	264.0
4	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	263.4
5	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	263.4
6	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	262.1
7	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	261.5
8	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	261.5
9	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	260.8
10	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	260.8
11	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	260.2
12	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	258.9
13	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	258.3
14	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	257.7
15	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	257.7
16	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	257.7
17	29		Michael HO	MAC	Dallara F302 Mugen-Honda	257.1
18	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	255.3
19	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	254.7
20	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	254.1
21	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	252.9
22	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	251.1

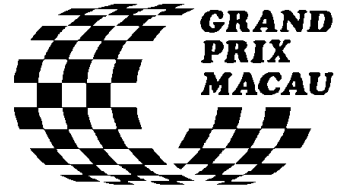
# Bulletin No. TK117

## The 49th Macau Grand Prix BEST SECTOR TIMES - LEG 1

SECTOR 1				SECTOR 2				IDEAL / BEST COMPARISON				
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	19	HIRANAKA	24.262	1	KARTHIKEYAN	1:49.498	1	1	KARTHIKEYAN	2:13.904	2:14.058	0.154
2	27	ANTINUCCI	24.353	18	MONTIN	1:49.620	2	6	MATSUURA	2:14.182	2:14.572	0.390
3	26	JOUANNY	24.364	6	MATSUURA	1:49.656	3	21	KOVALAINEN	2:14.325	2:14.613	0.288
4	1	KARTHIKEYAN	24.406	21	KOVALAINEN	1:49.684	4	8	IDE	2:14.444	2:14.709	0.265
5	22	CARBONE	24.411	12	GOMMENDY	1:49.797	5	18	MONTIN	2:14.454	2:14.504	0.050
6	30	DOORBOS	24.434	8	IDE	1:49.884	6	9	KERR	2:14.596	2:15.041	0.445
7	36	BREMER	24.444	9	KERR	1:50.141	7	30	DOORBOS	2:14.616	2:14.726	0.110
8	9	KERR	24.455	30	DOORBOS	1:50.182	8	12	GOMMENDY	2:14.654	2:14.654	0.000
9	6	MATSUURA	24.526	5	CAMPANICO	1:50.554	9	26	JOUANNY	2:14.950	2:15.241	0.291
10	8	IDE	24.560	26	JOUANNY	1:50.586	10	19	HIRANAKA	2:15.119	2:15.453	0.334
11	21	KOVALAINEN	24.641	27	ANTINUCCI	1:50.803	11	27	ANTINUCCI	2:15.156	2:15.372	0.216
12	5	CAMPANICO	24.741	19	HIRANAKA	1:50.857	12	5	CAMPANICO	2:15.295	2:15.599	0.304
13	18	MONTIN	24.834	31	COSTA	1:51.023	13	36	BREMER	2:15.682	2:15.803	0.121
14	12	GOMMENDY	24.857	36	BREMER	1:51.238	14	31	COSTA	2:16.032	2:16.215	0.183
15	38	LEE	24.899	32	SATO	1:51.281	15	22	CARBONE	2:16.101	2:16.564	0.463
16	16	CITRON	24.909	22	CARBONE	1:51.690	16	32	SATO	2:16.395	2:16.477	0.082
17	29	HO_	24.980	28	LIUZZI	1:52.765	17	28	LIUZZI	2:18.075	2:18.148	0.073
18	31	COSTA	25.009	20	YOSHIMOTO	1:53.004	18	20	YOSHIMOTO	2:18.108	2:18.356	0.248
19	20	YOSHIMOTO	25.104	38	LEE	1:53.312	19	38	LEE	2:18.211	2:18.384	0.173
20	32	SATO	25.114	16	CITRON	1:53.838	20	16	CITRON	2:18.747	2:18.974	0.227
21	28	LIUZZI	25.310	29	HO_	1:54.304	21	29	HO_	2:19.284	2:19.488	0.204
22	35	LEI Kit Meng	25.326	35	LEI Kit Meng	1:57.381	22	35	LEI Kit Meng	2:22.707	2:22.987	0.280
23												
<b>Perfect Lap</b>										2:13.760		

Circuito Da Guia  
Circuit Length = 6.2 km  
Start: 10:26 End: 08:35

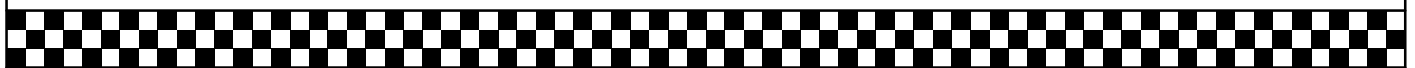
MST sports timing



The 49th Macau Grand Prix  
GRID - LEG 2

ROW 15	33	KATAOKA	10	MERSZEI
ROW 14	3	VAN DER MERWE	7	DERLOT
ROW 13	2	COURTNEY	17	PAVLOVIC
ROW 12	28	LIUZZI	11	PLA
ROW 11	35	LEI	36	BREMER
ROW 10	32	SATO	29	HO
ROW 9	19	HIRANAKA	16	CITRON
ROW 8	20	YOSHIMOTO	38	LEE
ROW 7	22	CARBONE	31	COSTA
ROW 6	15	KOGURE	5	CAMPANICO
ROW 5	27	ANTINUCCI	9	KERR
ROW 4	30	DOORNBOS	26	JOUANNY
ROW 3	8	IDE	6	MATSUURA
ROW 2	1	KARTHIKEYAN	21	KOVALAINEN
ROW 1	18	MONTIN	12	GOMMENDY

POLE

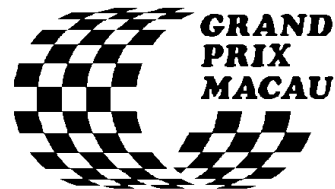


Weather / Track : Cloudy / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 10:26 End: 11:06

Race Director	Stewards	Timekeeper
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## The 49th Macau Grand Prix PROVISIONAL CLASSIFICATION - LEG 2

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	KPH	BEST
1	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	38:56.415	15		141.44	2:14.036
2	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	38:58.519	15	2.104	141.32	2:14.494
3	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	38:59.513	15	3.098	141.26	2:14.443
4	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	39:02.028	15	5.613	141.10	2:15.269
5	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	39:06.548	15	10.133	140.83	2:14.832
6	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	39:07.479	15	11.064	140.78	2:15.282
7	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	39:09.531	15	13.116	140.65	2:15.612
8	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	39:10.486	15	14.071	140.60	2:15.607
9	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	39:11.410	15	14.995	140.54	2:15.091
10	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	39:11.546	15	15.131	140.53	2:15.002
11	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	39:16.341	15	19.926	140.25	2:16.464
12	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	39:22.527	15	26.112	139.88	2:18.192
13	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	39:24.133	15	27.718	139.78	2:16.886
14	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	39:34.057	15	37.642	139.20	2:17.020
15	29		Michael HO	MAC	Dallara F302 Mugen-Honda	39:34.564	15	38.149	139.17	2:19.779
16	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	39:35.116	15	38.701	139.14	2:16.406
17	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	40:31.905	15	1:35.490	135.89	2:29.075
18	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	39:42.884	14	1 LAP	129.44	2:20.999
19	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	34:40.750	13	2 LAPS	137.65	2:16.374

## NOT CLASSIFIED

18	Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	29:54.542	11	D.N.F.	135.04	2:14.144
27	Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	29:54.839	11	D.N.F.	135.02	2:15.099
8	Yuji IDE	JPN	Dallara F302 Sodemo-Renault	29:56.031	11	D.N.F.	134.93	2:15.091
31	Marcel COSTA	ESP	Dallara F302 Mugen-Honda	30:41.578	11	D.N.F.	131.60	2:15.118
6	Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	20:26.585	8	D.N.F.	143.69	2:14.558
36	Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	18:22.337	7	D.N.F.	139.90	2:15.810
1	Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	9:08.785	3	D.N.F.	120.44	2:18.486
26	Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
22	Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault		0	D.N.F.	N/A	
9	Robbie KERR	GBR	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	

## FASTEST LAP

12	Tristan GOMMENDY	Dallara F302 Sodemo-Renault	2:14.036	8	164.37kph	102.13mph
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Weather / Track : Cloudy / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 15:46 End: 16:24

Race Director	Stewards	Timekeeper
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## The 49th Macau Grand Prix FINAL CLASSIFICATION - LEG 2

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	KPH	BEST
1	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	38:56.415	15		141.44	2:14.036
2	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	38:58.519	15	2.104	141.32	2:14.494
3	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	38:59.513	15	3.098	141.26	2:14.443
4	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	39:02.028	15	5.613	141.10	2:15.269
5	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	39:06.548	15	10.133	140.83	2:14.832
6	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	39:07.479	15	11.064	140.78	2:15.282
7	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	39:09.531	15	13.116	140.65	2:15.612
8	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	39:10.486	15	14.071	140.60	2:15.607
9	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	39:11.410	15	14.995	140.54	2:15.091
10	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	39:11.546	15	15.131	140.53	2:15.002
11	33		Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	39:16.341	15	19.926	140.25	2:16.464
12	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	39:22.527	15	26.112	139.88	2:18.192
13	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	39:24.133	15	27.718	139.78	2:16.886
14	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	39:34.057	15	37.642	139.20	2:17.020
15	29		Michael HO	MAC	Dallara F302 Mugen-Honda	39:34.564	15	38.149	139.17	2:19.779
16	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	39:35.116	15	38.701	139.14	2:16.406
17	10		Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	40:31.905	15	1:35.490	135.89	2:29.075
18	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	39:42.884	14	1 LAP	129.44	2:20.999
19	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	34:40.750	13	2 LAPS	137.65	2:16.374

## NOT CLASSIFIED

18	Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	29:54.542	11	D.N.F.	135.04	2:14.144
27	Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	29:54.839	11	D.N.F.	135.02	2:15.099
8	Yuji IDE	JPN	Dallara F302 Sodemo-Renault	29:56.031	11	D.N.F.	134.93	2:15.091
31	Marcel COSTA	ESP	Dallara F302 Mugen-Honda	30:41.578	11	D.N.F.	131.60	2:15.118
6	Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	20:26.585	8	D.N.F.	143.69	2:14.558
36	Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	18:22.337	7	D.N.F.	139.90	2:15.810
1	Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	9:08.785	3	D.N.F.	120.44	2:18.486
26	Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	
22	Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault		0	D.N.F.	N/A	
9	Robbie KERR	GBR	Dallara F302 Mugen-Honda		0	D.N.F.	N/A	

## FASTEST LAP

12	Tristan GOMMENDY	Dallara F302 Sodemo-Renault	2:14.036	8	164.37kph	102.13mph
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Weather / Track : Cloudy / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 15:46 End: 16:24

Race Director	Stewards	Timekeeper
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# BULLETIN TK147

## The 49th Macau Grand Prix PROVISIONAL COMBINED RACE RESULT

POS	NO	CL	NAME	NAT	ENTRY	LAPS	GAP
1	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	30	
2	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	30	2.104
3	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	30	3.098
4	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	30	5.613
5	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	30	13.116
6	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	30	15.131
7	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	30	26.112
8	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	30	37.642
9	29		Michael HO	MAC	Dallara F302 Mugen-Honda	30	38.149
10	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	30	38.701
11	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	28	2 LAPS
12	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	27	3 LAPS
NOT CLASSIFIED							
18			Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	26	D.N.F.
27			Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	26	D.N.F.
8			Yuji IDE	JPN	Dallara F302 Sodemo-Renault	26	D.N.F.
31			Marcel COSTA	ESP	Dallara F302 Mugen-Honda	26	D.N.F.
6			Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	23	D.N.F.
28			Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	23	N.C.F.
1			Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	18	D.N.F.
36			Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	15	D.N.F.
2			James COURTNEY	AUS	Dallara F302 Mugen-Honda	15	N.C.F.
17			Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	15	N.C.F.
11			Olivier PLA	FRA	Dallara F302 Sodemo-Renault	15	N.C.F.
33			Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	15	N.C.F.
3			Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	15	N.C.F.
10			Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	15	N.C.F.
26			Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	1	D.N.F.
22			Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	1	D.N.F.
9			Robbie KERR	GBR	Dallara F302 Mugen-Honda	1	D.N.F.
FASTEST LAP							
12			Tristan GOMMENDY		Dallara F302 Sodemo-Renault	2:14.036	8102.13mph 164.37kph

Weather / Track : Cloudy / Dry

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 15:46 End: 16:24

Clerk of Course:	Stewards:	Timekeeper:
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# BULLETIN TK148

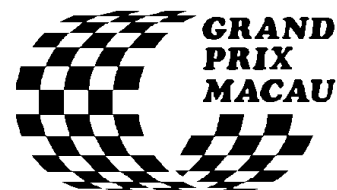
## The 49th Macau Grand Prix FINAL COMBINED RACE RESULT

POS	NO	CL	NAME	NAT	ENTRY	LAPS	GAP
1	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	30	
2	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	30	2.104
3	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	30	3.098
4	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	30	5.613
5	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	30	13.116
6	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	30	15.131
7	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	30	26.112
8	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	30	37.642
9	29		Michael HO	MAC	Dallara F302 Mugen-Honda	30	38.149
10	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	30	38.701
11	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	28	2 LAPS
12	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	27	3 LAPS
NOT CLASSIFIED							
18			Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	26	D.N.F.
27			Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	26	D.N.F.
8			Yuji IDE	JPN	Dallara F302 Sodemo-Renault	26	D.N.F.
31			Marcel COSTA	ESP	Dallara F302 Mugen-Honda	26	D.N.F.
6			Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	23	D.N.F.
28			Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	23	N.C.F.
1			Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	18	D.N.F.
36			Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	15	D.N.F.
2			James COURTNEY	AUS	Dallara F302 Mugen-Honda	15	N.C.F.
17			Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	15	N.C.F.
11			Olivier PLA	FRA	Dallara F302 Sodemo-Renault	15	N.C.F.
33			Tatsuya KATAOKA	JPN	Dallara F302 Spiess-Opel	15	N.C.F.
3			Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	15	N.C.F.
10			Joseph MERSZEI	MAC	Dallara F302 Mugen-Honda	15	N.C.F.
26			Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	1	D.N.F.
22			Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	1	D.N.F.
9			Robbie KERR	GBR	Dallara F302 Mugen-Honda	1	D.N.F.
FASTEST LAP							
12			Tristan GOMMENDY		Dallara F302 Sodemo-Renault	2:14.036	8102.13mph 164.37kph

Weather / Track : Cloudy / Dry

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 15:46 End: 16:24

Clerk of Course:	Stewards:	Timekeeper:
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The 49th Macau Grand Prix  
LAP CHART - LEG 2

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
21		2:39.490	21		4:09.695	21		2:18.092	21		2:16.417	21		2:15.523
8	1.202	2:40.692	8	0.448	4:08.941	8	0.937	2:18.581	8	0.719	2:16.199	8	1.101	2:15.905
12	2.386	2:41.876	12	0.744	4:08.053	12	1.286	2:18.634	12	1.358	2:16.489	12	1.746	2:15.911
1	3.545	2:43.035	1	1.114	4:07.264	1	1.508	2:18.486	6	1.756	2:16.122	6	2.172	2:15.939
6	4.183	2:43.673	6	1.440	4:06.952	6	2.051	2:18.703	18	2.548	2:14.625	18	2.796	2:15.771
27	5.659	2:45.149	27	1.955	4:05.991	27	3.913	2:20.050	27	4.957	2:17.461	15	6.122	2:16.214
30	6.330	2:45.820	30	2.220	4:05.585	18	4.340	2:19.221	15	5.431	2:16.819	27	7.613	2:18.179
15	6.923	2:46.413	15	3.124	4:05.896	15	5.029	2:19.997	31	7.751	2:17.751	31	9.333	2:17.105
18	7.313	2:46.803	18	3.211	4:05.593	5	6.161	2:20.631	5	9.419	2:19.675	19	10.240	2:15.943
5	8.350	2:47.840	5	3.622	4:04.967	31	6.417	2:20.122	19	9.820	2:19.095	36	11.400	2:16.716
31	9.616	2:49.106	31	4.387	4:04.466	20	6.749	2:20.150	36	10.207	2:19.275	5	12.770	2:18.874
20	12.080	2:51.570	20	4.691	4:02.306	19	7.142	2:19.989	2	10.795	2:18.899	2	12.931	2:17.659
19	12.835	2:52.325	19	5.245	4:02.105	36	7.349	2:19.869	20	11.561	2:21.229	20	13.683	2:17.645
36	13.933	2:53.423	36	5.572	4:01.334	2	8.313	2:20.319	17	12.236	2:19.745	11	14.382	2:17.160
2	15.379	2:54.869	2	6.086	4:00.402	17	8.908	2:20.027	11	12.745	2:17.826	17	14.732	2:18.019
38	16.819	2:56.309	38	6.673	3:59.549	38	10.728	2:22.147	38	15.096	2:20.785	28	19.872	2:19.943
17	17.405	2:56.895	17	6.973	3:59.263	16	10.835	2:20.698	28	15.452	2:20.004	33	21.059	2:20.518
16	19.110	2:58.600	16	8.229	3:58.814	11	11.336	2:20.540	32	15.614	2:19.344	32	21.434	2:21.343
11	19.623	2:59.113	11	8.888	3:58.960	28	11.865	2:20.504	33	16.064	2:19.267	38	22.501	2:22.928
28	20.460	2:59.950	28	9.453	3:58.688	32	12.687	2:21.104	16	17.586	2:23.168	16	23.097	2:21.034
32	20.848	3:00.338	32	9.675	3:58.522	33	13.214	2:19.962	3	18.193	2:20.021	3	23.457	2:20.787
3	21.811	3:01.301	3	10.866	3:58.750	3	14.589	2:21.815	29	23.110	2:21.673	30	24.251	2:16.254
33	22.820	3:02.310	33	11.344	3:58.219	29	17.854	2:22.325	30	23.520	2:16.285	29	29.137	2:21.550
29	24.187	3:03.677	29	13.621	3:59.129	30	23.652	2:39.524	10	53.089	2:34.623	35	1 LAP	4:05.952
35	24.886	3:04.376	35	14.330	3:59.139	10	34.883	2:36.015				10	1:09.658	2:32.092
10	26.060	3:05.550	10	16.960	4:00.595	35	58.060	3:01.822P						





The 49th Macau Grand Prix  
LAP CHART - LEG 2

(contd.)

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
21		2:15.511	21		2:14.708	21		2:14.541	21		2:14.494	21		2:39.705
8	1.084	2:15.494	8	1.467	2:15.091	12	1.269	2:14.036	12	1.696	2:14.921	12	0.913	2:38.922
12	1.709	2:15.474	12	1.774	2:14.773	8	2.279	2:15.353	18	3.634	2:15.058	18	1.174	2:37.245
6	2.375	2:15.714	6	2.225	2:14.558	6	2.608	2:14.924	15	6.903	2:15.449	15	1.643	2:34.445
18	3.464	2:16.179	18	2.900	2:14.144	18	3.070	2:14.711	27	11.069	2:16.439	27	8.380	2:37.016
15	6.246	2:15.635	15	6.046	2:14.508	15	5.948	2:14.443	19	14.575	2:16.928	19	13.477	2:38.607
27	7.827	2:15.725	27	8.566	2:15.447	27	9.124	2:15.099	31	15.222	2:16.827	31	14.056	2:38.539
31	10.048	2:16.226	19	11.413	2:15.621	19	12.141	2:15.269	2	16.129	2:16.303	2	16.453	2:40.029
19	10.500	2:15.771	31	12.312	2:16.972	31	12.889	2:15.118	8	18.087	2:30.302	8	18.089	2:39.707
36	11.799	2:15.910	36	12.901	2:15.810	2	14.320	2:15.651	11	19.116	2:16.037	11	18.666	2:39.255
2	12.485	2:15.065	2	13.210	2:15.433	11	17.573	2:15.801	17	21.223	2:16.768	17	19.255	2:37.737
20	14.136	2:15.964	20	15.683	2:16.255	20	18.737	2:17.595	20	22.398	2:18.155	20	19.814	2:37.121
11	14.560	2:15.689	11	16.313	2:16.461	17	18.949	2:16.429	28	28.581	2:16.881	28	21.297	2:32.421
17	15.531	2:16.310	17	17.061	2:16.238	28	26.194	2:16.819	33	30.245	2:16.644	33	22.034	2:31.494
28	21.729	2:17.368	28	23.916	2:16.895	32	27.562	2:17.717	30	30.554	2:16.261	30	22.540	2:31.691
32	22.297	2:16.374	32	24.386	2:16.797	33	28.095	2:17.708	32	33.662	2:20.594	32	22.917	2:28.960
33	23.127	2:17.579	33	24.928	2:16.509	30	28.787	2:16.205	3	35.977	2:17.796	3	24.830	2:28.558
38	25.571	2:18.581	30	27.123	2:15.002	3	32.675	2:16.922	16	37.064	2:18.016	16	26.374	2:29.015
16	25.904	2:18.318	38	29.881	2:19.018	16	33.542	2:17.020	38	39.233	2:18.650	38	27.787	2:28.259
3	26.480	2:18.534	3	30.294	2:18.522	38	35.077	2:19.737	29	53.858	2:22.466	29	50.597	2:36.444
30	26.829	2:18.089	16	31.063	2:19.867	29	45.886	2:20.598	35	1 LAP	2:27.855	35	1 LAP	2:37.771
29	34.741	2:21.115	29	39.829	2:19.796	35	1 LAP	2:24.257	10	2:17.391	2:34.749	10	2:30.248	2:52.562
5	36.167	2:38.908P	35	1 LAP	2:24.118	10	1:57.136	2:29.713	5	2:21.285	2:29.646	5	2:30.640	2:49.060
35	1 LAP	2:25.458	10	1:41.964	2:30.642	5	2:06.133	2:17.596						
10	1:26.030	2:31.883	5	2:03.078	3:41.619									



The 49th Macau Grand Prix  
LAP CHART - LEG 2

(contd.)

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
21		4:35.077	12		2:15.586	12		2:15.955	12		2:14.863	12		2:16.412
12	0.346	4:34.510	21	2.012	2:17.944	21	1.810	2:15.753	21	1.924	2:14.977	21	2.104	2:16.592
18	1.289	4:35.192	15	3.593	2:18.043	15	2.956	2:15.318	15	2.776	2:14.683	15	3.098	2:16.734
15	1.482	4:34.916	19	5.939	2:20.071	19	6.130	2:16.146	19	6.624	2:15.357	19	5.613	2:15.401
27	1.586	4:28.283	2	10.583	2:24.042	2	10.183	2:15.555	2	10.152	2:14.832	2	10.133	2:16.393
19	1.800	4:23.400	17	11.154	2:22.989	17	11.405	2:16.206	17	11.824	2:15.282	17	11.064	2:15.652
2	2.473	4:21.097	20	12.395	2:23.675	20	12.781	2:16.341	20	13.530	2:15.612	20	13.116	2:15.998
8	2.778	4:19.766	28	13.265	2:24.091	28	13.416	2:16.106	28	14.160	2:15.607	28	14.071	2:16.323
11	4.001	4:20.412	11	14.148	2:26.079	11	14.911	2:16.718	11	15.139	2:15.091	11	14.995	2:16.268
17	4.097	4:19.919	32	14.523	2:24.121	32	15.610	2:17.042	30	16.473	2:15.160	30	15.131	2:15.070
20	4.652	4:19.915	30	15.579	2:25.870	30	16.176	2:16.552	33	18.968	2:16.464	33	19.926	2:17.370
28	5.106	4:18.886	33	16.398	2:26.689	33	17.367	2:16.924	38	23.625	2:18.192	38	26.112	2:18.899
30	5.641	4:18.178	38	17.656	2:24.532	38	20.296	2:18.595	3	24.740	2:16.886	3	27.718	2:19.390
33	5.641	4:18.684	3	21.032	2:29.771	3	22.717	2:17.640	16	32.990	2:20.386	16	37.642	2:21.064
32	6.334	4:18.494	16	24.440	2:31.773	16	27.467	2:18.982	29	34.257	2:20.049	29	38.149	2:20.304
3	7.193	4:17.440	29	25.247	2:31.138	29	29.071	2:19.779	5	38.321	2:19.321	5	38.701	2:16.792
16	8.599	4:17.302	35	1 LAP	2:31.038	35	1 LAP	2:20.999	35	1 LAP	2:22.891	35	1 LAP	2:23.554
38	9.056	4:16.346	5	33.412	2:22.449	5	33.863	2:16.406	10	1:22.500	2:30.045	10	1:35.490	2:29.402
29	10.041	3:54.521	10	54.198	2:39.153	10	1:07.318	2:29.075						
35	1 LAP	3:33.654												
5	26.895	2:31.332												
10	30.977	2:35.806												
31	48.325	5:09.346P												

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 2**

<b>1</b>	<b>Narain KARTHIKEYAN</b>				<b>IND</b>	Dallara F302 Mugen-Honda							
	1 -	31.037	251.7	<b>2:11.998</b>	115.0	2:43.035		3 -	<b>24.865</b>	<b>254.7</b>	1:53.621	<b>196.7</b>	<b>2:18.486</b>
	2 -	1:04.415	78.4	3:02.849	192.1	4:07.264							
<b>2</b>	<b>James COURTNEY</b>				<b>AUS</b>	Dallara F302 Mugen-Honda							
	1 -			147.5		2:54.869		9 -				196.7	2:16.303
	2 -			193.2		4:00.402		10 -				166.4	2:40.029
	3 -			195.2		2:20.319		11 -				194.2	4:21.097
	4 -			196.7		2:18.899		12 -				195.2	2:24.042
	5 -			192.5		2:17.659		13 -				196.7	2:15.555
	6 -			<b>198.5</b>		2:15.065		14 -				197.8	<b>2:14.832</b>
	7 -			<b>198.5</b>		2:15.433		15 -				180.9	2:16.393
	8 -			196.3		2:15.651							
<b>3</b>	<b>Alan VAN DER MERWE</b>				<b>RSA</b>	Dallara F302 Mugen-Honda							
	1 -			156.2		3:01.301		9 -				194.9	2:17.796
	2 -			191.4		3:58.750		10 -				192.8	2:28.558
	3 -			193.5		2:21.815		11 -				191.8	4:17.440
	4 -			194.2		2:20.021		12 -				192.8	2:29.771
	5 -			195.6		2:20.787		13 -				193.2	2:17.640
	6 -			<b>196.0</b>		2:18.534		14 -				186.8	<b>2:16.886</b>
	7 -			195.2		2:18.522		15 -				179.4	2:19.390
	8 -			193.8		2:16.922							
<b>5</b>	<b>Cesar CAMPANICO</b>				<b>POR</b>	Dallara F302 Spiess-Opel							
	1 -	32.488	248.2	2:15.352	128.5	2:47.840		9 -	25.591	249.4	2:04.055	182.7	2:29.646
	2 -	1:04.865	78.2	3:00.102	191.8	4:04.967		10 -	41.948	223.6	2:07.112	186.5	2:49.060
	3 -	<b>24.883</b>	<b>258.9</b>	1:55.748	186.8	2:20.631		11 -	27.998	218.1	2:03.334	191.1	2:31.332
	4 -	25.157	258.3	1:54.518	189.8	2:19.675		12 -	25.575	250.0	1:56.874	192.1	2:22.449
	5 -	25.408	248.8	1:53.466	191.8	2:18.874		13 -	25.459	251.7	<b>1:50.947</b>	<b>193.2</b>	<b>2:16.406</b>
	6 -	26.129	234.7	2:12.779		2:38.908 <sup>P</sup>		14 -	25.324	252.9	1:53.997	183.6	2:19.321
	7 -	1:47.533	237.3	1:54.086	190.4	3:41.619		15 -	25.642	252.9	1:51.150	190.1	2:16.792
	8 -	25.752	248.8	1:51.844	192.5	2:17.596							
<b>6</b>	<b>Kousuke MATSUURA</b>				<b>JPN</b>	Dallara F302 Spiess-Opel							
	1 -	31.505	248.2	2:12.168	107.4	2:43.673		5 -	24.726	259.6	1:51.213	196.0	2:15.939
	2 -	1:04.880	80.0	3:02.072	193.2	4:06.952		6 -	24.693	<b>260.2</b>	1:51.021	190.8	2:15.714
	3 -	24.848	257.7	1:53.855	193.5	2:18.703		7 -	25.032	255.9	1:49.526	195.6	<b>2:14.558</b>
	4 -	25.033	255.9	1:51.089	196.0	2:16.122		8 -	24.786	258.9	<b>1:50.138</b>	<b>196.3</b>	2:14.924
<b>7</b>	<b>Renaud DERLOT</b>				<b>FRA</b>	Dallara F302 Sodemo-Renault							
<b>8</b>	<b>Yuji IDE</b>				<b>JPN</b>	Dallara F302 Sodemo-Renault							
	1 -	31.119	253.5	2:09.573	112.6	2:40.692		7 -	24.911	257.7	<b>1:50.180</b>	196.0	<b>2:15.091</b>
	2 -	1:04.135	79.4	3:04.806	193.2	4:08.941		8 -	25.170	257.7	1:50.183	<b>197.4</b>	2:15.353
	3 -	24.856	260.2	1:53.725	194.5	2:18.581		9 -	<b>24.819</b>	255.3	2:05.483	196.3	2:30.302
	4 -	25.001	255.3	1:51.198	196.3	2:16.199		10 -	24.916	255.9	2:14.791	192.1	2:39.707
	5 -	24.848	257.1	1:51.057	196.0	2:15.905		11 -	41.165	78.4	3:38.601	193.8	4:19.766
	6 -	24.906	257.7	1:50.588	195.6	2:15.494							

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>9</b>	<b>Robbie KERR</b>		<b>GBR</b>		<b>Dallara F302 Mugen-Honda</b>			
<b>10</b>	<b>Joseph MERSZEI</b>		<b>MAC</b>		<b>Dallara F302 Mugen-Honda</b>			
	<b>1 -</b>			3:05.550	<b>9 -</b>			2:34.749
	<b>2 -</b>			4:00.595	<b>10 -</b>			2:52.562
	<b>3 -</b>			2:36.015	<b>11 -</b>			2:35.806
	<b>4 -</b>			2:34.623	<b>12 -</b>			2:39.153
	<b>5 -</b>			2:32.092	<b>13 -</b>			<b>2:29.075</b>
	<b>6 -</b>			2:31.883	<b>14 -</b>			2:30.045
	<b>7 -</b>			2:30.642	<b>15 -</b>			2:29.402
	<b>8 -</b>			2:29.713				
<b>11</b>	<b>Olivier PLA</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>			
	<b>1 -</b>	35.931 247.7	2:23.182 181.8	2:59.113	<b>9 -</b>	24.981 256.5	1:51.056 193.8	2:16.037
	<b>2 -</b>	1:06.416 89.0	2:52.544 192.1	3:58.960	<b>10 -</b>	24.782 260.2	2:14.473 190.8	2:39.255
	<b>3 -</b>	25.077 256.5	1:55.463 194.2	2:20.540	<b>11 -</b>	41.491 81.3	3:38.921 183.6	4:20.412
	<b>4 -</b>	24.786 258.3	1:53.040 194.9	2:17.826	<b>12 -</b>	26.003 256.5	2:00.076 194.5	2:26.079
	<b>5 -</b>	<b>24.385 264.7</b>	1:52.775 194.2	2:17.160	<b>13 -</b>	24.935 255.3	1:51.783 196.0	2:16.718
	<b>6 -</b>	24.592 262.1	1:51.097 196.0	2:15.689	<b>14 -</b>	24.862 257.7	<b>1:50.229 197.0</b>	<b>2:15.091</b>
	<b>7 -</b>	24.807 257.7	1:51.654 196.3	2:16.461	<b>15 -</b>	24.711 260.2	1:51.557 188.1	2:16.268
	<b>8 -</b>	24.551 263.4	1:51.250 194.9	2:15.801				
<b>12</b>	<b>Tristan GOMMENDY</b>		<b>FRA</b>		<b>Dallara F302 Sodemo-Renault</b>			
	<b>1 -</b>	31.135 243.7	2:10.741 125.0	2:41.876	<b>9 -</b>	24.944 257.1	1:49.977 188.8	2:14.921
	<b>2 -</b>	1:04.343	3:03.710 191.1	4:08.053	<b>10 -</b>	25.149 256.5	2:13.773 140.9	2:38.922
	<b>3 -</b>	24.685 252.9	1:53.949 193.8	2:18.634	<b>11 -</b>	51.325 76.2	3:43.185 190.1	4:34.510
	<b>4 -</b>	24.873 257.1	1:51.616 194.9	2:16.489	<b>12 -</b>	25.094 255.3	1:50.492 193.8	2:15.586
	<b>5 -</b>	24.765 257.7	1:51.146 196.7	2:15.911	<b>13 -</b>	25.273 251.1	1:50.682 195.6	2:15.955
	<b>6 -</b>	24.687 258.3	1:50.787 196.3	2:15.474	<b>14 -</b>	25.217 252.3	1:49.646 194.2	2:14.863
	<b>7 -</b>	<b>24.631 260.2</b>	1:50.142 <b>197.0</b>	2:14.773	<b>15 -</b>	25.208 252.9	1:51.204 175.6	2:16.412
	<b>8 -</b>	24.638 255.9	<b>1:49.398</b> 196.3	<b>2:14.036</b>				
<b>15</b>	<b>Takashi KOGURE</b>		<b>JPN</b>		<b>Dallara F302 Mugen-Honda</b>			
	<b>1 -</b>	31.881 253.5	2:14.532 126.3	2:46.413	<b>9 -</b>	24.754 257.1	1:50.695 195.2	2:15.449
	<b>2 -</b>	1:05.245 74.5	3:00.651 188.8	4:05.896	<b>10 -</b>	24.856 257.1	2:09.589 152.9	2:34.445
	<b>3 -</b>	25.185 <b>260.8</b>	1:54.812 193.8	2:19.997	<b>11 -</b>	52.139 74.6	3:42.777 188.8	4:34.916
	<b>4 -</b>	24.614 <b>260.8</b>	1:52.205 197.0	2:16.819	<b>12 -</b>	24.924 255.3	1:53.119 196.7	2:18.043
	<b>5 -</b>	25.065 252.3	1:51.149 196.7	2:16.214	<b>13 -</b>	24.707 258.3	1:50.611 197.4	2:15.318
	<b>6 -</b>	24.825 256.5	1:50.810 196.3	2:15.635	<b>14 -</b>	24.622 257.7	1:50.061 <b>198.1</b>	2:14.683
	<b>7 -</b>	24.790 258.3	1:49.718 <b>198.1</b>	2:14.508	<b>15 -</b>	<b>24.572</b> 258.9	1:52.162 165.1	2:16.734
	<b>8 -</b>	24.772 257.1	<b>1:49.671 198.1</b>	<b>2:14.443</b>				
<b>16</b>	<b>Cristiano CITRON</b>		<b>ITA</b>		<b>Dallara F302 Spiess-Opel</b>			
	<b>1 -</b>	34.968 217.7	2:23.632 171.7	2:58.600	<b>9 -</b>	25.075 255.9	1:52.941 196.7	2:18.016
	<b>2 -</b>	1:06.004 87.5	2:52.810 191.4	3:58.814	<b>10 -</b>	27.054 212.5	2:01.961 194.2	2:29.015
	<b>3 -</b>	25.351 250.5	1:55.347 195.6	2:20.698	<b>11 -</b>	42.337 87.1	3:34.965 187.1	4:17.302
	<b>4 -</b>	26.740 245.4	1:56.428 195.6	2:23.168	<b>12 -</b>	25.413 251.7	2:06.360 193.5	2:31.773
	<b>5 -</b>	24.925 <b>256.5</b>	1:56.109 192.1	2:21.034	<b>13 -</b>	25.343 252.9	1:53.639 195.6	2:18.982
	<b>6 -</b>	25.086 255.9	1:53.232 <b>197.4</b>	2:18.318	<b>14 -</b>	25.274 252.9	1:55.112 180.9	2:20.386
	<b>7 -</b>	<b>24.898</b> 254.1	1:54.969 194.2	2:19.867	<b>15 -</b>	25.726 250.5	1:55.338 183.9	2:21.064
	<b>8 -</b>	24.967 <b>256.5</b>	<b>1:52.053</b> 193.8	<b>2:17.020</b>				

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 2**

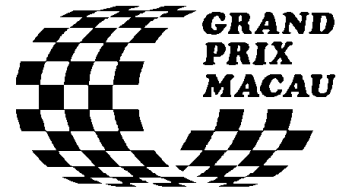
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<b>17</b>	<b>Milos PAVLOVIC</b>		<b>YUG</b>		<b>Dallara F302 Spiess-Opel</b>						
1 -		153.6	2:56.895	<b>9 -</b>		197.0	2:16.768				
2 -		193.8	3:59.263	<b>10 -</b>		189.4	2:37.737				
3 -		193.8	2:20.027	<b>11 -</b>		187.8	4:19.919				
4 -		193.5	2:19.745	<b>12 -</b>		196.7	2:22.989				
5 -		196.7	2:18.019	<b>13 -</b>		195.2	2:16.206				
6 -		198.1	2:16.310	<b>14 -</b>		<b>198.5</b>	<b>2:15.282</b>				
7 -		197.8	2:16.238	<b>15 -</b>		191.1	2:15.652				
8 -		198.1	2:16.429								
<b>18</b>	<b>Paolo MONTIN</b>		<b>ITA</b>		<b>Dallara F302 TOM's-Toyota</b>						
1 -	32.389	255.3	2:14.414	126.3	2:46.803	<b>7 -</b>	24.818	260.8	1:49.326	<b>197.8</b>	<b>2:14.144</b>
2 -	1:05.258	78.6	3:00.335	193.5	4:05.593	<b>8 -</b>	24.443	263.4	1:50.268	197.4	2:14.711
3 -	24.903	258.9	1:54.318	196.3	2:19.221	<b>9 -</b>	<b>24.349</b>	261.5	1:50.709	197.4	2:15.058
4 -	24.405	<b>267.3</b>	<b>1:50.220</b>	193.8	2:14.625	<b>10 -</b>	24.698	259.6	2:12.547	145.7	2:37.245
5 -	24.632	263.4	1:51.139	195.6	2:15.771	<b>11 -</b>	51.574		3:43.618	186.2	4:35.192
6 -	24.560	262.7	1:51.619	189.4	2:16.179						
<b>19</b>	<b>Katsuyuki HIRANAKA</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>						
1 -	33.072	235.8	2:19.253	118.5	2:52.325	<b>9 -</b>	24.780	258.3	1:52.148	197.4	2:16.928
2 -	1:05.105		2:57.000	193.2	4:02.105	<b>10 -</b>	24.890	231.7	2:13.717	191.1	2:38.607
3 -	24.497	<b>264.7</b>	1:55.492	196.0	2:19.989	<b>11 -</b>	42.719		3:40.681	193.5	4:23.400
4 -	24.605	258.9	1:54.490	<b>197.8</b>	2:19.095	<b>12 -</b>	25.064	262.7	1:55.007	193.8	2:20.071
5 -	24.469	262.1	1:51.474	197.0	2:15.943	<b>13 -</b>	24.853	259.6	1:51.293	192.8	2:16.146
6 -	24.479	264.0	1:51.292	197.0	2:15.771	<b>14 -</b>	24.924	258.3	<b>1:50.433</b>	196.7	2:15.357
7 -	<b>24.455</b>	261.5	1:51.166	196.7	2:15.621	<b>15 -</b>	24.851	257.7	1:50.550	188.1	2:15.401
8 -	24.761	258.9	1:50.508	197.4	<b>2:15.269</b>						
<b>20</b>	<b>Hiroki YOSHIMOTO</b>		<b>JPN</b>		<b>Dallara F302 TOM's-Toyota</b>						
1 -	32.975	243.2	2:18.595	121.7	2:51.570	<b>9 -</b>	25.742	251.1	1:52.413	194.5	2:18.155
2 -	1:05.005		2:57.301	192.8	4:02.306	<b>10 -</b>	25.495	201.1	2:11.626	190.4	2:37.121
3 -	<b>24.575</b>	<b>259.6</b>	1:55.575	<b>196.3</b>	2:20.150	<b>11 -</b>	43.274	86.8	3:36.641	190.4	4:19.915
4 -	25.055	255.9	1:56.174	194.9	2:21.229	<b>12 -</b>	25.046	258.9	1:58.629	195.6	2:23.675
5 -	24.804	<b>259.6</b>	1:52.841	194.9	2:17.645	<b>13 -</b>	25.039	256.5	1:51.302	194.9	2:16.341
6 -	24.898	257.1	1:51.066	194.2	2:15.964	<b>14 -</b>	25.047	255.9	<b>1:50.565</b>	194.9	<b>2:15.612</b>
7 -	25.015	254.7	1:51.240	194.9	2:16.255	<b>15 -</b>	25.078	255.9	1:50.920	189.8	2:15.998
8 -	25.093	254.7	1:52.502	193.5	2:17.595						
<b>21</b>	<b>Heikki KOVALAINEN</b>		<b>FIN</b>		<b>Dallara F302 Sodemo-Renault</b>						
1 -	30.747	250.0	2:08.743	116.0	2:39.490	<b>9 -</b>	25.090	253.5	1:49.404	<b>197.8</b>	<b>2:14.494</b>
2 -	1:03.653	79.7	3:06.042	192.5	4:09.695	<b>10 -</b>	25.049	254.7	2:14.656	142.1	2:39.705
3 -	25.275	251.7	1:52.817	195.2	2:18.092	<b>11 -</b>	51.405		3:43.672	189.1	4:35.077
4 -	25.159	254.1	1:51.258	196.7	2:16.417	<b>12 -</b>	25.489	250.0	1:52.455	195.6	2:17.944
5 -	25.098	253.5	1:50.425	197.4	2:15.523	<b>13 -</b>	25.015	254.1	1:50.738	196.0	2:15.753
6 -	25.097	253.5	1:50.414	196.7	2:15.511	<b>14 -</b>	24.967	254.7	1:50.010	196.7	2:14.977
7 -	25.104	253.5	1:49.604	197.4	2:14.708	<b>15 -</b>	<b>24.930</b>	<b>255.3</b>	1:51.662	188.8	2:16.592
8 -	25.107	252.9	<b>1:49.434</b>	197.4	2:14.541						
<b>22</b>	<b>Fabio CARBONE</b>		<b>BRA</b>		<b>Dallara F302 Sodemo-Renault</b>						

**The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 2**

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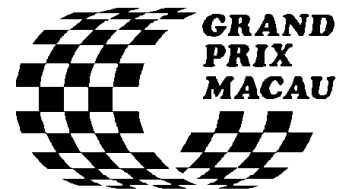
<b>26</b>	<b>Bruce JOUANNY</b>			<b>FRA</b>	Dallara F302 Mugen-Honda				
<b>27</b>	<b>Richard ANTINUCCI</b>			<b>USA</b>	Dallara F302 Mugen-Honda				
1 -	31.641 245.4	2:13.508 120.1	2:45.149	7 -	24.764 258.3	1:50.683 <b>197.4</b>	2:15.447		
2 -	1:04.439 79.1	3:01.552 193.2	4:05.991	8 -	24.778 256.5	<b>1:50.321</b> 196.3	<b>2:15.099</b>		
3 -	24.771 257.1	1:55.279 195.2	2:20.050	9 -	24.826 257.1	1:51.613 197.0	2:16.439		
4 -	24.754 258.3	1:52.707 196.7	2:17.461	10 -	24.877 254.1	2:12.139 179.4	2:37.016		
5 -	25.826 249.4	1:52.353 196.3	2:18.179	11 -	46.910	3:41.373 192.8	4:28.283		
6 -	<b>24.730 258.9</b>	1:50.995 194.5	2:15.725						
<b>28</b>	<b>Vitantonio LIUZZI</b>			<b>ITA</b>	Dallara F302 Mugen-Honda				
1 -	36.780 241.6	2:23.170 152.7	2:59.950	9 -	25.108 254.1	1:51.773 196.7	2:16.881		
2 -	1:06.884 94.3	2:51.804 190.4	3:58.688	10 -	26.252 246.5	2:06.169 193.5	2:32.421		
3 -	25.417 250.5	1:55.087 196.0	2:20.504	11 -	43.322 80.3	3:35.564 191.4	4:18.886		
4 -	24.849 260.2	1:55.155 194.5	2:20.004	12 -	25.102 243.7	1:58.989 194.5	2:24.091		
5 -	24.728 256.5	1:55.215 194.9	2:19.943	13 -	24.941 256.5	1:51.165 197.0	2:16.106		
6 -	25.064 255.9	1:52.304 196.3	2:17.368	14 -	24.734 258.3	<b>1:50.873 197.4</b>	<b>2:15.607</b>		
7 -	25.049 254.7	1:51.846 196.3	2:16.895	15 -	<b>24.702 260.8</b>	1:51.621 190.8	2:16.323		
8 -	25.089 254.7	1:51.730 196.3	2:16.819						
<b>29</b>	<b>Michael HO</b>			<b>MAC</b>	Dallara F302 Mugen-Honda				
1 -	37.535 225.0	2:26.142 141.3	3:03.677	9 -	25.289 252.9	1:57.177 187.1	2:22.466		
2 -	1:07.595	2:51.534 182.1	3:59.129	10 -	29.587 236.8	2:06.857 189.8	2:36.444		
3 -	25.407 253.5	1:56.918 193.5	2:22.325	11 -	28.408 198.1	3:26.113 188.8	3:54.521		
4 -	25.130 254.7	1:56.543 192.8	2:21.673	12 -	25.196 236.8	2:05.942 194.5	2:31.138		
5 -	25.100 255.9	1:56.450 192.8	2:21.550	13 -	<b>25.021 256.5</b>	1:54.758 <b>194.9</b>	<b>2:19.779</b>		
6 -	25.964 247.7	1:55.151 194.5	2:21.115	14 -	25.054 255.3	1:54.995 181.2	2:20.049		
7 -	25.168 253.5	<b>1:54.628</b> 193.5	2:19.796	15 -	25.416 254.7	1:54.888 189.1	2:20.304		
8 -	25.220 252.9	1:55.378 193.5	2:20.598						
<b>30</b>	<b>Robert DOORBOS</b>			<b>NED</b>	Dallara F302 Mugen-Honda				
1 -	31.209 249.4	2:14.611 119.3	2:45.820	9 -	24.778 257.7	1:51.483 197.8	2:16.261		
2 -	1:04.679 78.6	3:00.906 191.4	4:05.585	10 -	26.246 231.2	2:05.445 191.4	2:31.691		
3 -	24.664 260.8	2:14.860 193.8	2:39.524	11 -	43.568	3:34.610 193.8	4:18.178		
4 -	25.130 254.1	1:51.155 196.7	2:16.285	12 -	24.852 258.3	2:01.018 195.6	2:25.870		
5 -	24.762 260.8	1:51.492 196.3	2:16.254	13 -	24.841 256.5	1:51.711 197.8	2:16.552		
6 -	24.793 258.9	1:53.296 <b>198.5</b>	2:18.089	14 -	24.553 <b>261.5</b>	1:50.607 198.1	2:15.160		
7 -	<b>24.516</b> 259.6	1:50.486 196.7	<b>2:15.002</b>	15 -	24.811 257.1	<b>1:50.259</b> 197.8	2:15.070		
8 -	24.994 254.1	1:51.211 196.7	2:16.205						
<b>31</b>	<b>Marcel COSTA</b>			<b>ESP</b>	Dallara F302 Mugen-Honda				
1 -	32.684 238.9	2:16.422 130.9	2:49.106	7 -	24.977 255.3	1:51.995 196.7	2:16.972		
2 -	1:05.111	2:59.355 191.1	4:04.466	8 -	24.847 256.5	<b>1:50.271 197.0</b>	<b>2:15.118</b>		
3 -	24.810 254.1	1:55.312 194.2	2:20.122	9 -	<b>24.788 257.7</b>	1:52.039 196.7	2:16.827		
4 -	24.902 256.5	1:52.849 194.9	2:17.751	10 -	24.781 <b>257.7</b>	2:13.758 191.4	2:38.539		
5 -	24.895 257.1	1:52.210 193.2	2:17.105	11 -	43.450	4:25.896	X:00.000P		
6 -	24.986 255.3	1:51.240 195.2	2:16.226						



The 49th Macau Grand Prix  
SECTOR ANALYSIS - LEG 2

(contd.)

<b>32</b>	<b>Shinya SATO</b>				<b>JPN</b>	Dallara F302 Spiess-Opel					
1 -	35.897	244.3	2:24.441	147.7	3:00.338	8 -	24.724	<b>262.7</b>	1:52.993	194.2	2:17.717
2 -	1:07.856	73.0	2:50.666	192.5	3:58.522	9 -	25.131	254.7	1:55.463	194.5	2:20.594
3 -	25.143	251.1	1:55.961	193.5	2:21.104	10 -	25.738	213.0	2:03.222	188.1	2:28.960
4 -	24.840	260.2	1:54.504	<b>197.0</b>	2:19.344	11 -	43.925		3:34.569	189.4	4:18.494
5 -	25.199	248.8	1:56.144	193.2	2:21.343	12 -	25.025	256.5	1:59.096	195.2	2:24.121
6 -	<b>24.661</b>	262.1	<b>1:51.713</b>	195.2	<b>2:16.374</b>	13 -	24.678	252.3	1:52.364	196.3	2:17.042
7 -	24.884	258.9	1:51.913	196.0	2:16.797						
<b>33</b>	<b>Tatsuya KATAOKA</b>				<b>JPN</b>	Dallara F302 Spiess-Opel					
1 -					3:02.310	9 -					2:16.644
2 -					3:58.219	10 -					2:31.494
3 -					2:19.962	11 -					4:18.684
4 -					2:19.267	12 -					2:26.689
5 -					2:20.518	13 -					2:16.924
6 -					2:17.579	14 -					<b>2:16.464</b>
7 -					2:16.509	15 -					2:17.370
8 -					2:17.708						
<b>35</b>	<b>LEI Kit Meng</b>				<b>MAC</b>	Dallara F302 Mugen-Honda					
1 -	38.347	226.4	2:26.029	136.3	3:04.376	8 -	25.472	251.7	2:02.383	188.1	2:27.855
2 -	1:07.811	86.1	2:51.328	187.8	3:59.139	9 -	28.559	228.3	2:09.212	187.5	2:37.771
3 -	25.199	254.7	2:36.623		3:01.822P	10 -	30.305	227.8	3:03.349	189.1	3:33.654
4 -	1:50.333	229.2	2:15.619	189.4	4:05.952	11 -	25.256	252.9	2:05.782	190.4	2:31.038
5 -	26.208	245.4	1:59.250	188.1	2:25.458	12 -	<b>25.147</b>	<b>255.3</b>	<b>1:55.852</b>	<b>191.8</b>	<b>2:20.999</b>
6 -	25.448	251.7	1:58.670	191.4	2:24.118	13 -	25.194	254.7	1:57.697	173.3	2:22.891
7 -	25.412	251.1	1:58.845	<b>191.8</b>	2:24.257	14 -	25.714	254.1	1:57.840	181.2	2:23.554
<b>36</b>	<b>Ronnie BREMER</b>				<b>DEN</b>	Dallara F302 Mugen-Honda					
1 -	33.709	251.7	2:19.714	130.4	2:53.423	5 -	24.510	260.2	1:52.206	195.2	2:16.716
2 -	1:06.191	73.5	2:55.143	193.2	4:01.334	6 -	24.732	260.2	1:51.178	197.0	2:15.910
3 -	24.458	261.5	1:55.411	<b>197.4</b>	2:19.869	7 -	24.680	260.2	<b>1:51.130</b>	197.0	<b>2:15.810</b>
4 -	24.544	251.7	1:54.731	<b>197.4</b>	2:19.275						
<b>38</b>	<b>Marchy LEE</b>				<b>CHN</b>	Dallara F302 Mugen-Honda					
1 -	33.784	247.7	2:22.525	156.0	2:56.309	9 -	<b>25.082</b>	257.1	1:53.568	193.8	2:18.650
2 -	1:05.503	72.5	2:54.046	187.5	3:59.549	10 -	27.417	241.0	2:00.842	188.4	2:28.259
3 -	25.785	251.1	1:56.362	190.1	2:22.147	11 -	41.893		3:34.453	188.1	4:16.346
4 -	25.870	255.9	1:54.915	191.8	2:20.785	12 -	25.182	255.9	1:59.350	192.1	2:24.532
5 -	25.637	252.9	1:57.291	<b>195.2</b>	2:22.928	13 -	25.089	256.5	1:53.506	194.2	2:18.595
6 -	25.115	255.9	1:53.466	192.5	2:18.581	14 -	25.116	254.7	1:53.076	183.3	<b>2:18.192</b>
7 -	25.375	<b>257.7</b>	1:53.643	193.2	2:19.018	15 -	25.459	254.1	1:53.440	187.8	2:18.899
8 -	26.705	241.0	<b>1:53.032</b>	193.2	2:19.737						

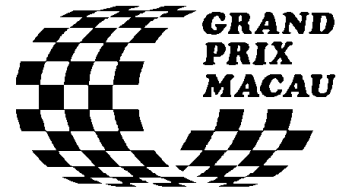


## The 49th Macau Grand Prix

### SPEED TRAP - LEG 2 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	KPH
1	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	198.5
2	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	198.5
3	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	198.5
4	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	198.1
5	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	197.8
6	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	197.8
7	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	197.8
8	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	197.4
9	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	197.4
10	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	197.4
11	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	197.4
12	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	197.4
13	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	197.0
14	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	197.0
15	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	197.0
16	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	197.0
17	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	196.7
18	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	196.3
19	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	196.3
20	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	196.0
21	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	195.2
22	29		Michael HO	MAC	Dallara F302 Mugen-Honda	194.9
23	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	193.2
24	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	191.8





The 49th Macau Grand Prix  
SPEED TRAP - LEG 2 - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	KPH
1	2		James COURTNEY	AUS	Dallara F302 Mugen-Honda	267.3
2	18		Paolo MONTIN	ITA	Dallara F302 TOM's-Toyota	267.3
3	11		Olivier PLA	FRA	Dallara F302 Sodemo-Renault	264.7
4	19		Katsuyuki HIRANAKA	JPN	Dallara F302 TOM's-Toyota	264.7
5	36		Ronnie BREMER	DEN	Dallara F302 Mugen-Honda	263.4
6	8		Yuji IDE	JPN	Dallara F302 Sodemo-Renault	262.7
7	32		Shinya SATO	JPN	Dallara F302 Spiess-Opel	262.7
8	30		Robert DOORNBOS	NED	Dallara F302 Mugen-Honda	261.5
9	28		Vitantonio LIUZZI	ITA	Dallara F302 Mugen-Honda	260.8
10	3		Alan VAN DER MERWE	RSA	Dallara F302 Mugen-Honda	260.8
11	15		Takashi KOGURE	JPN	Dallara F302 Mugen-Honda	260.8
12	12		Tristan GOMMENDY	FRA	Dallara F302 Sodemo-Renault	260.2
13	6		Kousuke MATSUURA	JPN	Dallara F302 Spiess-Opel	260.2
14	17		Milos PAVLOVIC	YUG	Dallara F302 Spiess-Opel	259.6
15	20		Hiroki YOSHIMOTO	JPN	Dallara F302 TOM's-Toyota	259.6
16	27		Richard ANTINUCCI	USA	Dallara F302 Mugen-Honda	258.9
17	5		Cesar CAMPANICO	POR	Dallara F302 Spiess-Opel	258.9
18	31		Marcel COSTA	ESP	Dallara F302 Mugen-Honda	257.7
19	38		Marchy LEE	CHN	Dallara F302 Mugen-Honda	257.7
20	29		Michael HO	MAC	Dallara F302 Mugen-Honda	256.5
21	16		Cristiano CITRON	ITA	Dallara F302 Spiess-Opel	256.5
22	21		Heikki KOVALAINEN	FIN	Dallara F302 Sodemo-Renault	255.3
23	35		LEI Kit Meng	MAC	Dallara F302 Mugen-Honda	255.3
24	1		Narain KARTHIKEYAN	IND	Dallara F302 Mugen-Honda	254.7
25	9		Robbie KERR	GBR	Dallara F302 Mugen-Honda	253.5
26	26		Bruce JOUANNY	FRA	Dallara F302 Mugen-Honda	248.2
27	22		Fabio CARBONE	BRA	Dallara F302 Sodemo-Renault	243.2

# Bulletin No. TK146

## The 49th Macau Grand Prix BEST SECTOR TIMES - LEG 2

SECTOR 1				SECTOR 2				IDEAL / BEST COMPARISON				
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	18	MONTIN	24.349	18	MONTIN	1:49.326	1	18	MONTIN	2:13.675	2:14.144	0.469
2	11	PLA	24.385	12	GOMMENDY	1:49.398	2	12	GOMMENDY	2:14.029	2:14.036	0.007
3	19	HIRANAKA	24.455	21	KOVALAINEN	1:49.404	3	6	MATSUURA	2:14.219	2:14.558	0.339
4	36	BREMER	24.458	6	MATSUURA	1:49.526	4	15	KOGURE	2:14.243	2:14.443	0.200
5	30	DOORNBOS	24.516	15	KOGURE	1:49.671	5	21	KOVALAINEN	2:14.334	2:14.494	0.160
6	15	KOGURE	24.572	8	IDE	1:50.180	6	11	PLA	2:14.614	2:15.091	0.477
7	20	YOSHIMOTO	24.575	11	PLA	1:50.229	7	30	DOORNBOS	2:14.775	2:15.002	0.227
8	12	GOMMENDY	24.631	30	DOORNBOS	1:50.259	8	19	HIRANAKA	2:14.888	2:15.269	0.381
9	32	SATO	24.661	31	COSTA	1:50.271	9	8	IDE	2:14.999	2:15.091	0.092
10	6	MATSUURA	24.693	27	ANTINUCCI	1:50.321	10	27	ANTINUCCI	2:15.051	2:15.099	0.048
11	28	LIUZZI	24.702	19	HIRANAKA	1:50.433	11	31	COSTA	2:15.052	2:15.118	0.066
12	27	ANTINUCCI	24.730	20	YOSHIMOTO	1:50.565	12	20	YOSHIMOTO	2:15.140	2:15.612	0.472
13	31	COSTA	24.781	28	LIUZZI	1:50.873	13	28	LIUZZI	2:15.575	2:15.607	0.032
14	8	IDE	24.819	5	CAMPANICO	1:50.947	14	36	BREMER	2:15.588	2:15.810	0.222
15	1	KARTHIKEYAN	24.865	36	BREMER	1:51.130	15	5	CAMPANICO	2:15.830	2:16.406	0.576
16	5	CAMPANICO	24.883	32	SATO	1:51.713	16	32	SATO	2:16.374	2:16.374	0.000
17	16	CITRON	24.898	16	CITRON	1:52.053	17	16	CITRON	2:16.951	2:17.020	0.069
18	21	KOVALAINEN	24.930	38	LEE	1:53.032	18	38	LEE	2:18.114	2:18.192	0.078
19	29	HO_	25.021	1	KARTHIKEYAN	1:53.621	19	1	KARTHIKEYAN	2:18.486	2:18.486	0.000
20	38	LEE	25.082	29	HO_	1:54.628	20	29	HO_	2:19.649	2:19.779	0.130
21	35	LEI Kit Meng	25.147	35	LEI Kit Meng	1:55.852	21	35	LEI Kit Meng	2:20.999	2:20.999	0.000
									Perfect Lap	2:13.675		

Circuito Da Guia  
Circuit Length = 6.2 km  
Start: 15:46 End: 16:24

MST sports timing