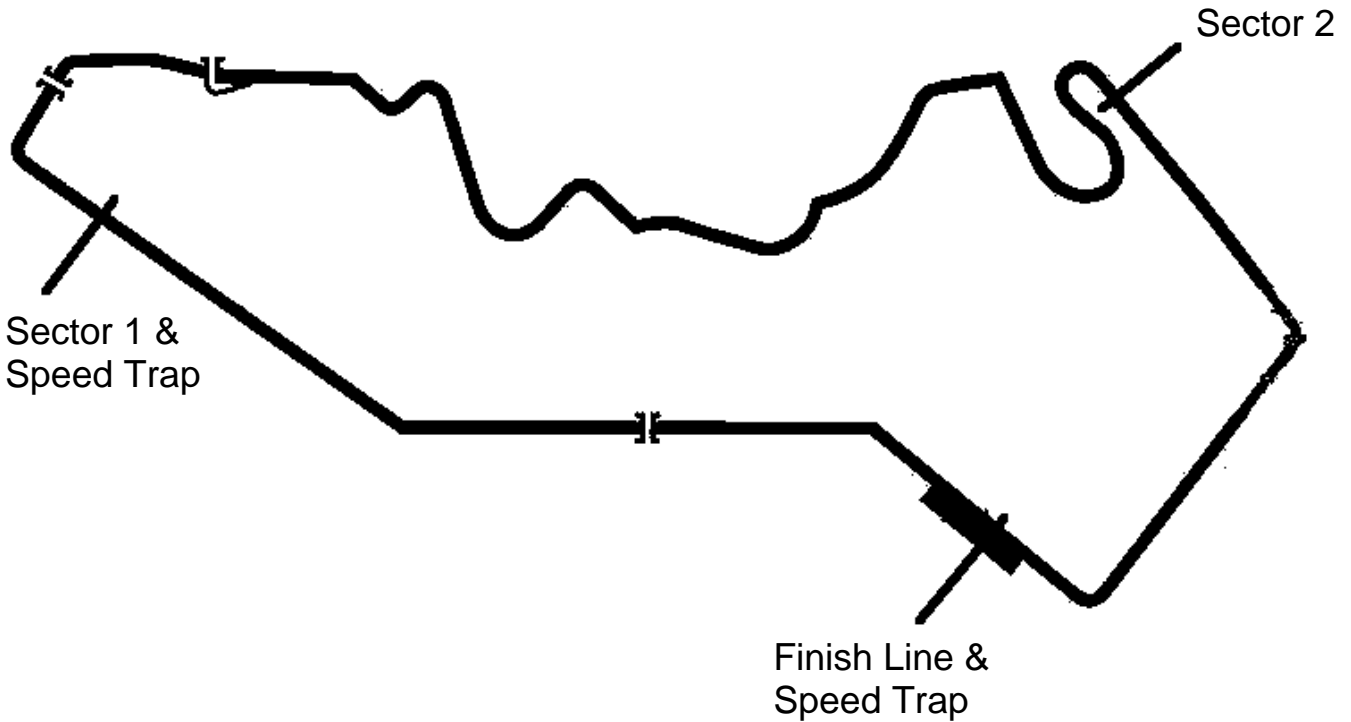


**BULLETIN TK001**



**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

**STDM Guia Race  
CLASSIFICATION - FREE PRACTICE 1**

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	7		Tom CORONEL	NED	BMW 320i	2:42.866	6		135.27
2	3		Franz ENGSTLER	GER	BMW 320i	2:43.100	8	0.234	135.08
3	6		Duncan HUISMAN	NED	BMW 320i	2:43.365	8	0.499	134.86
4	2		Steve SOPER	GBR	Peugeot 306	2:44.392	8	1.526	134.02
5	15		Simon HARRISON	GBR	Ford Focus	2:45.852	8	2.986	132.84
6	8		Markus GEDLICH	GER	BMW 320i	2:46.647	8	3.781	132.20
7	1	A	C NATTAUDE	THA	Peugeot 306	2:46.681	7	3.815	132.18
8	9		Peter SCHARMACH	DEN	BMW 320i	2:46.740	8	3.874	132.13
9	20		Gordon SHEDDEN	GBR	Ford Focus	2:48.007	8	5.141	131.13
10	10		Manabu ORIDO	JPN	Toyota Altezza	2:48.326	7	5.460	130.88
11	93	A	J NAVASOOPANICH	THA	Honda Integra	2:48.861	7	5.995	130.47
12	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	2:48.911	7	6.045	130.43
13	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	2:50.281	7	7.415	129.38
14	5	A	Paul CHAN	HKG	BMW 320i	2:50.289	7	7.423	129.38
15	51		Henry LEE Jnr	HKG	BMW 320i	2:50.291	7	7.425	129.37
16	39	A	Ricky MO	HKG	Toyota Altezza	2:51.576	7	8.710	128.41
17	26		Kenneth LOOK	HKG	Honda Integra	2:53.902	7	11.036	126.69
18	31	A	LAM Wai Hung	HKG	Alfa 156	2:54.250	6	11.384	126.43
19	17		Rustem TEREGLIOV	RUS	Ford Focus	2:54.429	7	11.563	126.30
20	77		Kenneth CHAN	HKG	Honda Integra	2:55.044	7	12.178	125.86
21	22		Paul POON	HKG	Honda Integra	2:55.777	7	12.911	125.34
22	78		NG Cheong I	MAC	Honda Integra	2:56.556	6	13.690	124.78
23	13	A	Adrian FU	HKG	Peugeot 306	2:57.167	6	14.301	124.35
24	88		Manual Ao YEUNG	MAC	Honda Integra	2:58.434	6	15.568	123.47
25	99		Rui VALENTE	MAC	Nissan Primera	2:58.569	6	15.703	123.38
26	89		LEI Chong Seng	MAC	Ford Focus	2:58.952	6	16.086	123.11
27	4		MAK Ka Lok	MAC	Honda Integra	3:00.275	4	17.409	122.21
28	83		LO Ka Chun	HKG	Honda Integra	3:00.749	5	17.883	121.89
29	18		Ratanakul PRUTIRAT	THA	Ford Focus	3:03.442	6	20.576	120.10
30	16		Richard MEINS	GBR	Ford Focus	3:03.710	6	20.844	119.92
31	23		Kelvin SO	HKG	Honda Integra	3:04.010	4	21.144	119.73
32	21		Ricardo A A LOPES	MAC	Honda Integra	3:04.497	6	21.631	119.41
33	76	A	LO Ka Fai	HKG	Honda Integra	3:08.064	6	25.198	117.15
34	33		Belmiro AGUIAR	MAC	Honda Integra	3:10.853	4	27.987	115.44
35	14	A	Tommy CHAN	HKG	Honda Integra	14:52.346	4	12:09.480	24.69
36	28	A	Kenny CHUN	HKG	Honda Integra	15:12.244	2	12:29.378	24.15

Weather / Track : Cloudy / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 11:15 End: 11:56

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE 1**

<b>1</b>	<b>C NATTAUDE</b>		<b>THA</b>		<b>Peugeot 306</b>						
1 - X:00.000	1:58.118	1:00.865	X:00.000P	5 - X:00.000	179.4	1:43.470	35.586	<b>163.6</b>	X:00.000		
2 - 3:55.406	185.5	1:48.458	37.972	156.5	X:00.000	6 - 30.030	205.3	1:41.336	35.315	<b>163.3</b>	<b>2:46.681</b>
3 - 31.901	201.1	1:42.476	35.677	162.8	2:50.054	7 - 30.480	208.4	1:41.391	35.207	163.3	2:47.078
4 - 30.490	<b>213.8</b>	1:42.700	35.593	162.4	2:48.783						
<b>2</b>	<b>Steve SOPER</b>		<b>GBR</b>		<b>Peugeot 306</b>						
1 - X:00.000	1:59.324	1:00.578	X:00.000P	5 - 29.980	219.9	1:43.123	35.392	161.9	2:48.495		
2 - 3:31.124	179.1	1:48.145	36.321	161.4	X:00.000	6 - X:00.000	195.2	1:41.878	35.386	<b>163.8</b>	X:00.000
3 - 30.787	216.8	1:45.379	36.105	158.3	2:52.271	7 - 29.023	<b>228.3</b>	1:41.728	35.334	160.9	2:46.085
4 - 30.015	219.0	1:43.398	35.543	157.4	2:48.956	8 - 29.205	226.4	1:39.956	35.231	159.7	<b>2:44.392</b>
<b>3</b>	<b>Franz ENGSTLER</b>		<b>GER</b>		<b>BMW 320i</b>						
1 - X:00.000	131.7	1:59.127	38.948	155.3	X:00.000	5 - 30.451	209.3	1:45.645	36.015	163.3	2:52.111
2 - 32.822	197.0	1:47.276	36.724	165.3	2:56.822	6 - X:00.000	181.8	1:43.407	35.551	166.4	X:00.000
3 - 30.274	216.8	1:40.536	35.771	165.6	2:46.581	7 - 29.991		1:43.209	36.361	156.9	2:49.561
4 - 29.756	218.1	1:41.876	35.292	<b>166.6</b>	2:46.924	8 - 29.278	<b>220.4</b>	1:38.567	35.255	164.1	<b>2:43.100</b>
<b>4</b>	<b>MAK Ka Lok</b>		<b>MAC</b>		<b>Honda Integra</b>						
1 - X:00.000	138.9	2:04.228	40.572	148.1	X:00.000	3 - 32.819	<b>189.8</b>	1:49.087	38.369	<b>153.6</b>	<b>3:00.275</b>
2 - 36.356	169.5	1:55.437	39.363	152.5	3:11.156	4 - 32.889	182.4	3:17.826	1:04.738		4:55.453P
<b>5</b>	<b>Paul CHAN</b>		<b>HKG</b>		<b>BMW 320i</b>						
1 - X:00.000	149.5	2:28.242	41.755	152.9	X:00.000	5 - 31.440	211.3	1:43.153	35.696	159.5	<b>2:50.289</b>
2 - 38.182	177.0	1:47.680	36.805	158.3	3:02.667	6 - X:00.000	183.0	1:46.663	36.246	159.0	X:00.000
3 - 32.513	205.3	1:44.242	36.193	159.5	2:52.948	7 - 31.742	211.3	1:43.161	35.832	<b>160.2</b>	2:50.735
4 - 32.957	192.8	1:46.105	35.983	160.0	2:55.045						
<b>6</b>	<b>Duncan HUISMAN</b>		<b>NED</b>		<b>BMW 320i</b>						
1 - X:00.000	138.1	2:02.519	39.618	150.4	X:00.000	5 - 29.872	218.6	1:46.091	35.673	162.1	2:51.636
2 - 34.115	200.0	1:47.853	36.678	162.4	2:58.646	6 - X:00.000	187.1	1:43.128	34.797	<b>166.1</b>	X:00.000
3 - 30.099	216.0	1:40.231	35.231	<b>166.1</b>	2:45.561	7 - 28.978	205.7	1:40.466	34.644	165.6	2:44.088
4 - 29.450	219.9	1:45.066	34.961	165.8	2:49.477	8 - 29.277	<b>220.4</b>	1:39.156	34.932	163.1	<b>2:43.365</b>
<b>7</b>	<b>Tom CORONEL</b>		<b>NED</b>		<b>BMW 320i</b>						
1 - X:00.000	159.2	2:10.985	37.173	161.1	X:00.000	4 - X:00.000		1:40.547	39.631	<b>163.8</b>	X:00.000
2 - 35.274		1:42.327	35.695	160.4	2:53.296	5 - 28.874	213.0	1:39.346	34.998	163.1	2:43.218
3 - 30.032	215.1	1:41.234	58.706		3:09.972P	6 - 29.060	<b>225.4</b>	1:38.717	35.089	158.5	<b>2:42.866</b>
<b>8</b>	<b>Markus GEDLICH</b>		<b>GER</b>		<b>BMW 320i</b>						
1 - X:00.000	133.1	1:57.594	39.249	154.7	X:00.000	5 - 30.253	197.0	1:44.152	36.697	161.9	2:51.102
2 - 35.380	183.6	1:46.493	36.995	159.0	2:58.868	6 - X:00.000	169.2	1:42.916	35.846	163.8	X:00.000
3 - 31.312	194.9	1:45.048	37.004	160.9	2:53.364	7 - 29.776	199.2	1:41.263	35.608	<b>164.6</b>	<b>2:46.647</b>
4 - 30.717	186.8	1:45.033	36.371	162.6	2:52.121	8 - 29.730	201.8	1:42.861	35.748	162.4	2:48.339

**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE 1**

(contd.)

<b>9</b>	<b>Peter SCHARMACH</b>		<b>DEN</b>		<b>BMW 320i</b>			
<b>1</b>	X:00.000 126.9	2:03.166	39.299 152.5	X:00.000	<b>5</b> - 31.305 201.4	1:44.597	36.557 158.5	2:52.459
<b>2</b>	34.280 181.5	1:49.224	37.697 155.3	3:01.201	<b>6</b> - X:00.000	1:44.511	36.019 162.1	X:00.000
<b>3</b>	30.636 191.4	1:46.552	37.405 155.1	2:54.593	<b>7</b> - 29.530 204.9	1:41.571	35.639 162.6	<b>2:46.740</b>
<b>4</b>	30.587 191.8	1:47.989	37.109 156.2	2:55.685	<b>8</b> - 30.156 <b>208.0</b>	1:41.044	35.655 <b>163.6</b>	2:46.855
<b>10</b>	<b>Manabu ORIDO</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1</b>	X:00.000 158.8	2:01.885	57.957	X:00.000P	<b>5</b> - X:00.000 200.7	1:44.037	36.015 <b>159.0</b>	X:00.000
<b>2</b>	3:40.488 177.9	1:48.754	37.808 152.3	X:00.000	<b>6</b> - 29.718 208.0	1:43.402	36.855	2:49.975
<b>3</b>	32.466 191.8	1:48.488	37.203 156.0	2:58.157	<b>7</b> - 29.773 <b>219.5</b>	1:42.388	36.165 158.1	<b>2:48.326</b>
<b>4</b>	30.895 193.8	1:45.217	51.447	3:07.559P				
<b>11</b>	<b>Nobuteru TANIGUCHI</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1</b>	X:00.000 145.5	2:02.715	1:00.795	X:00.000P	<b>5</b> - X:00.000 164.3	1:46.765	36.756 155.1	X:00.000
<b>2</b>	3:36.880 173.6	1:49.455	37.751 145.9	X:00.000	<b>6</b> - 32.033	1:45.010	36.490 <b>159.5</b>	2:53.533
<b>3</b>	32.481 181.2	1:47.897	37.234 156.2	2:57.612	<b>7</b> - 30.066 <b>206.1</b>	1:43.381	36.834 156.9	<b>2:50.281</b>
<b>4</b>	31.122 186.5	1:45.577	36.950 154.9	2:53.649				
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1</b>	X:00.000 129.3	1:58.932	48.529	X:00.000	<b>5</b> - X:00.000 150.6	1:46.760	36.507 155.6	X:00.000
<b>2</b>	46.137 137.9	1:46.930	39.400 133.8	3:12.467	<b>6</b> - 30.269 201.8	1:42.555	36.342 <b>156.0</b>	2:49.166
<b>3</b>	31.956 190.1	1:45.093	36.740 <b>156.0</b>	2:53.789	<b>7</b> - 30.217 208.0	1:42.524	36.170 154.7	<b>2:48.911</b>
<b>4</b>	30.840 194.9	1:47.865	55.870	3:14.575P				
<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		<b>Peugeot 306</b>			
<b>1</b>	X:00.000 134.1	2:06.418	41.297 145.3	X:00.000	<b>4</b> - 32.399 186.5	1:49.825	37.856 153.8	3:00.080
<b>2</b>	35.790 173.6	1:56.711	54.180	3:26.681P	<b>5</b> - X:00.000 151.4	1:52.573	38.102 154.7	X:00.000
<b>3</b>	2:41.445 184.3	2:00.691	40.587 153.8	X:00.000	<b>6</b> - 31.834 <b>206.1</b>	1:48.074	37.259 <b>156.9</b>	<b>2:57.167</b>
<b>14</b>	<b>Tommy CHAN</b>		<b>HKG</b>		<b>Honda Integra</b>			
<b>1</b>	X:00.000 133.8	2:30.569	40.895 149.5	<b>X:00.000</b>	<b>3</b> - 6:00.618 183.0	1:57.456	54.600	X:00.000P
<b>2</b>	38.229	1:53.315	52.252	3:23.796P	<b>4</b> - X:00.000 186.2	1:47.375	37.036 <b>159.0</b>	X:00.000
<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 150.2	2:02.333	41.830 134.8	X:00.000	<b>5</b> - 30.376 214.2	1:44.708	35.829 162.6	2:50.913
<b>2</b>	34.158 197.0	1:52.280	38.200 156.0	3:04.638	<b>6</b> - X:00.000 188.1	1:45.220	36.468 158.3	X:00.000
<b>3</b>	32.410 208.4	1:49.170	37.071 161.4	2:58.651	<b>7</b> - 30.934 211.3	1:41.628	35.456 <b>164.1</b>	2:48.018
<b>4</b>	30.885 188.1	1:45.234	36.277 162.4	2:52.396	<b>8</b> - 29.636 <b>218.6</b>	1:40.851	35.365 162.8	<b>2:45.852</b>
<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 124.8	2:35.979	42.810 150.4	X:00.000	<b>4</b> - 32.767 193.2	1:53.016	37.927 155.6	<b>3:03.710</b>
<b>2</b>	38.222 133.9	2:00.002	38.493 155.1	3:16.717	<b>5</b> - 32.182 206.1	1:56.996	37.387 <b>157.8</b>	3:06.565
<b>3</b>	33.744 179.4	1:53.745	38.309 156.2	3:05.798	<b>6</b> - X:00.000 148.5	2:45.833	1:00.889	X:00.000P
<b>17</b>	<b>Rustem TEREGULOV</b>		<b>RUS</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 151.0	2:09.178	41.829 154.2	X:00.000	<b>5</b> - 34.957 197.0	1:58.723	53.603	3:27.283P
<b>2</b>	33.649 196.3		2:31.367 157.2	3:05.016	<b>6</b> - X:00.000 139.7	1:52.567	37.372 159.0	X:00.000
<b>3</b>	32.895 188.4	1:49.626	37.769 159.5	3:00.290	<b>7</b> - 32.455 211.7	1:45.318	36.656 <b>160.0</b>	<b>2:54.429</b>
<b>4</b>	33.479 206.8	1:51.011	37.582 158.1	3:02.072				

**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE 1**

(contd.)

<b>18</b>	<b>Ratanakul PRUTIRAT</b>			<b>THA</b>	<b>Ford Focus</b>			
<b>1</b>	-X:00.000 118.0	2:15.005	58.099	X:00.000P	<b>4</b> - 32.967 190.4	1:56.568	38.160 151.0	3:07.695
<b>2</b>	- 1:41.058 169.2	2:01.078	40.503 149.1	<b>4:22.639</b>	<b>5</b> -X:00.000 140.4	1:56.009	37.614 155.8	X:00.000
<b>3</b>	- 35.611 179.7	2:05.447	38.894 152.9	<b>3:19.952</b>	<b>6</b> - 32.487 189.8	1:53.403	37.552 <b>157.6</b>	<b>3:03.442</b>
<b>20</b>	<b>Gordon SHEDDEN</b>			<b>GBR</b>	<b>Ford Focus</b>			
<b>1</b>	-X:00.000 149.1	2:10.850	41.929 144.7	X:00.000	<b>5</b> - 30.450 218.1	1:47.482	36.538 156.2	2:54.470
<b>2</b>	- 36.966 173.0	1:59.453	38.835 155.1	<b>3:15.254</b>	<b>6</b> -X:00.000 187.8	1:45.553	35.890 159.7	X:00.000
<b>3</b>	- 32.535 199.6	1:53.320	39.161 151.4	<b>3:05.016</b>	<b>7</b> - 31.286 200.0	1:43.524	37.019 <b>163.3</b>	2:51.829
<b>4</b>	- 33.878 209.3	1:51.009	36.792 162.1	<b>3:01.679</b>	<b>8</b> - 29.745 <b>221.3</b>	1:42.430	35.832 <b>163.3</b>	<b>2:48.007</b>
<b>21</b>	<b>Ricardo A A LOPES</b>			<b>MAC</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 136.0	2:11.190	43.496 137.0	X:00.000	<b>4</b> - 36.287 175.3	1:51.783	54.907	3:22.977P
<b>2</b>	- 38.730 164.6	1:53.945	39.301 151.8	<b>3:11.976</b>	<b>5</b> -X:00.000	2:00.998	38.341 <b>155.6</b>	X:00.000
<b>3</b>	- 33.950 175.0	1:50.440	40.107 146.3	<b>3:04.497</b>	<b>6</b> - 33.252 <b>177.6</b>	1:53.657	38.582 151.6	3:05.491
<b>22</b>	<b>Paul POON</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000	2:09.868	42.078 146.9	X:00.000	<b>5</b> - 33.891 199.2	1:49.186	37.403 <b>156.2</b>	3:00.480
<b>2</b>	- 36.648 172.2	1:59.389	39.442 130.1	<b>3:15.479</b>	<b>6</b> -X:00.000 148.9	1:52.553	37.809 154.9	X:00.000
<b>3</b>	- 34.242 197.4	1:52.253	39.232 152.7	<b>3:05.727</b>	<b>7</b> - 32.537 201.1	1:46.258	36.982 154.9	<b>2:55.777</b>
<b>4</b>	- 33.669 186.5	1:50.502	38.432 155.6	<b>3:02.603</b>				
<b>23</b>	<b>Kelvin SO</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 127.8	2:34.132	44.607 142.4	X:00.000	<b>3</b> - 33.909 201.4	1:51.218	38.883 151.0	<b>3:04.010</b>
<b>2</b>	- 39.846 165.1	1:57.858	40.178 147.7	<b>3:17.882</b>	<b>4</b> - 33.066 205.7	1:52.637	39.354 <b>153.1</b>	3:05.057
<b>26</b>	<b>Kenneth LOOK</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 145.1	2:05.625	40.311	X:00.000	<b>5</b> - 32.852	1:47.178	37.151 157.8	2:57.181
<b>2</b>	- 36.634	1:52.553	38.667 155.6	<b>3:07.854</b>	<b>6</b> -X:00.000	1:50.069	37.034 158.5	X:00.000
<b>3</b>	- 33.775 196.3	1:51.896	37.948 156.7	<b>3:03.619</b>	<b>7</b> - 32.341 <b>209.3</b>	1:45.003	36.558 <b>162.1</b>	<b>2:53.902</b>
<b>4</b>	- 33.712	1:48.503	37.296 157.8	<b>2:59.511</b>				
<b>28</b>	<b>Kenny CHUN</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 126.9	2:18.583	42.425 <b>151.6</b>	<b>X:00.000</b>	<b>2</b> - 37.069 148.5	X:00.000	58.237	X:00.000P
<b>31</b>	<b>LAM Wai Hung</b>			<b>HKG</b>	<b>Alfa 156</b>			
<b>1</b>	-X:00.000 127.3	2:04.971	48.667	X:00.000P	<b>4</b> - 31.467 156.5	1:48.924	36.630 159.2	2:57.021
<b>2</b>	- 2:13.135 149.5	1:54.628	37.991 154.0	<b>4:45.754</b>	<b>5</b> -X:00.000 178.8	1:55.838	36.746 <b>160.4</b>	X:00.000
<b>3</b>	- 33.211 166.4	2:16.829	39.103 157.6	<b>3:29.143</b>	<b>6</b> - 30.784 173.9	1:47.058	36.408 159.7	<b>2:54.250</b>
<b>32</b>	<b>Kenny LO</b>			<b>HKG</b>	<b>Alfa 156</b>			
<b>1</b>	-X:00.000 <b>150.8</b>	2:37.760	1:06.787	X:00.000P				
<b>33</b>	<b>Belmiro AGUIAR</b>			<b>MAC</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 142.6	2:04.838	43.072 135.6	X:00.000	<b>3</b> - 33.829 189.1	1:58.414	55.318	3:27.561P
<b>2</b>	- 37.333	1:53.748	39.772 <b>147.1</b>	<b>3:10.853</b>	<b>4</b> - 2:52.764 157.8	1:53.857	38.738 146.5	X:00.000

**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE 1**

(contd.)

<b>39</b>	<b>Ricky MO</b>			<b>HKG</b>	<b>Toyota Altezza</b>			
1	-X:00.000 140.8	2:06.455	41.197 133.8	X:00.000	5 - 30.624 210.1	1:56.478	37.590 161.1	3:04.692
2	- 34.985 180.6	1:53.019	37.490 157.2	3:05.494	6 -X:00.000	1:50.717	48.240 161.1	X:00.000
3	- 31.677 208.0	1:48.968	36.725 162.4	2:57.370	7 - 30.572 <b>218.6</b>	1:44.770	36.234 162.6	<b>2:51.576</b>
4	- 31.181 186.8	1:45.589	36.650 <b>163.8</b>	2:53.420				
<b>51</b>	<b>Henry LEE Jnr</b>			<b>HKG</b>	<b>BMW 320i</b>			
1	-X:00.000 125.5	2:12.206	41.054 152.7	X:00.000	5 - 31.802 213.8	1:44.207	35.772 162.1	2:51.781
2	- 33.973 205.3	1:53.583	36.935 161.1	3:04.491	6 -X:00.000 182.4	1:45.946	36.332 160.7	X:00.000
3	- 30.432 212.5	1:48.119	36.622 161.1	2:55.173	7 - 29.829 218.6	1:44.915	35.547 160.2	<b>2:50.291</b>
4	- 30.097	1:49.022	36.471 <b>162.8</b>	2:55.590				
<b>76</b>	<b>LO Ka Fai</b>			<b>HKG</b>	<b>Honda Integra</b>			
1	-X:00.000	2:13.827	42.683 139.1	X:00.000	4 - 34.519 171.1	1:55.743	53.843	3:24.105P
2	- 41.322 156.2	1:58.271	38.990 148.5	3:18.583	5 -X:00.000	1:59.632	37.775 151.2	X:00.000
3	- 35.505 <b>183.3</b>	2:06.500	40.589 149.5	3:22.594	6 - 34.654 165.8	1:56.279	37.131 <b>154.0</b>	<b>3:08.064</b>
<b>77</b>	<b>Kenneth CHAN</b>			<b>HKG</b>	<b>Honda Integra</b>			
1	-X:00.000	2:21.897	38.707 156.7	X:00.000	5 - 30.861 192.8	1:46.466	37.717 157.6	<b>2:55.044</b>
2	- 35.177 147.5	1:52.503	37.069 159.5	3:04.749	6 -X:00.000 158.5	1:52.669	36.983 <b>160.2</b>	X:00.000
3	- 32.583 <b>204.5</b>	1:49.800	37.323 158.1	2:59.706	7 - 30.321 174.7	1:48.125	36.696 159.0	2:55.142
4	- 31.610 170.8	1:55.389	37.025 160.0	3:04.024				
<b>78</b>	<b>NG Cheong I</b>			<b>MAC</b>	<b>Honda Integra</b>			
1	-X:00.000 147.9	2:02.344	38.089 152.9	X:00.000	4 - 31.662 <b>208.8</b>	1:48.440	36.454 <b>160.9</b>	<b>2:56.556</b>
2	- 35.342 147.1	1:53.969	37.309 158.5	3:06.620	5 - 31.269 196.0	2:02.438	1:00.011	3:33.718P
3	- 32.633 200.0	1:48.284	36.905 159.5	2:57.822	6 -X:00.000 177.9	1:51.778	1:03.454	X:00.000P
<b>83</b>	<b>LO Ka Chun</b>			<b>HKG</b>	<b>Honda Integra</b>			
1	-X:00.000	2:10.925	42.465 133.3	X:00.000	4 -X:00.000	1:51.822	37.918 158.8	X:00.000
2	- 41.763 154.5	1:57.209	38.584 155.3	3:17.556	5 - 32.623 176.1	1:50.725	37.401 <b>159.0</b>	<b>3:00.749</b>
3	- 33.897 175.6	2:15.296	1:00.248	3:49.441P				
<b>88</b>	<b>Manual Ao YEUNG</b>			<b>MAC</b>	<b>Honda Integra</b>			
1	-X:00.000 125.0	2:03.953	42.019 146.5	X:00.000	4 - 2:11.020	1:56.194	40.624 156.7	4:47.838
2	- 36.414 183.3	1:52.493	38.289 158.8	3:07.196	5 -X:00.000 138.2	1:58.982	38.279 158.8	X:00.000
3	- 32.537 <b>192.8</b>	1:53.436	50.156	3:16.129P	6 - 32.685 183.3	1:48.078	37.671 <b>160.0</b>	<b>2:58.434</b>
<b>89</b>	<b>LEI Chong Seng</b>			<b>MAC</b>	<b>Ford Focus</b>			
1	-X:00.000	2:18.759	44.916 146.7	X:00.000	4 - 32.257 <b>198.1</b>	3:35.626	53.257	X:00.000P
2	- 34.865 160.7	1:53.837	38.448 <b>157.2</b>	3:07.150	5 -X:00.000	1:57.586	37.825 155.1	X:00.000
3	- 32.593 173.3	1:52.983	39.989 150.8	3:05.565	6 - 32.523 178.8	1:49.411	37.018 156.5	<b>2:58.952</b>
<b>93</b>	<b>J NAVASOOPANICH</b>			<b>THA</b>	<b>Honda Integra</b>			
1	-X:00.000 148.1	2:30.751	37.910 159.5	X:00.000	5 - 31.236 205.7	1:46.279	37.181 153.1	2:54.696
2	- 35.486 170.3	1:45.001	36.432 159.2	2:56.919	6 -X:00.000 152.5	1:47.207	36.725 159.7	X:00.000
3	- 31.102 210.9	1:43.545	36.134 <b>160.0</b>	2:50.781	7 - 30.518 <b>213.0</b>	1:42.268	36.075 <b>160.0</b>	<b>2:48.861</b>
4	- 31.302 212.1	1:46.835	36.700 <b>160.0</b>	2:54.837				



**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE 1**

(contd.)

<b>99</b>	<b>Rui VALENTE</b>			<b>MAC</b>	<b>Nissan Primera</b>				
<b>1 -</b>				X:00.000P	<b>4 -</b>	31.761 181.2	1:48.665	38.143 158.3	<b>2:58.569</b>
<b>2 -</b>	3:30.185 164.1	1:54.621	38.456 155.3	X:00.000	<b>5 -</b>	X:00.000 143.0	2:03.528	37.280 159.5	X:00.000
<b>3 -</b>	32.787 176.7	1:50.432	37.300 159.0	<b>3:00.519</b>	<b>6 -</b>	31.683 189.1	1:50.251	36.659 158.8	2:58.593

# STDM Guia Race

## BEST SECTOR TIMES

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	7	CORONEL	28.874	3	ENGSTLER	1:38.567	6	HUISMAN	34.644	1	7	CORONEL	2:42.589	2:42.866	0.277
2	6	HUISMAN	28.978	7	CORONEL	1:38.717	7	CORONEL	34.998	2	6	HUISMAN	2:42.778	2:43.365	0.587
3	2	SOPER	29.023	6	HUISMAN	1:39.156	1	NATTAUVE	35.207	3	3	ENGSTLER	2:43.100	2:43.100	0.000
4	3	ENGSTLER	29.278	2	SOPER	1:39.956	2	SOPER	35.231	4	2	SOPER	2:44.210	2:44.392	0.182
5	9	SCHARMACH	29.530	15	HARRISON	1:40.851	3	ENGSTLER	35.255	5	15	HARRISON	2:45.852	2:45.852	0.000
6	15	HARRISON	29.636	9	SCHARMACH	1:41.044	15	HARRISON	35.365	6	9	SCHARMACH	2:46.213	2:46.740	0.527
7	10	ORIDO	29.718	8	GEDLICH	1:41.263	51	LEE Jnr	35.547	7	1	NATTAUVE	2:46.573	2:46.681	0.108
8	8	GEDLICH	29.730	1	NATTAUVE	1:41.336	8	GEDLICH	35.608	8	8	GEDLICH	2:46.601	2:46.647	0.046
9	20	SHEDDEN	29.745	93	NAVASOOPANI	1:42.268	9	SCHARMACH	35.639	9	20	SHEDDEN	2:48.007	2:48.007	0.000
10	51	LEE Jnr	29.829	10	ORIDO	1:42.388	5	CHAN	35.696	10	10	ORIDO	2:48.121	2:48.326	0.205
11	1	NATTAUVE	30.030	20	SHEDDEN	1:42.430	20	SHEDDEN	35.832	11	93	NAVASOOPANI	2:48.861	2:48.861	0.000
12	11	TANIGUCHI	30.066	12	KINOSHITA	1:42.524	10	ORIDO	36.015	12	12	KINOSHITA	2:48.911	2:48.911	0.000
13	12	KINOSHITA	30.217	5	CHAN	1:43.153	93	NAVASOOPANI	36.075	13	51	LEE Jnr	2:49.583	2:50.291	0.708
14	77	CHAN	30.321	11	TANIGUCHI	1:43.381	12	KINOSHITA	36.170	14	11	TANIGUCHI	2:49.937	2:50.281	0.344
15	93	NAVASOOPANI	30.518	51	LEE Jnr	1:44.207	39	MO_	36.234	15	5	CHAN	2:50.289	2:50.289	0.000
16	39	MO_	30.572	39	MO_	1:44.770	31	LAM Wai Hung	36.408	16	39	MO_	2:51.576	2:51.576	0.000
17	31	LAM Wai Hung	30.784	26	LOOK	1:45.003	78	NG_Cheong I	36.454	17	77	CHAN	2:53.483	2:55.044	1.561
18	78	NG_Cheong I	31.269	17	TEREGULOV	1:45.318	11	TANIGUCHI	36.490	18	26	LOOK	2:53.902	2:53.902	0.000
19	5	CHAN	31.440	22	POON	1:46.258	26	LOOK	36.558	19	31	LAM Wai Hung	2:54.250	2:54.250	0.000
20	99	VALENTE	31.683	77	CHAN	1:46.466	17	TEREGULOV	36.656	20	17	TEREGULOV	2:54.429	2:54.429	0.000
21	13	FU_	31.834	31	LAM Wai Hung	1:47.058	99	VALENTE	36.659	21	22	POON	2:55.777	2:55.777	0.000
22	16	MEINS	32.182	14	CHAN	1:47.375	77	CHAN	36.696	22	78	NG_Cheong I	2:56.007	2:56.556	0.549
23	89	LEI Chong	32.257	13	FU_	1:48.074	22	POON	36.982	23	99	VALENTE	2:57.007	2:58.569	1.562
24	26	LOOK	32.341	88	YEUNG	1:48.078	89	LEI Chong	37.018	24	13	FU_	2:57.167	2:57.167	0.000
25	17	TEREGULOV	32.455	78	NG_Cheong I	1:48.284	14	CHAN	37.036	25	88	YEUNG	2:58.286	2:58.434	0.148
26	18	PRUTIRAT	32.487	99	VALENTE	1:48.665	76	LO_ Ka Fai	37.131	26	89	LEI Chong	2:58.686	2:58.952	0.266
27	22	POON	32.537	4	MAK Ka Lok	1:49.087	13	FU_	37.259	27	4	MAK Ka Lok	3:00.275	3:00.275	0.000
28	88	YEUNG	32.537	89	LEI Chong	1:49.411	16	MEINS	37.387	28	83	LO_ Ka Chun	3:00.749	3:00.749	0.000
29	83	LO_ Ka Chun	32.623	21	LOPES	1:50.440	83	LO_ Ka Chun	37.401	29	21	LOPES	3:02.033	3:04.497	2.464
30	4	MAK Ka Lok	32.819	83	LO_ Ka Chun	1:50.725	18	PRUTIRAT	37.552	30	16	MEINS	3:02.585	3:03.710	1.125
31	23	SO_	33.066	23	SO_	1:51.218	88	YEUNG	37.671	31	14	CHAN	3:02.640	3:23.796	21.156
32	21	LOPES	33.252	16	MEINS	1:53.016	21	LOPES	38.341	32	23	SO_	3:03.167	3:04.010	0.843
33	33	AGUIAR	33.829	18	PRUTIRAT	1:53.403	4	MAK Ka Lok	38.369	33	18	PRUTIRAT	3:03.442	3:03.442	0.000
34	76	LO_ Ka Fai	34.519	33	AGUIAR	1:53.748	33	AGUIAR	38.738	34	33	AGUIAR	3:06.315	3:10.853	4.538
35	28	CHUN	37.069	76	LO_ Ka Fai	1:55.743	23	SO_	38.883	35	76	LO_ Ka Fai	3:07.393	3:08.064	0.671
36	14	CHAN	38.229	28	CHUN	2:18.583	28	CHUN	42.425	36	28	CHUN	3:38.077	15:12.244	11:34.1
37	32	LO_	11:24.915	32	LO_	2:37.760	32	LO_	1:06.787	37	32	LO_	15:09.462	15:09.462	0.000
												Perfect Lap	2:42.085		

Circuito Da Guia  
 Circuit Length = 6.120 kilometre  
 Start: 11:15 End: 11:58

**STDM Guia Race  
SPEED TRAP - FREE PRACTICE 1 - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	3		Franz ENGSTLER	GER	BMW 320i	166.6
2	6		Duncan HUISMAN	NED	BMW 320i	166.1
3	8		Markus GEDLICH	GER	BMW 320i	164.6
4	15		Simon HARRISON	GBR	Ford Focus	164.1
5	7		Tom CORONEL	NED	BMW 320i	163.8
6	2		Steve SOPER	GBR	Peugeot 306	163.8
7	39	A	Ricky MO	HKG	Toyota Altezza	163.8
8	9		Peter SCHARMACH	DEN	BMW 320i	163.6
9	1	A	C NATTAUDE	THA	Peugeot 306	163.6
10	20		Gordon SHEDDEN	GBR	Ford Focus	163.3
11	51		Henry LEE Jnr	HKG	BMW 320i	162.8
12	26		Kenneth LOOK	HKG	Honda Integra	162.1
13	78		NG Cheong I	MAC	Honda Integra	160.9
14	31	A	LAM Wai Hung	HKG	Alfa 156	160.4
15	5	A	Paul CHAN	HKG	BMW 320i	160.2
16	77		Kenneth CHAN	HKG	Honda Integra	160.2
17	88		Manual Ao YEUNG	MAC	Honda Integra	160.0
18	17		Rustem TEREGLIOV	RUS	Ford Focus	160.0
19	93	A	J NAVASOOPANICH	THA	Honda Integra	160.0
20	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	159.5
21	99		Rui VALENTE	MAC	Nissan Primera	159.5
22	83		LO Ka Chun	HKG	Honda Integra	159.0
23	14	A	Tommy CHAN	HKG	Honda Integra	159.0
24	10		Manabu ORIDO	JPN	Toyota Altezza	159.0
25	16		Richard MEINS	GBR	Ford Focus	157.8
26	18		Ratanakul PRUTIRAT	THA	Ford Focus	157.6
27	89		LEI Chong Seng	MAC	Ford Focus	157.2
28	13	A	Adrian FU	HKG	Peugeot 306	156.9
29	22		Paul POON	HKG	Honda Integra	156.2
30	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	156.0
31	21		Ricardo A A LOPES	MAC	Honda Integra	155.6
32	76	A	LO Ka Fai	HKG	Honda Integra	154.0
33	4		MAK Ka Lok	MAC	Honda Integra	153.6
34	23		Kelvin SO	HKG	Honda Integra	153.1
35	28	A	Kenny CHUN	HKG	Honda Integra	151.6
36	33		Belmiro AGUIAR	MAC	Honda Integra	147.1

**STDM Guia Race  
SPEED TRAP - FREE PRACTICE 1 - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	228.3
2	7		Tom CORONEL	NED	BMW 320i	225.4
3	20		Gordon SHEDDEN	GBR	Ford Focus	221.3
4	51		Henry LEE Jnr	HKG	BMW 320i	220.4
5	6		Duncan HUISMAN	NED	BMW 320i	220.4
6	3		Franz ENGSTLER	GER	BMW 320i	220.4
7	10		Manabu ORIDO	JPN	Toyota Altezza	219.5
8	15		Simon HARRISON	GBR	Ford Focus	218.6
9	39	A	Ricky MO	HKG	Toyota Altezza	218.6
10	17		Rustem TEREGULOV	RUS	Ford Focus	216.4
11	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	216.0
12	5	A	Paul CHAN	HKG	BMW 320i	213.8
13	1	A	C NATTAVUDE	THA	Peugeot 306	213.8
14	93	A	J NAVASOOPANICH	THA	Honda Integra	213.0
15	26		Kenneth LOOK	HKG	Honda Integra	209.3
16	23		Kelvin SO	HKG	Honda Integra	208.8
17	78		NG Cheong I	MAC	Honda Integra	208.8
18	16		Richard MEINS	GBR	Ford Focus	208.4
19	9		Peter SCHARMACH	DEN	BMW 320i	208.0
20	18		Ratanakul PRUTIRAT	THA	Ford Focus	207.2
21	22		Paul POON	HKG	Honda Integra	206.5
22	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	206.1
23	13	A	Adrian FU	HKG	Peugeot 306	206.1
24	77		Kenneth CHAN	HKG	Honda Integra	204.5
25	8		Markus GEDLICH	GER	BMW 320i	204.1
26	89		LEI Chong Seng	MAC	Ford Focus	198.1
27	31	A	LAM Wai Hung	HKG	Alfa 156	196.7
28	33		Belmiro AGUIAR	MAC	Honda Integra	192.8
29	88		Manual Ao YEUNG	MAC	Honda Integra	192.8
30	99		Rui VALENTE	MAC	Nissan Primera	191.1
31	83		LO Ka Chun	HKG	Honda Integra	190.1
32	4		MAK Ka Lok	MAC	Honda Integra	189.8
33	14	A	Tommy CHAN	HKG	Honda Integra	186.8
34	76	A	LO Ka Fai	HKG	Honda Integra	183.3
35	21		Ricardo A A LOPES	MAC	Honda Integra	177.6
36	28	A	Kenny CHUN	HKG	Honda Integra	152.9
37	32	A	Kenny LO	HKG	Alfa 156	150.8

**STDM Guia Race  
CLASSIFICATION - 1st QUALIFYING**

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	6		Duncan HUISMAN	NED	BMW 320i	2:39.826	12		137.85
2	7		Tom CORONEL	NED	BMW 320i	2:40.622	10	0.796	137.16
3	2		Steve SOPER	GBR	Peugeot 306	2:42.056	11	2.230	135.95
4	3		Franz ENGSTLER	GER	BMW 320i	2:42.218	11	2.392	135.81
5	1	A	C NATTAUVE	THA	Peugeot 306	2:42.884	12	3.058	135.26
6	8		Markus GEDLICH	GER	BMW 320i	2:43.399	14	3.573	134.83
7	10		Manabu ORIDO	JPN	Toyota Altezza	2:44.697	13	4.871	133.77
8	9		Peter SCHARMACH	DEN	BMW 320i	2:44.911	12	5.085	133.59
9	15		Simon HARRISON	GBR	Ford Focus	2:45.252	11	5.426	133.32
10	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	2:45.808	14	5.982	132.87
11	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	2:45.928	15	6.102	132.78
12	51		Henry LEE Jnr	HKG	BMW 320i	2:46.571	13	6.745	132.26
13	5	A	Paul CHAN	HKG	BMW 320i	2:47.914	14	8.088	131.21
14	93	A	J NAVASOOPANICH	THA	Honda Integra	2:49.160	6	9.334	130.24
15	39	A	Ricky MO	HKG	Toyota Altezza	2:49.958	8	10.132	129.63
16	31	A	LAM Wai Hung	HKG	Alfa 156	2:50.026	13	10.200	129.58
17	17		Rustem TEREGLIOV	RUS	Ford Focus	2:50.195	14	10.369	129.45
18	26		Kenneth LOOK	HKG	Honda Integra	2:51.164	8	11.338	128.71
19	77		Kenneth CHAN	HKG	Honda Integra	2:52.059	11	12.233	128.04
20	32	A	Kenny LO	HKG	Alfa 156	2:53.890	8	14.064	126.70
21	13	A	Adrian FU	HKG	Peugeot 306	2:54.177	3	14.351	126.49
22	22		Paul POON	HKG	Honda Integra	2:54.435	9	14.609	126.30
23	21		Ricardo A A LOPES	MAC	Honda Integra	2:54.472	13	14.646	126.27
24	28	A	Kenny CHUN	HKG	Honda Integra	2:54.557	12	14.731	126.21
25	83		LO Ka Chun	HKG	Honda Integra	2:54.995	9	15.169	125.90
26	76	A	LO Ka Fai	HKG	Honda Integra	2:55.861	12	16.035	125.28
27	78		NG Cheong I	MAC	Honda Integra	2:56.893	2	17.067	124.55
28	88		Manual Ao YEUNG	MAC	Honda Integra	2:57.035	12	17.209	124.45
29	18		Ratanakul PRUTIRAT	THA	Ford Focus	2:57.750	11	17.924	123.94
30	89		LEI Chong Seng	MAC	Ford Focus	2:58.664	8	18.838	123.31
31	4		MAK Ka Lok	MAC	Honda Integra	2:58.666	8	18.840	123.31
32	99		Rui VALENTE	MAC	Nissan Primera	3:01.117	2	21.291	121.64
33	33		Belmiro AGUIAR	MAC	Honda Integra	3:07.690	6	27.864	117.38
34	35	A	Angelo BARRETO	PHI	Toyota Altezza	3:14.296	10	34.470	113.39
35	20		Gordon SHEDDEN	GBR	Ford Focus	16:18.102	2	13:38.276	22.52
36	16		Richard MEINS	GBR	Ford Focus	17:17.693	2	14:37.867	21.23

Weather / Track : Cloudy / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 16:07 End: 16:52

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
SECTOR ANALYSIS - 1st QUALIFYING**

<b>1</b>		<b>C NATTAUDE</b>		<b>THA</b>		<b>Peugeot 306</b>	
1	X:00.000	171.1	1:51.980	37.400	160.2	X:00.000	<b>7 -</b> 28.933 <b>226.4</b> 1:41.943 36.315 2:47.191
2	29.799	209.3	1:41.682	35.553	162.4	2:47.034	<b>8 -</b> 29.484 210.1 1:40.490 35.239 <b>165.1</b> 2:45.213
3	29.535	204.1	1:42.243	36.252	162.6	2:48.030	<b>9 -</b> 28.723 224.5 1:39.088 <b>35.155</b> 164.1 2:42.966
4	29.214	221.3	1:40.079	36.365	156.7	2:45.658	<b>10 -</b> <b>28.690</b> 222.6 1:46.500 55.682 3:10.872P
5	29.699	214.7	1:43.257	57.442		3:10.398P	<b>11 -</b> 3:23.405 178.2 1:54.086 40.502 161.6 X:00.000
6	5:00.454		1:47.106	36.765	163.6	X:00.000	<b>12 -</b> 29.052 225.4 <b>1:38.627</b> 35.205 164.8 <b>2:42.884</b>
<b>2</b>		<b>Steve SOPER</b>		<b>GBR</b>		<b>Peugeot 306</b>	
1	X:00.000	198.1	1:49.093	36.236	162.4	X:00.000	<b>7 -</b> 29.123 225.9 1:44.630 47.515 3:01.268P
2	33.470	219.0	1:45.350	39.628	165.3	2:58.448	<b>8 -</b> 2:45.402 214.7 1:41.300 34.985 <b>166.1</b> X:00.000
3	29.018	223.6	1:38.889	35.153	163.3	2:43.060	<b>9 -</b> <b>28.592</b> <b>228.8</b> <b>1:38.673</b> <b>34.791</b> 164.8 <b>2:42.056</b>
4	28.879	227.3	1:50.246	50.090		3:09.215P	<b>10 -</b> 28.705 210.5 1:39.237 35.039 162.6 2:42.981
5	6:27.121	184.3	1:45.652	35.618	165.3	X:00.000	<b>11 -</b> 29.124 225.0 1:44.994 48.516 3:02.634P
6	28.659	<b>228.8</b>	1:39.227	35.047	163.8	2:42.933	
<b>3</b>		<b>Franz ENGSTLER</b>		<b>GER</b>		<b>BMW 320i</b>	
1	X:00.000	182.4	1:47.371	36.180	163.6	X:00.000	<b>7 -</b> 29.346 218.6 1:38.234 35.292 <b>165.1</b> 2:42.872
2	29.519	220.8	1:41.162	35.943	160.9	2:46.624	<b>8 -</b> 29.429 221.7 <b>1:37.625</b> 35.164 164.8 <b>2:42.218</b>
3	29.658	218.6	1:39.373	35.525	164.3	2:44.556	<b>9 -</b> 29.240 222.2 1:38.098 <b>35.141</b> 164.6 2:42.479
4	29.510	220.8	1:38.621	35.485	161.9	2:43.616	<b>10 -</b> <b>29.087</b> <b>223.6</b> 1:37.882 35.463 164.6 2:42.432
5	33.072	175.3	1:46.417	56.765		3:16.254P	<b>11 -</b> 30.595 158.8 1:46.212 1:00.467 3:17.274P
6	9:50.806	180.9	1:48.165	35.777	164.8	X:00.000	
<b>4</b>		<b>MAK Ka Lok</b>		<b>MAC</b>		<b>Honda Integra</b>	
1	X:00.000	173.0	1:55.015	39.287	150.6	X:00.000	<b>5 -</b> 32.556 201.1 1:57.062 56.126 3:25.744P
2	34.583	192.8	1:49.100	38.388	153.6	3:02.071	<b>6 -</b> X:00.000 160.0 1:52.589 38.893 150.0 X:00.000
3	32.631	186.8	1:48.146	<b>38.235</b> <b>154.2</b>		2:59.012	<b>7 -</b> 33.253 196.3 1:49.399 55.110 3:17.762P
4	<b>32.357</b> <b>203.0</b>		<b>1:47.784</b>	38.525	153.1	<b>2:58.666</b>	<b>8 -</b> 2:24.572 196.3 1:50.765 1:05.356 X:00.000P
<b>5</b>		<b>Paul CHAN</b>		<b>HKG</b>		<b>BMW 320i</b>	
1	X:00.000	187.1	1:51.547	36.817	157.8	X:00.000	<b>8 -</b> 30.548 214.7 1:43.093 <b>35.698</b> 161.4 2:49.339
2	32.367	208.4	1:44.659	36.263	159.0	2:53.289	<b>9 -</b> 31.816 198.1 1:49.792 50.692 3:12.300P
3	31.666	208.4	1:43.384	36.395	160.0	2:51.445	<b>10 -</b> 5:09.915 183.9 1:46.509 36.252 160.7 X:00.000
4	31.029	212.5	1:45.488	36.219	159.5	2:52.736	<b>11 -</b> 31.465 189.1 1:43.976 35.786 <b>161.6</b> 2:51.227
5	31.302	210.1	1:42.469	35.954	160.0	2:49.725	<b>12 -</b> <b>30.438</b> 213.0 <b>1:41.063</b> 36.413 160.7 <b>2:47.914</b>
6	30.622	<b>215.7</b>	1:42.015	35.918	161.1	2:48.555	<b>13 -</b> 30.701 211.7 1:41.517 35.876 160.4 2:48.094
7	30.825	213.4	1:41.848	35.940	159.7	2:48.613	<b>14 -</b> 30.580 213.4 1:41.403 35.989 159.7 2:47.972
<b>6</b>		<b>Duncan HUISMAN</b>		<b>NED</b>		<b>BMW 320i</b>	
1	X:00.000	173.6	1:52.234	36.472	163.6	X:00.000	<b>7 -</b> 29.127 215.1 1:38.959 35.017 <b>166.6</b> 2:43.103
2	29.744	218.6	1:40.748	34.813	165.3	2:45.305	<b>8 -</b> 29.061 223.1 1:44.735 53.561 3:07.357P
3	29.259	220.4	1:38.654	34.846	164.6	2:42.759	<b>9 -</b> 5:18.333 132.5 2:02.746 39.932 154.0 X:00.000
4	29.204	219.0	1:39.284	34.984	164.8	2:43.472	<b>10 -</b> 33.226 176.1 1:47.203 41.430 162.4 3:01.859
5	29.162	223.6	2:01.193	48.668		3:19.023P	<b>11 -</b> 29.025 <b>224.0</b> <b>1:36.429</b> <b>34.372</b> <b>166.6</b> <b>2:39.826</b>
6	6:10.157	167.1	1:50.829	36.154	165.3	X:00.000	<b>12 -</b> <b>28.921</b> 222.2 1:37.049 34.711 165.6 2:40.681

**STDM Guia Race  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>7</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>BMW 320i</b>						
<b>1</b> - X:00.000	145.3	1:55.926	56.552	X:00.000P	<b>6</b> - 4:35.167	174.4	1:42.389	38.615	164.3	X:00.000	
<b>2</b> - 7:11.579	181.5	1:43.073	35.410	163.3	X:00.000	<b>7</b> - 29.207	222.2	1:49.636	55.674	3:14.517P	
<b>3</b> - 29.205	221.3	1:39.006	34.964	164.6	2:43.175	<b>8</b> - 4:42.256	161.6	1:54.792	42.115	164.6	X:00.000
<b>4</b> - 29.063	224.5	1:42.895	39.406	165.1	2:51.364	<b>9</b> - 29.183	223.6	1:37.063	34.902	165.1	2:41.148
<b>5</b> - 29.025	220.8	2:05.461	1:12.651	3:47.137P	<b>10</b> - <b>28.879</b>	<b>225.0</b>	<b>1:36.986</b>	<b>34.757</b>	<b>165.8</b>	<b>2:40.622</b>	
<b>8</b>	<b>Markus GEDLICH</b>			<b>GER</b>	<b>BMW 320i</b>						
<b>1</b> - X:00.000	158.5	1:50.545	37.078	160.2	X:00.000	<b>8</b> - 29.277	204.5	1:40.257	35.731	163.6	2:45.265
<b>2</b> - 30.920	200.3	1:42.125	35.953	164.8	2:48.998	<b>9</b> - 29.519	207.6	1:41.130	35.631	163.8	2:46.280
<b>3</b> - 31.028	213.0	1:41.927	38.887	161.4	2:51.842	<b>10</b> - 29.363	209.7	1:39.437	35.583	163.6	2:44.383
<b>4</b> - 29.938	<b>216.8</b>	1:43.822	35.640	165.1	2:49.400	<b>11</b> - 29.713	181.5	1:51.212	55.037		3:15.962P
<b>5</b> - 29.789	200.7	1:40.434	35.465	<b>165.3</b>	2:45.688	<b>12</b> - 6:41.302	177.3	1:41.127	36.980	164.1	X:00.000
<b>6</b> - 29.589	200.7	1:40.132	35.551	<b>165.3</b>	2:45.272	<b>13</b> - 29.255	210.1	<b>1:38.665</b>	35.479	163.6	<b>2:43.399</b>
<b>7</b> - 29.477	213.4	1:40.031	35.383	164.1	2:44.891	<b>14</b> - <b>29.164</b>	210.9	1:40.060	<b>35.349</b>	164.8	2:44.573
<b>9</b>	<b>Peter SCHARMACH</b>			<b>DEN</b>	<b>BMW 320i</b>						
<b>1</b> - X:00.000	133.0	1:51.862	37.185	158.8	X:00.000	<b>7</b> - 29.267	203.7	1:40.374	35.473	163.8	2:45.114
<b>2</b> - 29.614	208.4	1:42.031	35.648	164.3	2:47.293	<b>8</b> - 29.305	207.2	1:42.286	35.507	163.6	2:47.098
<b>3</b> - 29.644	204.1	1:42.314	38.573		2:50.531	<b>9</b> - <b>29.151</b>	206.8	1:41.552	35.381	<b>164.8</b>	2:46.084
<b>4</b> - 30.530	202.2	1:41.724	35.359	<b>164.8</b>	2:47.613	<b>10</b> - <b>29.151</b>	211.7	1:40.545	47.402		2:57.098P
<b>5</b> - 29.683	203.0	1:41.035	35.664	163.3	2:46.382	<b>11</b> - 2:39.858	177.9	1:52.821	44.758	163.1	X:00.000
<b>6</b> - 29.313	204.1	1:40.241	<b>35.357</b>	163.6	<b>2:44.911</b>	<b>12</b> - 29.408	<b>214.7</b>	<b>1:39.586</b>	51.257		3:00.251P
<b>10</b>	<b>Manabu ORIDO</b>			<b>JPN</b>	<b>Toyota Altezza</b>						
<b>1</b> - X:00.000	181.8	1:56.239	39.180		X:00.000	<b>8</b> - <b>29.342</b>	<b>223.1</b>	1:39.982	35.940	159.5	2:45.264
<b>2</b> - 30.626	217.3	1:46.321	36.901	<b>161.1</b>	2:53.848	<b>9</b> - 29.524	221.7	1:45.193	36.980	160.0	2:51.697
<b>3</b> - 30.046	218.6	1:39.806	36.068	158.8	2:45.920	<b>10</b> - 29.428	220.4	1:41.744	37.012	156.5	2:48.184
<b>4</b> - 29.517	221.3	<b>1:39.365</b>	<b>35.815</b>	159.0	<b>2:44.697</b>	<b>11</b> - 29.631	221.3	1:57.812	37.766	160.4	3:05.209
<b>5</b> - 29.393	222.2	1:48.298	53.173		3:10.864P	<b>12</b> - 29.410		1:40.208	36.319	158.5	2:45.937
<b>6</b> - 5:18.572	206.5	1:45.417	40.038	159.5	X:00.000	<b>13</b> - 29.685	219.0	1:40.865	51.955		3:02.505P
<b>7</b> - 29.620	220.4	1:40.324	36.038	159.0	2:45.982						
<b>11</b>	<b>Nobuteru TANIGUCHI</b>			<b>JPN</b>	<b>Toyota Altezza</b>						
<b>1</b> - X:00.000	184.3	1:49.108	36.982	158.5	X:00.000	<b>9</b> - 32.217	207.2	1:46.412	36.723	156.5	2:55.352
<b>2</b> - 30.358	215.5	1:45.360	36.929	155.8	2:52.647	<b>10</b> - 29.930	209.3	1:43.008	35.947	159.2	2:48.885
<b>3</b> - 30.051	216.4	1:42.251	36.633	157.2	2:48.935	<b>11</b> - 29.786	<b>219.9</b>	<b>1:40.326</b>	35.816	157.2	<b>2:45.928</b>
<b>4</b> - 30.075	216.0	1:41.944	36.042	159.2	2:48.061	<b>12</b> - 31.065	205.3	1:43.559	50.345		3:04.969P
<b>5</b> - <b>29.739</b>	219.5	1:42.342	35.866	157.8	2:47.947	<b>13</b> - 4:06.579	210.9	1:42.689	37.791	157.6	X:00.000
<b>6</b> - 30.210	216.4	1:41.132	35.834	158.3	2:47.176	<b>14</b> - 30.118	217.7	1:40.449	36.191	157.6	2:46.758
<b>7</b> - 29.782	190.4	1:40.546	<b>35.754</b>	158.5	2:46.082	<b>15</b> - 30.144	218.1	1:40.710	35.900	<b>159.7</b>	2:46.754
<b>8</b> - 29.774	219.5	1:41.543	35.858	159.5	2:47.175						
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>			<b>JPN</b>	<b>Toyota Altezza</b>						
<b>1</b> - X:00.000	195.2	1:49.116	36.743	157.2	X:00.000	<b>8</b> - 29.752	220.4	1:40.511	36.403	156.7	2:46.666
<b>2</b> - 32.052	208.4	1:50.422	36.478	157.2	2:58.952	<b>9</b> - 29.763	219.5	1:43.718	36.687	154.9	2:50.168
<b>3</b> - 29.871	218.6	1:43.631	36.917	157.2	2:50.419	<b>10</b> - 29.850	218.6	1:49.749	36.783	155.8	2:56.382
<b>4</b> - 29.697	217.7	1:41.257	<b>36.248</b>	156.9	2:47.202	<b>11</b> - 29.970	217.7	1:40.398	36.295	154.5	2:46.663
<b>5</b> - 29.705	217.7	1:41.810	52.816		3:04.331P	<b>12</b> - 36.531	158.3	1:53.541	41.384	156.9	3:11.456
<b>6</b> - 4:30.738	152.5	1:48.233	36.317	155.6	X:00.000	<b>13</b> - 30.021	219.0	1:41.117	36.255	<b>157.8</b>	2:47.393
<b>7</b> - 29.580	<b>221.3</b>	1:40.381	36.621	156.5	2:46.582	<b>14</b> - <b>29.578</b>	220.8	<b>1:39.970</b>	36.260	148.3	<b>2:45.808</b>

**STDM Guia Race  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		<b>Peugeot 306</b>			
	1 - X:00.000 174.4	1:51.433	37.443 154.0	X:00.000	3 - 31.215 210.5	1:45.889	<b>37.073 154.9</b>	<b>2:54.177</b>
	2 - <b>31.109 212.1</b>	<b>1:45.421</b>	38.326 151.6	2:54.856				
<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		<b>Ford Focus</b>			
	1 - X:00.000 139.5	2:05.834	59.648	X:00.000P	7 - 29.411 <b>220.8</b>	1:41.930	47.410	2:58.751P
	2 - 3:32.854 196.0	1:56.834	40.159 156.9	X:00.000	8 - 4:14.167 196.0	2:07.762	41.311 163.6	X:00.000
	3 - 32.100 191.8	1:58.863	38.905 161.4	3:09.868	9 - 29.698 218.6	1:40.045	<b>35.509 164.3</b>	<b>2:45.252</b>
	4 - 29.919 210.5	1:43.043	35.778 163.1	2:48.740	10 - 30.290 175.8	1:59.346	41.556 162.6	3:11.192
	5 - 29.548 219.5	1:40.774	35.686 163.8	2:46.008	11 - 29.571 219.9	<b>1:39.712</b>	36.600 160.0	2:45.883
	6 - <b>29.375 219.0</b>	1:51.123	38.539 163.3	2:59.037				
<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		<b>Ford Focus</b>			
	1 - X:00.000 148.1	2:04.099	40.298 <b>153.1</b>	<b>X:00.000</b>	2 - <b>36.556 160.7</b>	<b>1:50.361</b>	<b>47.917</b>	3:14.834P
<b>17</b>	<b>Rustem TEREULOV</b>		<b>RUS</b>		<b>Ford Focus</b>			
	1 - X:00.000 171.7	1:55.879	38.441 156.9	X:00.000	8 - 31.954 <b>216.8</b>	1:45.978	36.737 <b>161.1</b>	2:54.669
	2 - 32.541 203.0	1:49.913	57.002	3:19.456P	9 - 31.396 214.7	1:44.856	36.880 158.1	2:53.132
	3 - 4:12.375 169.5	1:52.709	37.576 157.8	X:00.000	10 - 31.513 213.8	1:44.384	36.753 159.7	2:52.650
	4 - 32.095 206.5	1:45.361	36.909 159.5	2:54.365	11 - 31.325 215.1	1:44.489	<b>36.484 160.7</b>	2:52.298
	5 - 32.442 195.6	1:51.523	37.505 160.0	3:01.470	12 - <b>31.175 208.0</b>	1:42.871	37.227 <b>161.1</b>	2:51.273
	6 - 31.346 213.0	1:45.159	37.059 159.5	2:53.564	13 - 31.262 <b>216.8</b>	1:43.550	36.835 160.0	2:51.647
	7 - 32.286 207.2	1:46.273	37.218 157.8	2:55.777	14 - 31.218 215.1	<b>1:42.293</b>	36.684 160.4	<b>2:50.195</b>
<b>18</b>	<b>Ratanakul PRUTIRAT</b>		<b>THA</b>		<b>Ford Focus</b>			
	1 - X:00.000 153.1	2:08.360	38.656 154.0	X:00.000	7 - 31.220 191.1	1:53.902	37.668	3:02.790
	2 - 32.546 212.5	1:57.750	38.005 156.5	3:08.301	8 - 31.523 <b>214.7</b>	1:49.618	<b>37.471 156.9</b>	2:58.612
	3 - 31.835 210.5	1:57.170	39.093 157.2	3:08.098	9 - 31.199 194.9	1:50.198	37.726 150.6	2:59.123
	4 - 32.034 192.5	1:58.788	38.129 156.5	3:08.951	10 - 31.524 200.0	1:48.612	37.614 144.1	<b>2:57.750</b>
	5 - 31.599 188.8	1:55.237	38.256 155.8	3:05.092	11 - 31.389 205.7	1:50.964	37.750 154.7	3:00.103
	6 - 31.838 186.2	1:53.735	37.781 <b>158.8</b>	3:03.354				
<b>20</b>	<b>Gordon SHEDDEN</b>		<b>GBR</b>		<b>Ford Focus</b>			
	1 - X:00.000 184.6	1:53.143	38.691 <b>154.0</b>	<b>X:00.000</b>	2 - <b>30.260 219.0</b>	<b>1:43.471</b>	<b>55.665</b>	3:09.396P
<b>21</b>	<b>Ricardo A A LOPES</b>		<b>MAC</b>		<b>Honda Integra</b>			
	1 - X:00.000	2:10.604	38.807 153.6	X:00.000	8 - 31.876 191.8	1:47.412	37.616	2:56.904
	2 - 33.676 190.1	1:54.180	38.158 158.3	3:06.014	9 - 31.869 188.1	1:47.428	37.794 <b>161.1</b>	2:57.091
	3 - 32.517 <b>196.0</b>	1:49.220	39.080 156.2	3:00.817	10 - 31.727 191.8	1:50.138	56.207	3:18.072P
	4 - 32.292 187.8	1:51.233	37.636 159.2	3:01.161	11 - 3:23.046 150.2	1:57.506	44.836 154.0	X:00.000
	5 - 31.805 170.3	1:48.833	36.925 159.2	2:57.563	12 - 33.135 160.7	1:49.505	41.312 150.8	3:03.952
	6 - 31.812 175.3	1:48.360	<b>36.637 159.5</b>	2:56.809	13 - 33.296 170.3	1:48.143	37.282 157.4	2:58.721
	7 - 31.516 193.8	<b>1:45.979</b>	36.977 157.6	<b>2:54.472</b>				
<b>22</b>	<b>Paul POON</b>		<b>HKG</b>		<b>Honda Integra</b>			
	1 - X:00.000 140.0	2:00.140	38.916 154.2	X:00.000	6 - 32.764 186.2	2:00.040	39.594 140.8	3:12.398
	2 - 32.107 204.1	1:46.871	37.485 154.9	2:56.463	7 - 37.031 159.7	2:03.290	42.277 140.8	3:22.598
	3 - 31.916 208.0	<b>1:45.907</b>	37.230 <b>157.4</b>	2:55.053	8 - 35.301 189.8	1:53.762	39.038 153.1	3:08.101
	4 - <b>31.459 208.4</b>	1:46.112	<b>36.864 153.4</b>	<b>2:54.435</b>	9 - 33.849 203.0	1:55.128	47.696	3:16.673P
	5 - 31.932 206.8	1:46.022	38.162 155.1	2:56.116				

**STDM Guia Race  
SECTOR ANALYSIS - 1st QUALIFYING**

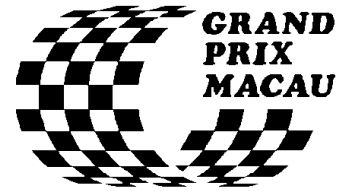
(contd.)

<b>26</b>	<b>Kenneth LOOK</b>			<b>HKG</b>	<b>Honda Integra</b>			
1	X:00.000 146.5	1:58.383	38.216 153.8	X:00.000	5 - <b>31.028</b> 209.3	1:44.364	36.579 <b>161.1</b>	2:51.971
2	33.093 206.8	1:48.341	37.406 154.7	2:58.840	6 - 31.099 196.7	1:45.281	36.490 158.8	2:52.870
3	32.148 209.7	1:46.273	37.657 155.6	2:56.078	7 - 31.255 <b>213.8</b>	<b>1:43.587</b>	<b>36.322 161.1</b>	<b>2:51.164</b>
4	31.520 213.0	1:46.182	36.818 158.8	2:54.520	8 - 32.283 144.7	2:02.186	53.448	3:27.917P
<b>28</b>	<b>Kenny CHUN</b>			<b>HKG</b>	<b>Honda Integra</b>			
1	X:00.000 164.3	2:02.498	40.414 153.4	X:00.000	7 - 31.161 208.8	1:46.629	36.767 157.4	<b>2:54.557</b>
2	33.327 195.6	1:52.693	37.904 158.1	3:03.924	8 - 31.293 210.5	1:47.093	46.726	3:05.112P
3	32.835 200.0	1:53.007	38.133 158.1	3:03.975	9 - 6:13.873 188.1	1:54.032	36.964 159.2	X:00.000
4	32.206 201.8	1:53.051	37.772 157.8	3:03.029	10 - 32.159	1:50.345	36.935 <b>160.4</b>	2:59.439
5	31.795 204.9	1:47.499	37.407 157.6	2:56.701	11 - <b>31.059 211.7</b>	<b>1:44.972</b>	53.334	3:09.365P
6	31.628 208.8	1:48.647	<b>36.707</b> 158.8	2:56.982	12 - 3:49.214 192.1	1:49.786	36.889 158.5	X:00.000
<b>31</b>	<b>LAM Wai Hung</b>			<b>HKG</b>	<b>Alfa 156</b>			
1	X:00.000 197.4	1:57.304	39.019 155.1	X:00.000	8 - 29.903 <b>216.8</b>	1:44.306	<b>35.817</b> 161.9	<b>2:50.026</b>
2	31.145 190.4	1:50.659	36.890 160.7	2:58.694	9 - 29.814 212.1	1:44.509	36.251 <b>162.1</b>	2:50.574
3	30.020 210.5	1:44.301	36.213 <b>162.1</b>	2:50.534	10 - 31.292 186.5	2:00.076	45.870 159.5	3:17.238
4	30.047 214.7	1:45.849	36.357 160.9	2:52.253	11 - 32.521 189.4	1:53.407	41.366 154.2	3:07.294
5	<b>29.719</b> 208.8	1:46.376	36.153 161.4	2:52.248	12 - 32.737 194.9	1:50.201	37.850 160.7	3:00.788
6	29.986 207.6	<b>1:43.824</b>	47.641	3:01.451P	13 - 31.414 201.4	1:52.745	40.992 114.8	3:05.151
7	8:38.301 204.5	1:52.781	36.568 159.5	X:00.000				
<b>32</b>	<b>Kenny LO</b>			<b>HKG</b>	<b>Alfa 156</b>			
1	X:00.000 136.5	2:00.764	57.919	X:00.000P	5 - 31.320 183.3	1:46.184	36.834 159.5	2:54.338
2	1:49.599 170.6	1:55.671	38.763 154.9	4:24.033	6 - <b>31.263 206.5</b>	<b>1:45.809</b>	<b>36.818 161.1</b>	<b>2:53.890</b>
3	33.373 188.4	1:54.148	38.765 156.9	3:06.286	7 - 31.813 162.1	1:57.288	48.936	3:18.037P
4	31.883 192.1	1:47.670	37.896 159.5	2:57.449	8 - X:00.000	1:52.380	37.530 135.5	X:00.000
<b>33</b>	<b>Belmiro AGUIAR</b>			<b>MAC</b>	<b>Honda Integra</b>			
1	X:00.000 174.7	1:56.287	39.809 <b>145.1</b>	X:00.000	4 - X:00.000 156.5	2:04.201	42.606 144.1	X:00.000
2	<b>33.955 193.8</b>	<b>1:52.532</b>	41.203 136.1	<b>3:07.690</b>	5 - 34.781 189.1	1:55.715	<b>40.515</b> 140.9	3:11.011
3	41.836	2:14.356	58.938	3:55.130P	6 - 42.033 118.6	2:10.211	56.944	3:49.188P
<b>35</b>	<b>Angelo BARRETO</b>			<b>PHI</b>	<b>Toyota Altezza</b>			
1	X:00.000 162.1	2:08.580	58.258	X:00.000P	6 - 36.552 180.0	1:58.768	40.655 148.9	3:15.975
2	1:56.629 118.1	2:05.770	40.836 150.2	4:43.235	7 - 36.129 189.4	<b>1:57.424</b>	40.743 138.4	<b>3:14.296</b>
3	36.450 172.2	2:00.661	40.390 148.1	3:17.501	8 - <b>35.236</b> 189.4	2:03.647	<b>40.156</b> 150.0	3:19.039
4	35.820 189.8	2:02.808	40.629 <b>150.8</b>	3:19.257	9 - 36.027 <b>196.7</b>	2:00.533	40.905 125.8	3:17.465
5	39.344 178.8	2:01.694	40.841 148.5	3:21.879	10 - 54.105 150.8	2:08.791	59.776	4:02.672P
<b>39</b>	<b>Ricky MO</b>			<b>HKG</b>	<b>Toyota Altezza</b>			
1	X:00.000	2:03.749	38.365 160.7	X:00.000	5 - 30.780 206.5	1:44.259	36.023 163.8	2:51.062
2	32.682 214.2	1:46.190	36.992 161.1	2:55.864	6 - <b>30.351 217.7</b>	1:43.515	36.195 162.1	2:50.061
3	30.833 206.5	1:48.193	40.176 162.1	2:59.202	7 - 30.470 213.0	<b>1:43.489</b>	<b>35.999 164.1</b>	<b>2:49.958</b>
4	31.197 211.7	1:46.420	36.473 163.1	2:54.090	8 - 34.241	2:04.674	52.382	3:31.297P

**STDM Guia Race  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>51</b>	<b>Henry LEE Jnr</b>		<b>HKG</b>		<b>BMW 320i</b>								
1	-X:00.000	156.0	1:57.977	36.943	161.4	X:00.000	8 - 29.627	218.6	1:43.443	35.428	162.1	2:48.498	
2	-	29.636	220.8	1:44.613	36.128	160.7	2:50.377	9 - 29.627	220.4	1:42.737	35.802	162.6	2:48.166
3	-	29.608	219.9	1:46.595	36.464	161.9	2:52.667	10 - 29.701	218.1	1:43.131	51.560		3:04.392P
4	-	<b>29.588</b>	219.9	1:46.917	37.304	160.9	2:53.809	11 - 7:31.385	145.7	1:47.772	39.505	160.7	X:00.000
5	-	29.716	218.6	1:44.592	35.732	161.4	2:50.040	12 - 29.930		<b>1:41.069</b>	35.572	162.8	<b>2:46.571</b>
6	-	29.640	<b>221.3</b>	1:44.562	35.639	162.4	2:49.841	13 - 29.954	219.0	1:42.036	<b>35.371</b>	<b>163.3</b>	2:47.361
7	-	31.360	205.7	1:44.542	35.489	162.6	2:51.391						
<b>76</b>	<b>LO Ka Fai</b>		<b>HKG</b>		<b>Honda Integra</b>								
1	-X:00.000	145.7	2:07.576	40.834	150.2	X:00.000	7 - 6:12.491	157.4	1:56.463	39.318	152.3	X:00.000	
2	-	35.363	180.0	1:48.004	37.381	152.1	3:00.748	8 - 33.918	183.3	1:47.852	37.160	<b>154.9</b>	2:58.930
3	-	34.369	185.8	1:58.290	37.686	153.8	3:10.345	9 - 33.598	183.9	1:46.481	37.179	152.1	2:57.258
4	-	33.747	181.8	1:45.955	37.142	152.5	2:56.844	10 - 33.884	181.8	1:47.555	42.090	152.9	3:03.529
5	-	<b>33.290</b>	180.6	<b>1:45.497</b>	<b>37.074</b>	153.6	<b>2:55.861</b>	11 - 33.597	<b>187.1</b>	1:49.207	43.637	149.5	3:06.441
6	-	33.377	186.2	1:56.175	56.969		3:26.521P	12 - 33.606	185.2	1:52.046	43.845	147.5	3:09.497
<b>77</b>	<b>Kenneth CHAN</b>		<b>HKG</b>		<b>Honda Integra</b>								
1	-X:00.000	150.8	1:59.922	38.060	149.1	X:00.000	7 - 7:21.621	162.6	1:48.887	37.269	158.3	X:00.000	
2	-	31.079	198.1	1:48.015	36.943	160.4	2:56.037	8 - 30.555	212.5	1:45.220	36.818	157.2	2:52.593
3	-	30.647	192.8	1:47.559	36.860	151.8	2:55.066	9 - 30.459	208.0	1:45.047	<b>36.553</b>	<b>160.7</b>	<b>2:52.059</b>
4	-	30.597	<b>215.5</b>	1:46.411	36.763	156.9	2:53.771	10 - 30.405	212.1	<b>1:44.891</b>	36.876	157.8	2:52.172
5	-	31.653	187.8	1:46.280	36.917	157.6	2:54.850	11 - 52.094		2:32.222	1:02.780		4:27.096P
6	-	<b>30.344</b>	209.3	1:46.628	49.762		3:06.734P						
<b>78</b>	<b>NG Cheong I</b>		<b>MAC</b>		<b>Honda Integra</b>								
1	-X:00.000	160.0	2:03.276	37.352	156.9	X:00.000	2 - 32.719	206.5	1:47.609	<b>36.565</b>	<b>160.4</b>	<b>2:56.893</b>	
<b>83</b>	<b>LO Ka Chun</b>		<b>HKG</b>		<b>Honda Integra</b>								
1	-X:00.000		2:09.529	39.333	156.9	X:00.000	6 - 6:17.235	162.1	1:54.600	50.663		X:00.000P	
2	-	33.920	186.5	1:58.798	55.394		3:28.112P	7 - 3:32.540	174.1	1:51.494	40.629	159.2	X:00.000
3	-	5:52.236	165.1	1:54.084	37.688	159.2	X:00.000	8 - 31.639	204.5	1:50.153	39.330	<b>160.4</b>	3:01.122
4	-	31.912		<b>1:46.305</b>	<b>36.778</b>	160.2	<b>2:54.995</b>	9 - <b>31.350</b>	<b>206.8</b>	1:47.120	59.007		3:17.477P
5	-	31.499	203.7	1:48.673	53.329		3:13.501P						
<b>88</b>	<b>Manual Ao YEUNG</b>		<b>MAC</b>		<b>Honda Integra</b>								
1	-X:00.000		2:01.487	39.639	149.5	X:00.000	7 - 32.742	197.8	1:46.713	37.770	158.8		2:57.225
2	-	34.860	190.8	1:49.682	37.898	158.8	3:02.440	8 - <b>31.927</b>	194.5	1:47.918	37.927	<b>159.0</b>	2:57.772
3	-	35.037	190.4	1:48.625	38.093	157.2	3:01.755	9 - 32.031	194.2	1:47.405	37.786	158.3	2:57.222
4	-	32.221	184.9	1:48.715	<b>37.662</b>	158.3	2:58.598	10 - 34.555	190.1	1:50.584	40.838	154.0	3:05.977
5	-	32.302	185.5	1:52.717	50.244		3:15.263P	11 - 32.862	184.9	<b>1:46.613</b>	37.978	158.8	2:57.453
6	-	9:23.948	175.8	2:00.293	38.675	157.6	X:00.000	12 - 32.008	<b>198.1</b>	1:46.953	38.074	158.1	<b>2:57.035</b>
<b>89</b>	<b>LEI Chong Seng</b>		<b>MAC</b>		<b>Ford Focus</b>								
1	-X:00.000		2:02.518	38.444	154.2	X:00.000	5 - 32.186	188.4	1:58.722	1:46.348			4:17.256P
2	-	32.868	174.1	<b>1:48.531</b>	<b>37.265</b>	156.9	<b>2:58.664</b>	6 - X:00.000	147.5	1:56.936	45.959	154.0	X:00.000
3	-	<b>32.084</b>	<b>189.1</b>	2:04.922	1:34.381		4:11.387P	7 - 32.432	182.1	1:49.379	37.769	157.2	2:59.580
4	-	7:52.059	158.8	2:02.875	37.490	157.2	X:00.000	8 - 32.263	183.6	1:49.358	38.806	<b>157.4</b>	3:00.427



**STDM Guia Race  
SECTOR ANALYSIS - 1st QUALIFYING**

(contd.)

<b>93</b>	<b>J NAVASOOPANICH</b>			<b>THA</b>	<b>Honda Integra</b>			
<b>1</b> - X:00.000 189.1	1:52.042	37.085 158.5	X:00.000	<b>4</b> - 31.226 168.2	2:07.272	48.499 161.1	3:26.997	
<b>2</b> - 31.460 204.9	1:43.560	<b>35.700 161.4</b>	2:50.720	<b>5</b> - 30.897 <b>213.8</b>	<b>1:41.976</b>	36.287 <b>161.4</b>	<b>2:49.160</b>	
<b>3</b> - <b>30.791</b> 213.4	1:42.572	37.389 158.3	2:50.752	<b>6</b> - 36.082 161.1	1:52.896	51.811	3:20.789P	
<b>99</b>	<b>Rui VALENTE</b>			<b>MAC</b>	<b>Nissan Primera</b>			
<b>1</b> - X:00.000 141.9	2:00.958	38.388 152.1	X:00.000	<b>2</b> - 33.599 179.4	<b>1:49.628</b>	<b>37.890 155.8</b>	<b>3:01.117</b>	

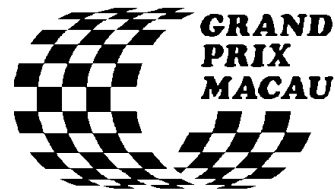
# STDM Guia Race

## BEST SECTOR TIMES

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	2	SOPER	28.592	6	HUISMAN	1:36.429	6	HUISMAN	34.372	1	6	HUISMAN	2:39.722	2:39.826	0.104
2	1	NATTAVUDE	28.690	7	CORONEL	1:36.986	7	CORONEL	34.757	2	7	CORONEL	2:40.622	2:40.622	0.000
3	7	CORONEL	28.879	3	ENGSTLER	1:37.625	2	SOPER	34.791	3	3	ENGSTLER	2:41.853	2:42.218	0.365
4	6	HUISMAN	28.921	1	NATTAVUDE	1:38.627	3	ENGSTLER	35.141	4	2	SOPER	2:42.056	2:42.056	0.000
5	3	ENGSTLER	29.087	8	GEDLICH	1:38.665	1	NATTAVUDE	35.155	5	1	NATTAVUDE	2:42.472	2:42.884	0.412
6	9	SCHARMACH	29.151	2	SOPER	1:38.673	8	GEDLICH	35.349	6	8	GEDLICH	2:43.178	2:43.399	0.221
7	8	GEDLICH	29.164	10	ORIDO	1:39.365	9	SCHARMACH	35.357	7	9	SCHARMACH	2:44.094	2:44.911	0.817
8	10	ORIDO	29.342	9	SCHARMACH	1:39.586	51	LEE Jnr	35.371	8	10	ORIDO	2:44.522	2:44.697	0.175
9	15	HARRISON	29.375	15	HARRISON	1:39.712	15	HARRISON	35.509	9	15	HARRISON	2:44.596	2:45.252	0.656
10	12	KINOSHITA	29.578	12	KINOSHITA	1:39.970	5	CHAN	35.698	10	12	KINOSHITA	2:45.796	2:45.808	0.012
11	51	LEE Jnr	29.588	11	TANIGUCHI	1:40.326	93	NAVASOOPANI	35.700	11	11	TANIGUCHI	2:45.819	2:45.928	0.109
12	31	LAM Wai Hung	29.719	5	CHAN	1:41.063	11	TANIGUCHI	35.754	12	51	LEE Jnr	2:46.028	2:46.571	0.543
13	11	TANIGUCHI	29.739	51	LEE Jnr	1:41.069	10	ORIDO	35.815	13	5	CHAN	2:47.199	2:47.914	0.715
14	20	SHEDDEN	30.260	93	NAVASOOPANI	1:41.976	31	LAM Wai Hung	35.817	14	93	NAVASOOPANI	2:48.467	2:49.160	0.693
15	77	CHAN	30.344	17	TEREGULOV	1:42.293	39	MO_	35.999	15	31	LAM Wai Hung	2:49.360	2:50.026	0.666
16	39	MO_	30.351	20	SHEDDEN	1:43.471	12	KINOSHITA	36.248	16	39	MO_	2:49.839	2:49.958	0.119
17	5	CHAN	30.438	39	MO_	1:43.489	26	LOOK	36.322	17	17	TEREGULOV	2:49.952	2:50.195	0.243
18	93	NAVASOOPANI	30.791	26	LOOK	1:43.587	17	TEREGULOV	36.484	18	26	LOOK	2:50.937	2:51.164	0.227
19	26	LOOK	31.028	31	LAM Wai Hung	1:43.824	77	CHAN	36.553	19	77	CHAN	2:51.788	2:52.059	0.271
20	28	CHUN	31.059	77	CHAN	1:44.891	78	NG_Cheong I	36.565	20	20	SHEDDEN	2:52.422	3:09.396	16.974
21	13	FU_	31.109	28	CHUN	1:44.972	21	LOPES	36.637	21	28	CHUN	2:52.738	2:54.557	1.819
22	17	TEREGULOV	31.175	13	FU_	1:45.421	28	CHUN	36.707	22	13	FU_	2:53.603	2:54.177	0.574
23	18	PRUTIRAT	31.199	76	LO_ Ka Fai	1:45.497	83	LO_ Ka Chun	36.778	23	32	LO_	2:53.890	2:53.890	0.000
24	32	LO_	31.263	32	LO_	1:45.809	32	LO_	36.818	24	21	LOPES	2:54.132	2:54.472	0.340
25	83	LO_ Ka Chun	31.350	22	POON	1:45.907	22	POON	36.864	25	22	POON	2:54.230	2:54.435	0.205
26	22	POON	31.459	21	LOPES	1:45.979	13	FU_	37.073	26	83	LO_ Ka Chun	2:54.433	2:54.995	0.562
27	21	LOPES	31.516	83	LO_ Ka Chun	1:46.305	76	LO_ Ka Fai	37.074	27	76	LO_ Ka Fai	2:55.861	2:55.861	0.000
28	88	YEUNG	31.927	88	YEUNG	1:46.613	89	LEI Chong	37.265	28	88	YEUNG	2:56.202	2:57.035	0.833
29	89	LEI Chong	32.084	78	NG_Cheong I	1:47.609	18	PRUTIRAT	37.471	29	78	NG_Cheong I	2:56.893	2:56.893	0.000
30	4	MAK Ka Lok	32.357	4	MAK Ka Lok	1:47.784	88	YEUNG	37.662	30	18	PRUTIRAT	2:57.282	2:57.750	0.468
31	78	NG_Cheong I	32.719	89	LEI Chong	1:48.531	99	VALENTE	37.890	31	89	LEI Chong	2:57.880	2:58.664	0.784
32	76	LO_ Ka Fai	33.290	18	PRUTIRAT	1:48.612	4	MAK Ka Lok	38.235	32	4	MAK Ka Lok	2:58.376	2:58.666	0.290
33	99	VALENTE	33.599	99	VALENTE	1:49.628	20	SHEDDEN	38.691	33	99	VALENTE	3:01.117	3:01.117	0.000
34	33	AGUIAR	33.955	16	MEINS	1:50.361	33	AGUIAR	39.809	34	33	AGUIAR	3:06.296	3:07.690	1.394
35	35	BARRETO	35.236	33	AGUIAR	1:52.532	35	BARRETO	40.156	35	16	MEINS	3:07.215	3:14.834	7.619
36	16	MEINS	36.556	35	BARRETO	1:57.424	16	MEINS	40.298	36	35	BARRETO	3:12.816	3:14.296	1.480
													Perfect Lap		2:39.393

Circuito Da Guia  
 Circuit Length = 6.120 kilometre  
 Start: 16:07 End: 16:52

MST sports timing


**STDM Guia Race**  
**SPEED TRAP - 1st QUALIFYING - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Duncan HUISMAN	NED	BMW 320i	166.6
2	2		Steve SOPER	GBR	Peugeot 306	166.1
3	7		Tom CORONEL	NED	BMW 320i	165.8
4	8		Markus GEDLICH	GER	BMW 320i	165.3
5	3		Franz ENGSTLER	GER	BMW 320i	165.1
6	1	A	C NATTAUVE	THA	Peugeot 306	165.1
7	9		Peter SCHARMACH	DEN	BMW 320i	164.8
8	15		Simon HARRISON	GBR	Ford Focus	164.3
9	39	A	Ricky MO	HKG	Toyota Altezza	164.1
10	51		Henry LEE Jnr	HKG	BMW 320i	163.3
11	31	A	LAM Wai Hung	HKG	Alfa 156	162.1
12	5	A	Paul CHAN	HKG	BMW 320i	161.6
13	93	A	J NAVASOOPANICH	THA	Honda Integra	161.4
14	17		Rustem TEREGLIOV	RUS	Ford Focus	161.1
15	21		Ricardo A A LOPES	MAC	Honda Integra	161.1
16	32	A	Kenny LO	HKG	Alfa 156	161.1
17	26		Kenneth LOOK	HKG	Honda Integra	161.1
18	10		Manabu ORIDO	JPN	Toyota Altezza	161.1
19	77		Kenneth CHAN	HKG	Honda Integra	160.7
20	83		LO Ka Chun	HKG	Honda Integra	160.4
21	28	A	Kenny CHUN	HKG	Honda Integra	160.4
22	78		NG Cheong I	MAC	Honda Integra	160.4
23	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	159.7
24	88		Manual Ao YEUNG	MAC	Honda Integra	159.0
25	18		Ratanakul PRUTIRAT	THA	Ford Focus	158.8
26	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	157.8
27	89		LEI Chong Seng	MAC	Ford Focus	157.4
28	22		Paul POON	HKG	Honda Integra	157.4
29	99		Rui VALENTE	MAC	Nissan Primera	155.8
30	76	A	LO Ka Fai	HKG	Honda Integra	154.9
31	13	A	Adrian FU	HKG	Peugeot 306	154.9
32	4		MAK Ka Lok	MAC	Honda Integra	154.2
33	20		Gordon SHEDDEN	GBR	Ford Focus	154.0
34	16		Richard MEINS	GBR	Ford Focus	153.1
35	35	A	Angelo BARRETO	PHI	Toyota Altezza	150.8
36	33		Belmiro AGUIAR	MAC	Honda Integra	145.1

**STDM Guia Race  
SPEED TRAP - 1st QUALIFYING - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	228.8
2	1	A	C NATTAVUDE	THA	Peugeot 306	226.4
3	7		Tom CORONEL	NED	BMW 320i	225.0
4	6		Duncan HUISMAN	NED	BMW 320i	224.0
5	3		Franz ENGSTLER	GER	BMW 320i	223.6
6	10		Manabu ORIDO	JPN	Toyota Altezza	223.1
7	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	221.3
8	51		Henry LEE Jnr	HKG	BMW 320i	221.3
9	15		Simon HARRISON	GBR	Ford Focus	220.8
10	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	219.9
11	20		Gordon SHEDDEN	GBR	Ford Focus	219.0
12	39	A	Ricky MO	HKG	Toyota Altezza	217.7
13	31	A	LAM Wai Hung	HKG	Alfa 156	216.8
14	17		Rustem TEREKULOV	RUS	Ford Focus	216.8
15	8		Markus GEDLICH	GER	BMW 320i	216.8
16	77		Kenneth CHAN	HKG	Honda Integra	215.5
17	5	A	Paul CHAN	HKG	BMW 320i	215.1
18	9		Peter SCHARMACH	DEN	BMW 320i	214.7
19	18		Ratanakul PRUTIRAT	THA	Ford Focus	214.7
20	26		Kenneth LOOK	HKG	Honda Integra	213.8
21	93	A	J NAVASOOPANICH	THA	Honda Integra	213.8
22	78		NG Cheong I	MAC	Honda Integra	213.0
23	13	A	Adrian FU	HKG	Peugeot 306	212.1
24	28	A	Kenny CHUN	HKG	Honda Integra	211.7
25	22		Paul POON	HKG	Honda Integra	208.4
26	83		LO Ka Chun	HKG	Honda Integra	206.8
27	32	A	Kenny LO	HKG	Alfa 156	206.5
28	4		MAK Ka Lok	MAC	Honda Integra	203.0
29	88		Manual Ao YEUNG	MAC	Honda Integra	198.1
30	35	A	Angelo BARRETO	PHI	Toyota Altezza	196.7
31	21		Ricardo A A LOPES	MAC	Honda Integra	196.0
32	33		Belmiro AGUIAR	MAC	Honda Integra	193.8
33	16		Richard MEINS	GBR	Ford Focus	190.8
34	89		LEI Chong Seng	MAC	Ford Focus	189.1
35	76	A	LO Ka Fai	HKG	Honda Integra	187.1
36	99		Rui VALENTE	MAC	Nissan Primera	185.5



## STDM Guia Race CLASSIFICATION - FREE PRACTICE 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	3		Franz ENGSTLER	GER	BMW 320i	2:41.856	9		136.12
2	2		Steve SOPER	GBR	Peugeot 306	2:42.183	8	0.327	135.84
3	7		Tom CORONEL	NED	BMW 320i	2:42.654	9	0.798	135.45
4	9		Peter SCHARMACH	GER	BMW 320i	2:42.852	9	0.996	135.28
5	8		Markus GEDLICH	GER	BMW 320i	2:42.859	9	1.003	135.28
6	15		Simon HARRISON	GBR	Ford Focus	2:42.992	8	1.136	135.17
7	6		Duncan HUISMAN	NED	BMW 320i	2:43.238	5	1.382	134.96
8	20		Gordon SHEDDEN	GBR	Ford Focus	2:43.278	11	1.422	134.93
9	1	A	C NATTAUVE	THA	Peugeot 306	2:43.890	7	2.034	134.43
10	10		Manabu ORIDO	JPN	Toyota Altezza	2:44.925	9	3.069	133.58
11	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	2:45.642	9	3.786	133.01
12	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	2:45.764	9	3.908	132.91
13	51		Henry LEE Jnr	HKG	BMW 320i	2:46.415	7	4.559	132.39
14	31	A	LAM Wai Hung	HKG	Alfa 156	2:48.820	4	6.964	130.50
15	5	A	Paul CHAN	HKG	BMW 320i	2:49.727	10	7.871	129.80
16	17		Rustem TEREGLIOV	RUS	Ford Focus	2:50.160	7	8.304	129.47
17	77		Kenneth CHAN	HKG	Honda Integra	2:51.536	8	9.680	128.44
18	16		Richard MEINS	GBR	Ford Focus	2:52.610	9	10.754	127.64
19	76	A	LO Ka Fai	HKG	Honda Integra	2:52.801	8	10.945	127.49
20	32	A	Kenny LO	HKG	Alfa 156	2:53.829	2	11.973	126.74
21	93	A	J NAVASOOPANICH	THA	Honda Integra	2:53.939	4	12.083	126.66
22	28	A	Kenny CHUN	HKG	Honda Integra	2:54.374	8	12.518	126.34
23	4		MAK Ka Lok	MAC	Honda Integra	2:55.388	6	13.532	125.61
24	39	A	Ricky MO	HKG	Toyota Altezza	2:55.574	3	13.718	125.48
25	35	A	Angelo BARRETO	PHI	Toyota Altezza	2:56.027	9	14.171	125.16
26	83		LO Ka Chun	HKG	Honda Integra	2:56.082	5	14.226	125.12
27	21		Ricardo A A LOPES	MAC	Honda Integra	3:02.214	7	20.358	120.91
28	89		LEI Chong Seng	MAC	Ford Focus	3:02.528	7	20.672	120.70
29	78		NG Cheong I	MAC	Honda Integra	3:02.851	5	20.995	120.49
30	22		Paul POON	HKG	Honda Integra	3:04.025	6	22.169	119.72
31	88		Manual Ao YEUNG	MAC	Honda Integra	3:04.813	6	22.957	119.21
32	18		Ratanakul PRUTIRAT	THA	Ford Focus	3:09.696	5	27.840	116.14
33	33		Belmiro AGUIAR	MAC	Honda Integra	3:26.748	4	44.892	106.56
34	85		LUI Man Kit	MAC	Honda Integra	7:49.510	4	5:07.654	46.92

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 11:15 End: 11:45

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE**

<b>1</b>	<b>C NATTAUDE</b>			<b>THA</b>	Peugeot 306						
1 - X:00.000	165.6		2:24.086	162.8	X:00.000	5 - 4:50.125	189.1	1:42.136	36.454	163.1	X:00.000
2 - 29.035	215.1	1:41.226	35.504	164.6	2:45.765	6 - 29.421	219.5	1:39.399	<b>35.070</b>	<b>165.6</b>	<b>2:43.890</b>
3 - 29.788	225.0	<b>1:39.269</b>	35.406	164.3	2:44.463	7 - 28.897	225.9	1:41.462	55.134		3:05.493P
4 - <b>28.875</b>	<b>226.8</b>	1:40.020	52.556		3:01.451P						
<b>2</b>	<b>Steve SOPER</b>			<b>GBR</b>	Peugeot 306						
1 - X:00.000	161.1	1:50.539	37.137	160.2	X:00.000	5 - 6:43.815	216.4	1:44.894	35.665	163.8	X:00.000
2 - 29.183	224.5	1:40.831	35.248	164.3	2:45.262	6 - 28.681	223.6	1:41.742	35.434	162.1	2:45.857
3 - 28.653	228.8	2:06.485	37.156	165.3	3:12.294	7 - <b>28.606</b>	<b>229.2</b>	<b>1:38.590</b>	<b>34.987</b>	164.1	<b>2:42.183</b>
4 - 32.455	184.6	1:48.938	50.264		3:11.657P	8 - 28.902	226.4	1:45.494	35.564	<b>166.1</b>	2:49.960
<b>3</b>	<b>Franz ENGSTLER</b>			<b>GER</b>	BMW 320i						
1 - X:00.000	145.9		2:24.897	163.8	X:00.000	6 - 7:01.083	183.6	1:51.704	36.113	163.8	X:00.000
2 - 29.671	219.0	1:38.295	35.283	165.1	2:43.249	7 - 29.681	219.0	1:38.051	35.460	164.6	2:43.192
3 - <b>29.183</b>	<b>222.2</b>	1:39.878	36.698	<b>165.3</b>	2:45.759	8 - 29.554	219.0	<b>1:37.137</b>	<b>35.165</b>	163.6	<b>2:41.856</b>
4 - 29.882	216.8	1:37.472	35.357	162.6	2:42.711	9 - 29.291	221.7	1:37.708	35.521	154.0	2:42.520
5 - 32.645	214.7	1:40.689	54.914		3:08.248P						
<b>4</b>	<b>MAK Ka Lok</b>			<b>MAC</b>	Honda Integra						
1 - X:00.000	164.3		2:31.035	157.2	X:00.000	4 - 31.836	<b>208.8</b>	1:49.713	38.986		3:00.535
2 - 32.525	204.1	1:50.046	37.332		2:59.903	5 - 31.601	190.1	<b>1:46.665</b>	<b>37.122</b>	159.0	<b>2:55.388</b>
3 - 31.606	190.4	2:14.616	40.756	<b>166.1</b>	3:26.978	6 - <b>31.312</b>	208.0	1:47.392	53.766		3:12.470P
<b>5</b>	<b>Paul CHAN</b>			<b>HKG</b>	BMW 320i						
1 - X:00.000	158.1	2:02.308	43.155	147.1	X:00.000	6 - 31.645	207.6	1:45.775	36.736	<b>160.2</b>	2:54.156
2 - 35.973	179.1	1:53.730	40.701	131.7	3:10.404	7 - <b>30.831</b>	211.3	1:43.642	36.417	157.6	2:50.890
3 - 34.733	180.6	1:54.666	39.441	150.4	3:08.840	8 - 30.928	<b>213.8</b>	1:43.325	<b>36.156</b>	<b>160.2</b>	2:50.409
4 - 33.946	184.6	1:52.215	38.949	152.7	3:05.110	9 - 31.057	201.1	1:42.770	36.428	154.9	2:50.255
5 - 32.243	207.6	1:44.182	36.571	159.5	2:52.996	10 - 30.924	212.5	<b>1:42.057</b>	36.746	156.0	<b>2:49.727</b>
<b>6</b>	<b>Duncan HUISMAN</b>			<b>NED</b>	BMW 320i						
1 - X:00.000	124.1		2:29.551	158.5	X:00.000	4 - 29.622	205.3	<b>1:38.789</b>	<b>34.827</b>	<b>166.1</b>	<b>2:43.238</b>
2 - 33.551	189.8	1:43.420	36.050	164.3	2:53.021	5 - 29.256	220.4	1:41.963	35.666	163.6	2:46.885
3 - 29.378	220.8	1:39.475	35.009	164.8	2:43.862						
<b>7</b>	<b>Tom CORONEL</b>			<b>NED</b>	BMW 320i						
1 - X:00.000	157.2		2:15.855	165.6	X:00.000	6 - 29.096	222.6	1:42.097	51.596		3:02.789P
2 - 29.084	198.1	1:46.026	<b>34.583</b>	165.6	2:49.693	7 - 4:48.895	213.8	1:41.803	35.034	163.6	X:00.000
3 - <b>28.863</b>	<b>225.0</b>	1:59.217	34.730	<b>165.8</b>	3:02.810	8 - 29.268	223.6	1:46.127	34.900	164.6	2:50.295
4 - 29.021	222.2	1:38.389	35.244	164.1	<b>2:42.654</b>	9 - 29.198	224.0	<b>1:37.395</b>	39.241	<b>165.8</b>	2:45.834
5 - 29.876	204.1	1:41.155	36.549	163.8	2:47.580						
<b>8</b>	<b>Markus GEDLICH</b>			<b>GER</b>	BMW 320i						
1 - X:00.000	149.1	1:47.010	35.486	163.3	X:00.000	6 - 32.189	178.2	1:48.590	55.611		3:16.390P
2 - 32.121	185.2	1:44.117	35.710	163.1	2:51.948	7 - 4:49.647	205.7	1:40.148	35.589	163.1	X:00.000
3 - 29.360	220.8	1:41.442	<b>35.327</b>	<b>164.3</b>	2:46.129	8 - 29.432	219.5	1:38.338	35.430	162.8	2:43.200
4 - 29.385	217.7	1:39.179	35.382	<b>164.3</b>	2:43.946	9 - <b>29.267</b>	<b>222.6</b>	<b>1:38.054</b>	35.538	164.1	<b>2:42.859</b>
5 - 29.257	216.8	1:39.400	35.382	<b>164.3</b>	2:44.039						

**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE**

(contd.)

<b>9</b>	<b>Peter SCHARMACH</b>			<b>GER</b>	<b>BMW 320i</b>								
1	-X:00.000	169.2	1:49.040	37.852	161.1	X:00.000	6 - 29.258	221.7	1:39.516	35.301	164.3	2:44.075	
2	-	29.302	222.2	1:40.850	35.783	164.6	2:45.935	7 - 29.171	221.3	1:45.024	51.840	3:06.035P	
3	-	29.262	220.4	1:39.511	35.682	164.1	2:44.455	8 - 4:43.603	194.2	1:50.401	47.294	164.3	X:00.000
4	-	<b>28.951</b>	<b>222.6</b>	1:43.123	35.696	163.6	2:47.770	9 - 29.161	221.3	<b>1:38.610</b>	<b>35.081</b>	<b>165.1</b>	<b>2:42.852</b>
5	-	29.397	216.0	1:40.003	35.364	164.6	2:44.764						
<b>10</b>	<b>Manabu ORIDO</b>			<b>JPN</b>	<b>Toyota Altezza</b>								
1	-X:00.000	180.9		2:25.810	159.5	X:00.000	6 - 5:33.151	220.8	1:41.424	35.938	<b>160.4</b>	X:00.000	
2	-	30.828	221.3	1:39.600	36.154	156.2	2:46.582	7 - 29.535	220.8	1:40.187	35.941	159.7	2:45.663
3	-	29.443	222.6	<b>1:39.571</b>	<b>35.911</b>	159.7	<b>2:44.925</b>	8 - <b>29.435</b>	<b>223.1</b>	1:41.126	36.109	157.8	2:46.670
4	-	30.802		1:44.116	36.150	157.8	2:51.068	9 - 29.674	220.8	2:14.785	38.405	156.7	3:22.864
5	-	29.507	<b>223.1</b>	1:45.150	49.139		3:03.796P						
<b>11</b>	<b>Nobuteru TANIGUCHI</b>			<b>JPN</b>	<b>Toyota Altezza</b>								
1	-9:45.276	174.7		2:22.745	158.3	X:00.000	6 - 29.670	211.7	1:40.242	54.950		3:04.862P	
2	-	30.153	216.8	1:40.756	<b>35.781</b>	159.2	2:46.690	7 - 6:11.072	149.3	1:51.919	43.167	146.9	X:00.000
3	-	30.003	216.8	1:40.988	35.793	160.2	2:46.784	8 - 32.056	171.7	1:41.887	35.836	<b>160.4</b>	2:49.779
4	-	29.689	220.8	1:41.253	37.486		2:48.428	9 - <b>29.551</b>	<b>221.3</b>	<b>1:40.098</b>	35.993	157.4	<b>2:45.642</b>
5	-	29.719	217.7	1:40.629	35.919	160.2	2:46.267						
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>			<b>JPN</b>	<b>Toyota Altezza</b>								
1	-9:46.934	165.6		2:24.950	153.1	X:00.000	6 - 3:20.019	216.0	1:43.846	36.428	157.4	X:00.000	
2	-	29.966	218.6	1:41.744	36.411	156.9	2:48.121	7 - 29.631	219.9	1:40.705	<b>36.002</b>	<b>157.8</b>	2:46.338
3	-	29.809	220.8	1:40.747	36.105	<b>157.8</b>	2:46.661	8 - 29.560	220.8	1:40.002	36.225	156.0	2:45.787
4	-	<b>29.546</b>	<b>221.3</b>	<b>1:39.859</b>	36.359	156.5	<b>2:45.764</b>	9 - 29.702	218.6	1:43.965	51.707		3:05.374P
5	-	34.111	170.8	1:58.944	52.075		3:25.130P						
<b>14</b>	<b>Tommy CHAN</b>			<b>HKG</b>	<b>Honda Integra</b>								
1	-X:00.000	181.8	1:56.381	49.065		X:00.000P	3 - <b>3:43.839</b>	177.6	1:59.840	52.717		X:00.000P	
2	-	4:58.148	<b>193.5</b>	<b>1:49.670</b>	<b>49.986</b>		X:00.000P						
<b>15</b>	<b>Simon HARRISON</b>			<b>GBR</b>	<b>Ford Focus</b>								
1	-X:00.000	179.7	1:49.590	36.011	160.9	X:00.000	5 - 5:00.716	153.6	1:53.644	50.431		X:00.000P	
2	-	29.952	216.8	1:41.138	36.301	156.2	2:47.391	6 - 3:11.320	212.5	1:41.330	35.289	<b>165.6</b>	X:00.000
3	-	30.410	216.4	2:12.189	37.849	164.1	3:20.448	7 - 29.362	220.8	1:39.536	35.130	164.6	2:44.028
4	-	29.661	218.6	1:43.383	53.758		3:06.802P	8 - <b>29.272</b>	<b>221.3</b>	<b>1:38.773</b>	<b>34.947</b>	164.8	<b>2:42.992</b>
<b>16</b>	<b>Richard MEINS</b>			<b>GBR</b>	<b>Ford Focus</b>								
1	-X:00.000	144.3	2:03.017	39.944	154.7	X:00.000	6 - 31.433	208.4	1:46.295	36.784	157.8	2:54.512	
2	-	34.404	203.3	1:50.340	37.171	157.6	3:01.915	7 - 31.384	208.0	1:44.869	36.357	160.2	<b>2:52.610</b>
3	-	32.465	209.3	1:54.016	37.417	157.2	3:03.898	8 - 31.005	208.0	1:51.514	37.453	<b>160.4</b>	2:59.972
4	-	32.293	209.3	1:46.860	36.943	159.2	2:56.096	9 - 31.485	208.4	1:44.960	<b>36.339</b>	159.7	2:52.784
5	-	31.681	<b>210.1</b>	1:46.102	36.658	160.0	2:54.441						
<b>17</b>	<b>Rustem TEREULOV</b>			<b>RUS</b>	<b>Ford Focus</b>								
1	-X:00.000	154.5	2:02.080	41.750	154.2	X:00.000	5 - <b>31.040</b>	<b>216.4</b>	1:42.502	36.618	160.2	<b>2:50.160</b>	
2	-	35.401	154.7	1:50.577	50.276		3:16.254P	6 - 33.288	202.2	1:43.527	37.120	159.0	2:53.935
3	-	8:28.631	163.3	1:50.193	38.513	156.7	X:00.000	7 - 31.967	210.1	<b>1:41.972</b>	<b>36.549</b>	<b>160.4</b>	2:50.488
4	-	32.016	211.3	1:43.300	36.776	<b>160.4</b>	2:52.092						

**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE**

(contd.)

<b>18</b>	<b>Ratanakul PRUTIRAT</b>			<b>THA</b>	<b>Ford Focus</b>							
1	-X:00.000	161.4	2:00.254	39.630	153.6	X:00.000	4 - 40.519	<b>1:53.272</b>	<b>37.944</b>	150.8	3:11.735	
2	- 34.410	156.7	1:56.988	38.298	<b>156.0</b>	<b>3:09.696</b>	5 - <b>31.637</b>	204.1	2:08.859	1:09.529	3:50.025P	
3	- 31.782	191.8	1:56.520	42.969	153.8	3:11.271						
<b>20</b>	<b>Gordon SHEDDEN</b>			<b>GBR</b>	<b>Ford Focus</b>							
1	-X:00.000	157.2	1:50.644	38.398	160.9	X:00.000	7 - 29.546	220.4	1:40.819	35.325	164.6	2:45.690
2	- 29.507	220.8	1:41.702	35.837	162.1	2:47.046	8 - 29.338	220.8	1:39.906	35.349	164.6	2:44.593
3	- 29.092	224.5	2:03.252	37.412	162.6	3:09.756	9 - 29.077	224.0	1:39.778	35.319	165.1	2:44.174
4	- 28.940	222.6	1:50.562	38.373	163.3	2:57.875	10 - <b>28.938</b>	201.8	<b>1:39.045</b>	35.295	163.6	<b>2:43.278</b>
5	- 29.690	218.1	1:40.550	35.420	163.6	2:45.660	11 - 29.003	<b>225.0</b>	1:39.849	<b>35.121</b>	<b>165.6</b>	2:43.973
6	- 31.657	201.4	1:43.913	35.626	163.6	2:51.196						
<b>21</b>	<b>Ricardo A A LOPES</b>			<b>MAC</b>	<b>Honda Integra</b>							
1	-X:00.000	129.0	2:07.718	1:00.594		X:00.000P	5 - <b>33.140</b>	168.7	1:54.117	39.846	150.4	3:07.103
2	- 1:23.711	156.7	1:57.365	40.721	151.0	4:01.797	6 - 33.493	<b>187.5</b>	<b>1:50.760</b>	<b>37.961</b>	<b>155.6</b>	<b>3:02.214</b>
3	- 34.964	164.3	1:57.323	39.391	150.4	3:11.678	7 - 33.348	173.6	1:51.746	49.954		3:15.048P
4	- 33.761	177.3	1:52.782	39.217	151.4	3:05.760						
<b>22</b>	<b>Paul POON</b>			<b>HKG</b>	<b>Honda Integra</b>							
1	-X:00.000	155.1	2:05.031	41.655	147.3	X:00.000	4 - 33.318	197.4	1:56.397	<b>37.696</b>	<b>153.1</b>	3:07.411
2	- 36.652	193.2	<b>1:48.373</b>	39.000	144.5	<b>3:04.025</b>	5 - 32.715	209.3	1:51.502	40.044	148.5	3:04.261
3	- <b>32.510</b>	<b>210.1</b>	1:50.009	42.258	146.5	3:04.777	6 - 33.578	207.6	1:48.668	50.485		3:12.731P
<b>28</b>	<b>Kenny CHUN</b>			<b>HKG</b>	<b>Honda Integra</b>							
1	-X:00.000	135.0	2:15.963	46.579	132.1	X:00.000	5 - 3:47.641	194.9	1:52.834	37.341	159.5	X:00.000
2	- 47.126	127.6	2:06.630	40.174	152.7	3:33.930	6 - 31.801	196.7	1:55.648	38.136	159.7	3:05.585
3	- 34.394	180.9	1:53.559	38.819	157.8	3:06.772	7 - 31.473	<b>207.2</b>	<b>1:46.860</b>	36.757	160.4	2:55.090
4	- 35.739		1:51.705	50.800		3:18.244P	8 - <b>31.205</b>		1:46.940	<b>36.229</b>	<b>160.9</b>	<b>2:54.374</b>
<b>31</b>	<b>LAM Wai Hung</b>			<b>HKG</b>	<b>Alfa 156</b>							
1	-X:00.000	159.2		2:26.017	<b>162.4</b>	X:00.000	3 - <b>29.799</b>	<b>219.0</b>	1:49.487	43.305	161.1	3:02.591
2	- 31.486	215.5	<b>1:41.448</b>	<b>35.886</b>	161.9	<b>2:48.820</b>	4 - 29.846	215.5	1:41.807	52.802		3:04.455P
<b>32</b>	<b>Kenny LO</b>			<b>HKG</b>	<b>Alfa 156</b>							
1	-X:00.000	156.2		2:34.189	<b>159.7</b>	X:00.000	2 - <b>31.340</b>	<b>210.5</b>	<b>1:45.201</b>	<b>37.288</b>		<b>2:53.829</b>
<b>33</b>	<b>Belmiro AGUIAR</b>			<b>MAC</b>	<b>Honda Integra</b>							
1	-X:00.000	141.3	2:12.523	42.754	133.9	X:00.000	3 - <b>34.498</b>	<b>192.1</b>	2:20.472	<b>49.442</b>	131.3	3:44.412
2	- 38.420	138.9	<b>1:56.503</b>	51.825	<b>136.7</b>	<b>3:26.748</b>	4 - 45.357	184.6	2:01.781	55.539		3:42.677P
<b>35</b>	<b>Angelo BARRETO</b>			<b>PHI</b>	<b>Toyota Altezza</b>							
1	- 9:56.011	159.5		2:45.636	154.0	X:00.000	6 - 31.973	203.7	1:50.009	37.200	158.5	2:59.182
2	- 33.036	200.7	1:51.496	37.616	152.9	3:02.148	7 - 31.565	<b>208.4</b>	1:48.473	37.227	156.9	2:57.265
3	- 32.150	207.2	2:21.011	40.354	157.6	3:33.515	8 - 31.322	192.1	<b>1:47.835</b>	36.870	157.6	<b>2:56.027</b>
4	- 31.989	208.0	1:57.333	56.269		3:25.591P	9 - 31.155	206.1	1:48.681	<b>36.416</b>	<b>159.7</b>	2:56.252
5	- 3:35.698	165.8	2:01.326	37.925	154.7	X:00.000						

**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE**

(contd.)

<b>39</b>	<b>Ricky MO</b>			<b>HKG</b>	<b>Toyota Altezza</b>				
1 -	X:00.000 148.5	2:05.903	39.171 149.5	X:00.000	3 -	<b>31.451 214.7</b>	2:37.472	1:22.930	4:31.853P
2 -	33.158 210.1	<b>1:46.282</b>	<b>36.134 158.5</b>	<b>2:55.574</b>					
<b>51</b>	<b>Henry LEE Jnr</b>			<b>HKG</b>	<b>BMW 320i</b>				
1 -	X:00.000 129.6	2:06.885	46.111 156.5	X:00.000	5 -	29.689 219.5	1:41.432	<b>35.294 162.8</b>	<b>2:46.415</b>
2 -	31.044 179.4	1:44.069	36.325 160.7	2:51.438	6 -	29.899 219.5	1:42.674	35.344 162.6	2:47.917
3 -	29.719 219.5	1:46.050	38.629 153.4	2:54.398	7 -	<b>29.485 221.3</b>	2:56.204	1:11.225	4:36.914P
4 -	32.158 213.8	<b>1:41.236</b>	35.408 <b>162.8</b>	2:48.802					
<b>76</b>	<b>LO Ka Fai</b>			<b>HKG</b>	<b>Honda Integra</b>				
1 -	X:00.000 142.4	2:01.909	40.273 144.3	X:00.000	5 -	<b>31.953</b>	1:44.920	37.501 153.8	2:54.374
2 -	35.074 190.1	1:51.102	37.593 153.1	3:03.769	6 -	33.430 153.1	2:11.891	1:06.086	3:51.407P
3 -	32.292 <b>205.7</b>	1:50.723	40.104 <b>156.0</b>	3:03.119	7 -	4:29.054 144.3	1:58.710	40.699 155.8	X:00.000
4 -	32.374 200.7	<b>1:43.678</b>	<b>36.749 156.0</b>	<b>2:52.801</b>	8 -	35.602 172.2	1:53.885	43.871 129.9	3:13.358
<b>77</b>	<b>Kenneth CHAN</b>			<b>HKG</b>	<b>Honda Integra</b>				
1 -	X:00.000 147.1	1:53.626	38.051 154.9	X:00.000	5 -	30.524 <b>214.7</b>	1:45.153	<b>36.865</b> 158.5	2:52.542
2 -	33.578	1:51.601	37.106 157.6	3:02.285	6 -	<b>30.416</b> 212.1	1:45.151	50.194	3:05.761P
3 -	30.944 210.1	2:00.400	42.115 158.3	3:13.459	7 -	5:53.323 197.4	1:50.190	36.863 158.3	X:00.000
4 -	30.677 213.8	<b>1:43.715</b>	37.144 156.0	<b>2:51.536</b>	8 -	30.480 189.4	1:45.031	36.991 <b>159.2</b>	2:52.502
<b>78</b>	<b>NG Cheong I</b>			<b>MAC</b>	<b>Honda Integra</b>				
1 -	X:00.000 161.4	2:00.712	38.711 152.5	X:00.000	4 -	9:07.173 160.7	2:01.242	39.298 151.0	X:00.000
2 -	33.463 <b>197.8</b>	<b>1:52.122</b>	<b>37.266 154.7</b>	<b>3:02.851</b>	5 -	35.572 184.9	1:52.539	58.979	3:27.090P
3 -	<b>32.813</b> 184.6	1:55.726	59.706	3:28.245P					
<b>83</b>	<b>LO Ka Chun</b>			<b>HKG</b>	<b>Honda Integra</b>				
1 -	X:00.000 127.0	2:11.038	56.213	X:00.000P	4 -	31.920 203.7	<b>1:47.103</b>	37.059 159.5	<b>2:56.082</b>
2 -	X:00.000 128.2	2:08.707	41.206 156.5	X:00.000	5 -	<b>31.319 210.1</b>	1:48.368	<b>36.834</b> 159.5	2:56.521
3 -	33.139 201.4	1:53.266	37.413 <b>160.0</b>	3:03.818					
<b>85</b>	<b>LUI Man Kit</b>			<b>MAC</b>	<b>Honda Integra</b>				
1 -	X:00.000 116.0	2:00.301	52.048	X:00.000P	3 -	<b>33.839 192.1</b>	<b>1:59.633</b>	<b>50.146</b>	3:23.618P
2 -	5:12.235	1:56.790	40.485 <b>147.9</b>	<b>X:00.000</b>	4 -	6:00.641 189.8	2:02.485	52.492	X:00.000P
<b>88</b>	<b>Manual Ao YEUNG</b>			<b>MAC</b>	<b>Honda Integra</b>				
1 -	X:00.000 133.0	2:02.824	40.559 151.8	X:00.000	4 -	37.405 178.2	1:51.492	51.736	3:20.633P
2 -	34.068 186.5	1:52.350	<b>39.086 157.4</b>	3:05.504	5 -	3:37.958 166.9	1:55.121	40.936 147.7	X:00.000
3 -	<b>33.243 191.8</b>	<b>1:51.207</b>	40.363 134.8	<b>3:04.813</b>	6 -	34.530 179.1	2:02.103	55.116	3:31.749P
<b>89</b>	<b>LEI Chong Seng</b>			<b>MAC</b>	<b>Ford Focus</b>				
1 -	X:00.000 141.1	2:04.075	41.285 154.2	X:00.000	5 -	32.584 <b>203.7</b>	1:55.013	54.744	3:22.341P
2 -	35.238 146.1	1:59.633	37.787	3:12.658	6 -	9:16.749 159.5	1:53.950	38.091 156.2	X:00.000
3 -	<b>32.245</b> 182.1	1:56.184	43.254 152.1	3:11.683	7 -	35.515 182.4	<b>1:49.273</b>	37.740 150.6	<b>3:02.528</b>
4 -	38.015 150.0	1:49.525	<b>37.435 157.2</b>	3:04.975					



**STDM Guia Race  
SECTOR ANALYSIS - FREE PRACTICE**

(contd.)

<b>93</b>	<b>J NAVASOOPANICH</b>			<b>THA</b>	<b>Honda Integra</b>			
<b>1</b> - X:00.000 171.7		2:29.293 156.2	X:00.000	<b>3</b> - 31.208 <b>213.8</b>	2:13.521	40.002 <b>159.0</b>	3:24.731	
<b>2</b> - 31.587	<b>1:45.486</b>	<b>36.866</b> 158.8	<b>2:53.939</b>	<b>4</b> - <b>31.124</b> 212.1	1:54.525	1:03.607	3:29.256P	

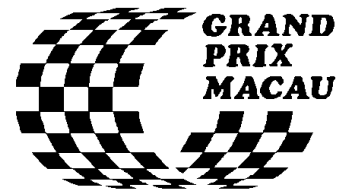
# STDM Guia Race

## BEST SECTOR TIMES

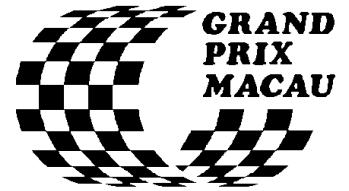
SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	2	SOPER	28.606	3	ENGSTLER	1:37.137	7	CORONEL	34.583	1	7	CORONEL	2:40.841	2:42.654	1.813
2	7	CORONEL	28.863	7	CORONEL	1:37.395	6	HUISMAN	34.827	2	3	ENGSTLER	2:41.485	2:41.856	0.371
3	1	NATTAVUDE	28.875	8	GEDLICH	1:38.054	15	HARRISON	34.947	3	2	SOPER	2:42.183	2:42.183	0.000
4	20	SHEDDEN	28.938	2	SOPER	1:38.590	2	SOPER	34.987	4	8	GEDLICH	2:42.638	2:42.859	0.221
5	9	SCHARMACH	28.951	9	SCHARMACH	1:38.610	1	NATTAVUDE	35.070	5	9	SCHARMACH	2:42.642	2:42.852	0.210
6	3	ENGSTLER	29.183	15	HARRISON	1:38.773	9	SCHARMACH	35.081	6	6	HUISMAN	2:42.872	2:43.238	0.366
7	6	HUISMAN	29.256	6	HUISMAN	1:38.789	20	SHEDDEN	35.121	7	15	HARRISON	2:42.992	2:42.992	0.000
8	8	GEDLICH	29.257	20	SHEDDEN	1:39.045	3	ENGSTLER	35.165	8	20	SHEDDEN	2:43.104	2:43.278	0.174
9	15	HARRISON	29.272	1	NATTAVUDE	1:39.269	51	LEE Jnr	35.294	9	1	NATTAVUDE	2:43.214	2:43.890	0.676
10	10	ORIDO	29.435	10	ORIDO	1:39.571	8	GEDLICH	35.327	10	10	ORIDO	2:44.917	2:44.925	0.008
11	51	LEE Jnr	29.485	12	KINOSHITA	1:39.859	11	TANIGUCHI	35.781	11	12	KINOSHITA	2:45.407	2:45.764	0.357
12	12	KINOSHITA	29.546	11	TANIGUCHI	1:40.098	31	LAM Wai Hung	35.886	12	11	TANIGUCHI	2:45.430	2:45.642	0.212
13	11	TANIGUCHI	29.551	51	LEE Jnr	1:41.236	10	ORIDO	35.911	13	51	LEE Jnr	2:46.015	2:46.415	0.400
14	31	LAM Wai Hung	29.799	31	LAM Wai Hung	1:41.448	12	KINOSHITA	36.002	14	31	LAM Wai Hung	2:47.133	2:48.820	1.687
15	77	CHAN	30.416	17	TEREGULOV	1:41.972	39	MO_	36.134	15	5	CHAN	2:49.044	2:49.727	0.683
16	5	CHAN	30.831	5	CHAN	1:42.057	5	CHAN	36.156	16	17	TEREGULOV	2:49.561	2:50.160	0.599
17	16	MEINS	31.005	76	LO_Ka Fai	1:43.678	28	CHUN	36.229	17	77	CHAN	2:50.994	2:51.536	0.542
18	17	TEREGULOV	31.040	77	CHAN	1:43.715	16	MEINS	36.339	18	16	MEINS	2:52.213	2:52.610	0.397
19	93	NAVASOOPANI	31.124	16	MEINS	1:44.869	35	BARRETO	36.416	19	76	LO_Ka Fai	2:52.380	2:52.801	0.421
20	35	BARRETO	31.155	32	LO_	1:45.201	17	TEREGULOV	36.549	20	93	NAVASOOPANI	2:53.476	2:53.939	0.463
21	28	CHUN	31.205	93	NAVASOOPANI	1:45.486	76	LO_Ka Fai	36.749	21	32	LO_	2:53.829	2:53.829	0.000
22	4	MAK Ka Lok	31.312	39	MO_	1:46.282	83	LO_Ka Chun	36.834	22	39	MO_	2:53.867	2:55.574	1.707
23	83	LO_Ka Chun	31.319	4	MAK Ka Lok	1:46.665	77	CHAN	36.863	23	28	CHUN	2:54.294	2:54.374	0.080
24	32	LO_	31.340	28	CHUN	1:46.860	93	NAVASOOPANI	36.866	24	4	MAK Ka Lok	2:55.099	2:55.388	0.289
25	39	MO_	31.451	83	LO_Ka Chun	1:47.103	4	MAK Ka Lok	37.122	25	83	LO_Ka Chun	2:55.256	2:56.082	0.826
26	18	PRUTIRAT	31.637	35	BARRETO	1:47.835	78	NG_Cheong I	37.266	26	35	BARRETO	2:55.406	2:56.027	0.621
27	76	LO_Ka Fai	31.953	22	POON	1:48.373	32	LO_	37.288	27	22	POON	2:58.579	3:04.025	5.446
28	89	LEI Chong	32.245	89	LEI Chong	1:49.273	89	LEI Chong	37.435	28	89	LEI Chong	2:58.953	3:02.528	3.575
29	22	POON	32.510	14	CHAN	1:49.670	22	POON	37.696	29	21	LOPES	3:01.861	3:02.214	0.353
30	78	NG_Cheong I	32.813	21	LOPES	1:50.760	18	PRUTIRAT	37.944	30	78	NG_Cheong I	3:02.201	3:02.851	0.650
31	21	LOPES	33.140	88	YEUNG	1:51.207	21	LOPES	37.961	31	18	PRUTIRAT	3:02.853	3:09.696	6.843
32	88	YEUNG	33.243	78	NG_Cheong I	1:52.122	88	YEUNG	39.086	32	88	YEUNG	3:03.536	3:04.813	1.277
33	85	LUI Man Kit	33.839	18	PRUTIRAT	1:53.272	85	LUI Man Kit	40.485	33	85	LUI Man Kit	3:11.114	3:23.618	12.504
34	33	AGUIAR	34.498	33	AGUIAR	1:56.503	33	AGUIAR	42.754	34	33	AGUIAR	3:13.755	3:26.748	12.993
35	14	CHAN	3:43.839	85	LUI Man Kit	1:56.790	14	CHAN	49.065	35	14	CHAN	6:22.574	6:36.396	13.822
													Perfect Lap	2:40.326	

Circuito Da Guia  
 Circuit Length = 6.120 kilometre  
 Start: 11:15 End: 11:45

MST sports timing


**STDM Guia Race**  
**SPEED TRAP - FREE PRACTICE 2 - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	166.1
2	6		Duncan HUISMAN	NED	BMW 320i	166.1
3	4		MAK Ka Lok	MAC	Honda Integra	166.1
4	7		Tom CORONEL	NED	BMW 320i	165.8
5	20		Gordon SHEDDEN	GBR	Ford Focus	165.6
6	15		Simon HARRISON	GBR	Ford Focus	165.6
7	1	A	C NATTAUVE	THA	Peugeot 306	165.6
8	3		Franz ENGSTLER	GER	BMW 320i	165.3
9	9		Peter SCHARMACH	GER	BMW 320i	165.1
10	8		Markus GEDLICH	GER	BMW 320i	164.3
11	51		Henry LEE Jnr	HKG	BMW 320i	162.8
12	31	A	LAM Wai Hung	HKG	Alfa 156	162.4
13	28	A	Kenny CHUN	HKG	Honda Integra	160.9
14	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	160.4
15	16		Richard MEINS	GBR	Ford Focus	160.4
16	10		Manabu ORIDO	JPN	Toyota Altezza	160.4
17	17		Rustem TEREGLIOV	RUS	Ford Focus	160.4
18	5	A	Paul CHAN	HKG	BMW 320i	160.2
19	83		LO Ka Chun	HKG	Honda Integra	160.0
20	35	A	Angelo BARRETO	PHI	Toyota Altezza	159.7
21	32	A	Kenny LO	HKG	Alfa 156	159.7
22	77		Kenneth CHAN	HKG	Honda Integra	159.2
23	93	A	J NAVASOOPANICH	THA	Honda Integra	159.0
24	39	A	Ricky MO	HKG	Toyota Altezza	158.5
25	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	157.8
26	88		Manual Ao YEUNG	MAC	Honda Integra	157.4
27	89		LEI Chong Seng	MAC	Ford Focus	157.2
28	76	A	LO Ka Fai	HKG	Honda Integra	156.0
29	18		Ratanakul PRUTIRAT	THA	Ford Focus	156.0
30	21		Ricardo A A LOPES	MAC	Honda Integra	155.6
31	78		NG Cheong I	MAC	Honda Integra	154.7
32	22		Paul POON	HKG	Honda Integra	153.1
33	85		LUI Man Kit	MAC	Honda Integra	147.9
34	33		Belmiro AGUIAR	MAC	Honda Integra	136.7



**STDM Guia Race**  
**SPEED TRAP - FREE PRACTICE 2 - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	229.2
2	1	A	C NATTAUVE	THA	Peugeot 306	226.8
3	20		Gordon SHEDDEN	GBR	Ford Focus	225.0
4	7		Tom CORONEL	NED	BMW 320i	225.0
5	6		Duncan HUISMAN	NED	BMW 320i	224.5
6	10		Manabu ORIDO	JPN	Toyota Altezza	223.1
7	8		Markus GEDLICH	GER	BMW 320i	222.6
8	9		Peter SCHARMACH	GER	BMW 320i	222.6
9	3		Franz ENGSTLER	GER	BMW 320i	222.2
10	15		Simon HARRISON	GBR	Ford Focus	221.3
11	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	221.3
12	51		Henry LEE Jnr	HKG	BMW 320i	221.3
13	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	221.3
14	31	A	LAM Wai Hung	HKG	Alfa 156	219.0
15	17		Rustem TERELOV	RUS	Ford Focus	216.4
16	77		Kenneth CHAN	HKG	Honda Integra	214.7
17	39	A	Ricky MO	HKG	Toyota Altezza	214.7
18	5	A	Paul CHAN	HKG	BMW 320i	213.8
19	93	A	J NAVASOOPANICH	THA	Honda Integra	213.8
20	32	A	Kenny LO	HKG	Alfa 156	210.5
21	83		LO Ka Chun	HKG	Honda Integra	210.1
22	16		Richard MEINS	GBR	Ford Focus	210.1
23	22		Paul POON	HKG	Honda Integra	210.1
24	4		MAK Ka Lok	MAC	Honda Integra	208.8
25	35	A	Angelo BARRETO	PHI	Toyota Altezza	208.4
26	28	A	Kenny CHUN	HKG	Honda Integra	207.2
27	76	A	LO Ka Fai	HKG	Honda Integra	205.7
28	18		Ratanakul PRUTIRAT	THA	Ford Focus	204.1
29	89		LEI Chong Seng	MAC	Ford Focus	203.7
30	78		NG Cheong I	MAC	Honda Integra	197.8
31	14	A	Tommy CHAN	HKG	Honda Integra	193.5
32	85		LUI Man Kit	MAC	Honda Integra	192.1
33	33		Belmiro AGUIAR	MAC	Honda Integra	192.1
34	88		Manual Ao YEUNG	MAC	Honda Integra	191.8
35	21		Ricardo A A LOPES	MAC	Honda Integra	187.5



## STDM Guia Race COMBINED CLASSIFICATION

POS	NO	CL	DRIVER	NAT	CAR	FIRST		SECOND		GAP
						TIME	LAPS	TIME	LAPS	
1	6		Duncan HUISMAN	NED	BMW 320i	2:39.826	12	2:44.194	5	
2	7		Tom CORONEL	NED	BMW 320i	2:40.622	10	2:54.254	4	0.796
3	2		Steve SOPER	GBR	Peugeot 306	2:42.056	11	2:41.235	11	1.409
4	9		Peter SCHARMACH	GER	BMW 320i	2:44.911	12	2:41.405	10	1.579
5	3		Franz ENGSTLER	GER	BMW 320i	2:42.218	11	2:41.423	11	1.597
6	8		Markus GEDLICH	GER	BMW 320i	2:43.399	14	2:42.267	13	2.441
7	1	A	C NATTAUDE	THA	Peugeot 306	2:42.884	12	2:42.314	11	2.488
8	15		Simon HARRISON	GBR	Ford Focus	2:45.252	11	2:42.789	11	2.963
9	10		Manabu ORIDO	JPN	Toyota Altezza	2:44.697	13	2:43.538	7	3.712
10	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	2:45.808	14	2:44.313	8	4.487
11	51		Henry LEE Jnr	HKG	BMW 320i	2:46.571	13	2:44.492	11	4.666
12	20		Gordon SHEDDEN	GBR	Ford Focus	16:18.102	2	2:44.506	9	4.680
13	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	2:45.928	15	2:45.346	9	5.520
14	31	A	LAM Wai Hung	HKG	Alfa 156	2:50.026	13	2:46.743	13	6.917
15	17		Rustem TEREKULOV	RUS	Ford Focus	2:50.195	14	2:46.821	12	6.995
16	5	A	Paul CHAN	HKG	BMW 320i	2:47.914	14	2:47.310	13	7.484
17	35	A	Angelo BARRETO	PHI	Toyota Altezza	3:14.296	10	2:48.407	15	8.581
18	93	A	J NAVASOOPANICH	THA	Honda Integra	2:49.160	6	2:51.221	4	9.334
19	39	A	Ricky MO	HKG	Toyota Altezza	2:49.958	8	2:49.572	7	9.746
20	83		LO Ka Chun	HKG	Honda Integra	2:54.995	9	2:49.618	11	9.792
21	26		Kenneth LOOK	HKG	Honda Integra	2:51.164	8	2:50.240	5	10.414
22	77		Kenneth CHAN	HKG	Honda Integra	2:52.059	11	2:50.407	11	10.581
23	32	A	Kenny LO	HKG	Alfa 156	2:53.890	8	2:51.129	14	11.303
24	28	A	Kenny CHUN	HKG	Honda Integra	2:54.557	12	2:51.546	13	11.720
25	76	A	LO Ka Fai	HKG	Honda Integra	2:55.861	12	2:51.698	11	11.872
26	16		Richard MEINS	GBR	Ford Focus	17:17.693	2	2:52.209	12	12.383
27	4		MAK Ka Lok	MAC	Honda Integra	2:58.666	8	2:52.262	9	12.436
28	22		Paul POON	HKG	Honda Integra	2:54.435	9	2:52.507	6	12.681
29	21		Ricardo A A LOPES	MAC	Honda Integra	2:54.472	13	2:53.620	11	13.794
30	85		LUI Man Kit	MAC	Honda Integra		0	2:53.730	8	13.904
31	13	A	Adrian FU	HKG	Peugeot 306	2:54.177	3	2:55.875	3	14.351
32	18		Ratanakul PRUTIRAT	THA	Ford Focus	2:57.750	11	2:54.301	13	14.475
33	99		Rui VALENTE	MAC	Nissan Primera	3:01.117	2	2:54.499	6	14.673
QUALIFICATION MAXIMA 2:55.808										
88			Manual Ao YEUNG	MAC	Honda Integra	2:57.035	12	2:56.234	12	16.408
78			NG Cheong I	MAC	Honda Integra	2:56.893	2	3:00.926	4	17.067
89			LEI Chong Seng	MAC	Ford Focus	2:58.664	8	3:03.510	10	18.838
14	A		Tommy CHAN	HKG	Honda Integra		0	3:04.194	6	24.368
33			Belmiro AGUIAR	MAC	Honda Integra	3:07.690	6	3:05.981	5	26.155

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 13:45 End: 14:30

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
CLASSIFICATION - 2nd QUALIFYING**

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	2		Steve SOPER	GBR	Peugeot 306	2:41.235	11		136.64
2	9		Peter SCHARMACH	GER	BMW 320i	2:41.405	10	0.170	136.50
3	3		Franz ENGSTLER	GER	BMW 320i	2:41.423	11	0.188	136.48
4	8		Markus GEDLICH	GER	BMW 320i	2:42.267	13	1.032	135.77
5	1	A	C NATTAUVE	THA	Peugeot 306	2:42.314	11	1.079	135.73
6	15		Simon HARRISON	GBR	Ford Focus	2:42.789	11	1.554	135.34
7	10		Manabu ORIDO	JPN	Toyota Altezza	2:43.538	7	2.303	134.72
8	6		Duncan HUISMAN	NED	BMW 320i	2:44.194	5	2.959	134.18
9	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	2:44.313	8	3.078	134.08
10	51		Henry LEE Jnr	HKG	BMW 320i	2:44.492	11	3.257	133.94
11	20		Gordon SHEDDEN	GBR	Ford Focus	2:44.506	9	3.271	133.92
12	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	2:45.346	9	4.111	133.24
13	31	A	LAM Wai Hung	HKG	Alfa 156	2:46.743	13	5.508	132.13
14	17		Rustem TEREGLIOV	RUS	Ford Focus	2:46.821	12	5.586	132.07
15	5	A	Paul CHAN	HKG	BMW 320i	2:47.310	13	6.075	131.68
16	35	A	Angelo BARRETO	PHI	Toyota Altezza	2:48.407	15	7.172	130.82
17	39	A	Ricky MO	HKG	Toyota Altezza	2:49.572	7	8.337	129.92
18	83		LO Ka Chun	HKG	Honda Integra	2:49.618	11	8.383	129.89
19	26		Kenneth LOOK	HKG	Honda Integra	2:50.240	5	9.005	129.41
20	77		Kenneth CHAN	HKG	Honda Integra	2:50.407	11	9.172	129.29
21	32	A	Kenny LO	HKG	Alfa 156	2:51.129	14	9.894	128.74
22	93	A	J NAVASOOPANICH	THA	Honda Integra	2:51.221	4	9.986	128.67
23	28	A	Kenny CHUN	HKG	Honda Integra	2:51.546	13	10.311	128.43
24	76	A	LO Ka Fai	HKG	Honda Integra	2:51.698	11	10.463	128.31
25	16		Richard MEINS	GBR	Ford Focus	2:52.209	12	10.974	127.93
26	4		MAK Ka Lok	MAC	Honda Integra	2:52.262	9	11.027	127.89
27	22		Paul POON	HKG	Honda Integra	2:52.507	6	11.272	127.71
28	21		Ricardo A A LOPES	MAC	Honda Integra	2:53.620	11	12.385	126.89
29	85		LUI Man Kit	MAC	Honda Integra	2:53.730	8	12.495	126.81
30	7		Tom CORONEL	NED	BMW 320i	2:54.254	4	13.019	126.43
31	18		Ratanakul PRUTIRAT	THA	Ford Focus	2:54.301	13	13.066	126.40
32	99		Rui VALENTE	MAC	Nissan Primera	2:54.499	6	13.264	126.25
33	13	A	Adrian FU	HKG	Peugeot 306	2:55.875	3	14.640	125.27
34	88		Manual Ao YEUNG	MAC	Honda Integra	2:56.234	12	14.999	125.01
35	78		NG Cheong I	MAC	Honda Integra	3:00.926	4	19.691	121.77
36	89		LEI Chong Seng	MAC	Ford Focus	3:03.510	10	22.275	120.05
37	14	A	Tommy CHAN	HKG	Honda Integra	3:04.194	6	22.959	119.61
38	33		Belmiro AGUIAR	MAC	Honda Integra	3:05.981	5	24.746	118.46

Weather / Track : Sunny / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 13:45 End: 14:30

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
SECTOR ANALYSIS - 2nd QUALIFYING**

1	C NATTAUVE			THA	Peugeot 306						
1 - X:00.000	2:07.132	44.583	141.9	X:00.000	7 - 29.804	167.1	2:01.484	1:00.852	3:32.140P		
2 - 36.955	157.8	1:56.243	57.081	3:30.279P	8 - 4:42.553	188.1	1:44.486	36.174	165.3	X:00.000	
3 - 5:30.847	178.2	1:46.692	36.916	161.9	X:00.000	9 - 28.627	<b>230.2</b>	1:40.856	35.944	164.6	2:45.427
4 - 29.159	221.3	1:38.297	34.909	166.1	2:42.365	10 - 28.700	227.8	1:39.575	35.108	<b>166.4</b>	2:43.383
5 - 28.768	225.0	1:39.747	35.015	165.3	2:43.530	11 - 29.544	175.6	1:53.855	55.823		3:19.222P
6 - 28.681	228.8	1:38.498	35.135		<b>2:42.314</b>						
2	Steve SOPER			GBR	Peugeot 306						
1 - X:00.000	207.6	1:45.982	52.000	X:00.000P	7 - 4:44.928	209.7	1:42.809	37.392	164.1	X:00.000	
2 - 3:17.575	207.2	1:50.711	36.543	163.1	X:00.000	8 - 28.708	225.0	1:38.559	36.338	160.9	2:43.605
3 - 28.760	<b>231.7</b>	1:38.890	34.905	164.1	2:42.555	9 - 28.884	225.9	1:42.746	35.365	165.1	2:46.995
4 - 28.801	224.0	1:38.753	35.947	<b>165.6</b>	2:43.501	10 - 28.366	230.7	1:38.298	35.088	164.8	2:41.752
5 - 28.581	228.3	1:41.554	52.403		3:02.538P	11 - 28.533	229.2	1:38.006	34.696	165.3	<b>2:41.235</b>
6 - 8:16.435	152.1	2:06.761	55.853		X:00.000P						
3	Franz ENGSTLER			GER	BMW 320i						
1 - X:00.000	184.6	1:48.251	36.346	164.6	X:00.000	7 - 7:08.824	182.1	1:45.183	35.696	<b>165.6</b>	X:00.000
2 - 30.312	213.4	1:37.529	35.349	163.3	2:43.190	8 - 29.179	<b>223.6</b>	1:36.993	35.258	165.1	2:41.430
3 - 29.372	222.6	1:39.445	35.606	165.1	2:44.423	9 - 29.612	222.6	1:36.545	35.266	163.8	<b>2:41.423</b>
4 - 30.647	201.8	1:45.043	35.554	165.1	2:51.244	10 - 35.238	165.1	1:53.697	56.044		3:24.979P
5 - 29.201	<b>223.6</b>	1:37.900	35.187	165.3	2:42.288	11 - 5:21.750	207.2	1:40.450	53.931		X:00.000P
6 - 29.399	215.5	1:41.332	54.338		3:05.069P						
4	MAK Ka Lok			MAC	Honda Integra						
1 - X:00.000	180.3	1:56.942	39.505	151.8	X:00.000	6 - 31.560	206.1	1:46.429	37.251	<b>160.9</b>	2:55.240
2 - 32.484	144.9	1:48.400	37.498	160.0	2:58.382	7 - 31.089	206.5	1:43.851	37.839	157.6	2:52.779
3 - 31.088	204.9	1:47.565	37.144	159.7	2:55.797	8 - 31.405	204.5	1:43.916	36.941	160.4	<b>2:52.262</b>
4 - 31.093	<b>207.2</b>	2:05.845	54.986		3:31.924P	9 - 34.929	155.6	1:56.810	1:00.265		3:32.004P
5 - 4:13.905	174.1	1:52.038	38.442	155.6	X:00.000						
5	Paul CHAN			HKG	BMW 320i						
1 - X:00.000	145.1	1:57.205	39.892	158.8	X:00.000	8 - 30.727	213.0	1:41.338	35.992	160.2	2:48.057
2 - 31.077	214.7	1:52.297	50.877		3:14.251P	9 - 30.891	210.5	1:40.728	35.901	156.9	2:47.520
3 - 6:04.893	147.3	1:50.834	36.004	160.4	X:00.000	10 - 30.958	214.2	1:40.641	35.913	159.0	2:47.512
4 - 30.995	213.0	1:41.753	35.904	160.2	2:48.652	11 - 30.546	<b>216.4</b>	1:40.553	36.604	157.2	2:47.703
5 - 31.007	209.3	1:41.016	35.995	<b>160.7</b>	2:48.018	12 - 30.577	215.5	1:40.616	36.117	159.5	<b>2:47.310</b>
6 - 30.786	212.1	1:43.748	36.186	160.2	2:50.720	13 - 30.574	212.1	1:41.087	54.341		3:06.002P
7 - 30.761	213.4	1:41.684	36.072	158.8	2:48.517						
6	Duncan HUISMAN			NED	BMW 320i						
1 - X:00.000		2:39.117	1:12.153		X:00.000P	4 - 29.249	<b>223.1</b>	1:39.709	51.115		3:00.073P
2 - X:00.000	165.8	1:47.323	36.493	<b>166.4</b>	X:00.000	5 - 4:11.702	142.1	1:52.218	54.767		X:00.000P
3 - 29.251	221.7	1:39.890	35.053	165.6	<b>2:44.194</b>						
7	Tom CORONEL			NED	BMW 320i						
1 - X:00.000	176.4	1:44.359	35.169	164.6	X:00.000	3 - 41.183		2:07.174	37.051	<b>165.8</b>	3:25.408
2 - 29.096	220.4	1:45.837	39.321		<b>2:54.254</b>	4 - 28.930	<b>223.6</b>	2:57.323	1:17.772		4:44.025P

**STDM Guia Race  
SECTOR ANALYSIS - 2nd QUALIFYING**

(contd.)

<b>8</b>	<b>Markus GEDLICH</b>		<b>GER</b>		<b>BMW 320i</b>							
1	-X:00.000	165.8	1:46.383	36.486	164.3	X:00.000	8 - 3:14.267	173.9	1:41.971	35.395	164.8	X:00.000
2	- 30.132	201.4	1:38.790	35.514	164.1	2:44.436	9 - 29.262	218.6	1:44.267	40.932	164.8	2:54.461
3	- 29.320	219.9	1:41.394	55.271		3:05.985P	10 - 29.268	218.1	1:37.769	35.312	164.1	2:42.349
4	- 3:46.426	184.9	1:41.041	35.335	164.6	X:00.000	11 - 29.377	210.9	1:41.311	52.326		3:03.014P
5	- 29.321	221.3	1:37.693	35.253	163.1	<b>2:42.267</b>	12 - 1:49.711	201.1	1:39.569	35.438	164.6	4:04.718
6	- 29.259		1:39.049	36.012	<b>165.3</b>	2:44.320	13 - 29.237	<b>222.2</b>	1:42.091	35.820	164.3	2:47.148
7	- 29.179	221.7	1:39.232	56.514		3:04.925P						
<b>9</b>	<b>Peter SCHARMACH</b>		<b>GER</b>		<b>BMW 320i</b>							
1	-X:00.000	150.2	1:45.119	35.877	162.8	X:00.000	6 - 3:27.715	155.6	1:49.859	40.984	165.3	X:00.000
2	- 31.326	182.1	1:43.240	35.610	164.1	2:50.176	7 - 29.127	<b>222.2</b>	1:37.327	34.951	<b>165.6</b>	<b>2:41.405</b>
3	- 29.504	219.0	1:39.758	35.421	164.3	2:44.683	8 - 29.203	221.3	1:38.289	35.044	<b>165.6</b>	2:42.536
4	- 29.501	206.1	1:39.552	35.769	163.8	2:44.822	9 - 29.197	220.8	1:39.006	55.421		3:03.624P
5	- 31.719	152.7	1:50.421	52.097		3:14.237P	10 - 7:27.608	149.1	1:58.240	39.556	164.1	X:00.000
<b>10</b>	<b>Manabu ORIDO</b>		<b>JPN</b>		<b>Toyota Altezza</b>							
1	-X:00.000	185.5	1:48.753	35.622	<b>161.9</b>	X:00.000	5 - 29.481	225.0	1:39.528	1:17.220		3:26.229P
2	- 30.812	189.8	1:49.632	54.129		3:14.573P	6 - 8:46.317	210.5	1:40.910	36.015	160.9	X:00.000
3	-X:00.000		2:34.594	57.197	159.5	X:00.000	7 - 29.640	220.4	1:39.526	58.932		3:08.098P
4	- 29.007	<b>227.8</b>	1:38.150	36.381	154.7	<b>2:43.538</b>						
<b>11</b>	<b>Nobuteru TANIGUCHI</b>		<b>JPN</b>		<b>Toyota Altezza</b>							
1	-X:00.000	169.5	1:53.351	36.833	<b>161.1</b>	X:00.000	6 - 4:59.671	162.4	1:40.658	35.702	160.7	X:00.000
2	- 29.521	221.3	1:53.970	35.719	160.9	2:59.210	7 - 29.588	224.5	1:40.189	36.112	158.1	2:45.889
3	- 29.368	223.1	1:43.405	37.000	157.4	2:49.773	8 - 29.786	221.3	1:40.276	36.023	160.7	2:46.085
4	- 29.630	<b>225.0</b>	1:39.879	35.837	156.7	<b>2:45.346</b>	9 - 30.804	169.8	2:02.629	1:00.989		3:34.422P
5	- 29.682	223.6	1:43.775	54.195		3:07.652P						
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>		<b>JPN</b>		<b>Toyota Altezza</b>							
1	-X:00.000	183.0	1:55.437	36.399	157.8	X:00.000	5 - 29.536	223.1	1:38.416	36.361	155.3	<b>2:44.313</b>
2	- 29.678	219.9	1:39.715	35.997	157.8	2:45.390	6 - 29.583	225.0	1:39.163	35.823	157.2	2:44.569
3	- 32.254	146.9	1:58.261	55.600		3:26.115P	7 - 43.481		1:55.463	35.987	158.5	3:14.931
4	- 7:59.672		2:09.562	35.830	<b>159.7</b>	X:00.000	8 - 29.566	<b>226.4</b>	1:40.130	55.986		3:05.682P
<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		<b>Peugeot 306</b>							
1	-X:00.000	165.6	1:53.337	37.203	154.7	X:00.000	3 - 31.126	204.9	1:46.729	38.020	153.1	<b>2:55.875</b>
2	- 33.433	173.9	1:48.619	37.405	<b>156.7</b>	2:59.457						
<b>14</b>	<b>Tommy CHAN</b>		<b>HKG</b>		<b>Honda Integra</b>							
1	-X:00.000	184.3	1:54.143	40.781	137.0	X:00.000	4 - 33.817	<b>194.2</b>	1:48.618	54.885		3:17.320P
2	- 34.103	191.4	1:51.812	40.748	<b>141.7</b>	3:06.663	5 - X:00.000	171.1	1:55.711	42.279	135.3	X:00.000
3	- 33.896	185.2	1:50.289	40.009	141.1	<b>3:04.194</b>	6 - 35.635	184.9	1:53.675	40.889	134.8	3:10.199

**STDM Guia Race  
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(contd.)

<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 170.3	1:56.251	37.663 161.9	X:00.000	<b>7</b> - 6:24.996	2:07.482	41.693 <b>165.1</b>	X:00.000
<b>2</b>	29.941 213.8	1:41.171	35.284 164.8	2:46.396	<b>8</b> - 29.345 216.0	1:39.443	35.348 162.4	2:44.136
<b>3</b>	29.300 216.4	1:43.517	46.234 162.6	2:59.051	<b>9</b> - 29.640 214.7	1:38.798	35.235 163.3	2:43.673
<b>4</b>	29.401 219.0	1:38.741	35.317 162.6	2:43.459	<b>10</b> - 29.203 221.7	1:38.990	35.138 162.1	2:43.331
<b>5</b>	29.290 220.4	1:38.409	35.090 163.6	<b>2:42.789</b>	<b>11</b> - 29.200 <b>222.6</b>	1:38.966	35.330 163.6	2:43.496
<b>6</b>	29.353 192.5	1:56.503	56.184	3:22.040P				
<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 151.8	2:02.530	39.108 152.1	X:00.000	<b>7</b> - 31.460 206.5	1:44.466	36.283 159.7	<b>2:52.209</b>
<b>2</b>	32.528 204.9	1:47.176	37.669 155.8	2:57.373	<b>8</b> - 32.567 174.4	1:52.153	52.407	3:17.127P
<b>3</b>	31.702 204.5	1:44.893	37.869 157.6	2:54.464	<b>9</b> - 2:40.380 142.4	1:57.070	37.730 157.8	X:00.000
<b>4</b>	31.667 203.3	1:45.891	36.880 157.6	2:54.438	<b>10</b> - 31.610 205.7	1:44.327	36.591 158.1	2:52.528
<b>5</b>	31.500 205.3	1:44.379	36.677 <b>162.1</b>	2:52.556	<b>11</b> - 31.426 <b>208.0</b>	1:48.226	52.711	3:12.363P
<b>6</b>	31.095 204.5	2:07.940	37.883 158.3	3:16.918	<b>12</b> - 3:23.125 165.1	2:18.939	38.265 155.8	X:00.000
<b>17</b>	<b>Rustem TEREKULOV</b>		<b>RUS</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 196.0	1:48.590	36.645 158.5	X:00.000	<b>7</b> - 31.101 212.1	1:44.355	50.057	3:05.513P
<b>2</b>	31.666 216.0	1:41.307	36.074 161.6	2:49.047	<b>8</b> - 3:46.553 188.1	1:47.167	36.401 160.4	X:00.000
<b>3</b>	31.058 <b>219.0</b>	1:43.994	53.955	3:09.007P	<b>9</b> - 31.232 213.4	1:40.443	36.072 159.5	2:47.747
<b>4</b>	3:38.800 176.7	2:11.111	55.676	X:00.000P	<b>10</b> - 31.090 214.7	1:40.144	36.591 156.5	2:47.825
<b>5</b>	1:43.274 202.2	1:43.277	36.064 <b>164.3</b>	4:02.615	<b>11</b> - 30.980 213.8	1:44.554	37.028 158.5	2:52.562
<b>6</b>	30.921 216.0	1:39.939	35.961 161.1	<b>2:46.821</b>	<b>12</b> - 31.464 210.1	1:41.501	36.486 159.5	2:49.451
<b>18</b>	<b>Ratanakul PRUTIRAT</b>		<b>THA</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 176.7	2:00.680	39.390 153.8	X:00.000	<b>8</b> - 31.906 204.9	1:47.018	37.453 156.9	2:56.377
<b>2</b>	32.036 184.3	1:51.887	39.388 151.8	3:03.311	<b>9</b> - 31.002 <b>210.1</b>	1:46.618	37.681 <b>158.8</b>	2:55.301
<b>3</b>	31.923 200.7	2:00.286	53.492	3:25.701P	<b>10</b> - 31.061 204.9	1:47.903	37.136 158.5	2:56.100
<b>4</b>	3:29.897 161.4	2:00.130	38.652 156.2	X:00.000	<b>11</b> - 30.690	1:47.715	38.077 156.0	2:56.482
<b>5</b>	32.808 192.5	1:48.913	37.555 158.1	2:59.276	<b>12</b> - 31.276 206.5	1:45.868	37.157 156.7	<b>2:54.301</b>
<b>6</b>	31.455 197.4	1:48.136	37.521 157.2	2:57.112	<b>13</b> - 31.187 <b>210.1</b>	1:45.687	37.463 155.8	2:54.337
<b>7</b>	31.829 190.1	1:50.496	37.543 155.8	2:59.868				
<b>20</b>	<b>Gordon SHEDDEN</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1</b>	X:00.000 143.2	2:10.951	41.961 153.1	X:00.000	<b>6</b> - 29.017 224.5	1:43.321	38.428 159.0	2:50.766
<b>2</b>	32.717 173.6	1:54.026	40.852 162.4	3:07.595	<b>7</b> - 29.280 223.6	1:43.289	36.552 164.3	2:49.121
<b>3</b>	29.609 216.8	1:53.908	36.094 <b>165.8</b>	2:59.611	<b>8</b> - 29.033 <b>225.9</b>	1:42.188	36.003 161.1	2:47.224
<b>4</b>	29.228 220.4	1:39.815	35.463 162.4	<b>2:44.506</b>	<b>9</b> - 30.214 206.5	1:53.415	51.662	3:15.291P
<b>5</b>	28.956 224.0	1:39.791	35.766 159.5	2:44.513				
<b>21</b>	<b>Ricardo A A LOPES</b>		<b>MAC</b>		<b>Honda Integra</b>			
<b>1</b>	X:00.000 136.0	2:01.657	42.115 150.8	X:00.000	<b>7</b> - 30.877 194.5	1:47.047	37.171 158.3	2:55.095
<b>2</b>	34.800 179.4	1:51.850	38.270 155.1	3:04.920	<b>8</b> - 31.383 194.5	1:45.278	36.959 161.6	<b>2:53.620</b>
<b>3</b>	32.812 183.3	1:51.155	37.751 158.8	3:01.718	<b>9</b> - 31.079 198.8	2:00.290	41.484 158.5	3:12.853
<b>4</b>	32.518 181.2	1:53.347	38.538 157.8	3:04.403	<b>10</b> - 31.086 <b>213.0</b>	2:29.089	56.793	3:56.968P
<b>5</b>	32.341 185.5	1:50.098	37.688 159.7	3:00.127	<b>11</b> - 5:10.017 168.2	3:08.399	58.532	X:00.000P
<b>6</b>	31.556 197.8	1:46.845	37.089 <b>162.1</b>	2:55.490				

**STDM Guia Race  
SECTOR ANALYSIS - 2nd QUALIFYING**

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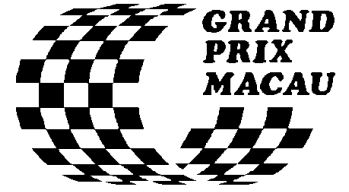
<b>22</b>	<b>Paul POON</b>			<b>HKG</b>	<b>Honda Integra</b>				
1 -	X:00.000 161.6	1:59.569	38.898 156.5	X:00.000	4 -	39.121 167.1	1:56.435	37.319 <b>160.0</b>	3:12.875
2 -	31.978 200.0	1:50.334	36.674 159.7	2:58.986	5 -	31.132 <b>209.7</b>	1:44.820	36.555 158.8	<b>2:52.507</b>
3 -	31.435	1:54.982	42.218 136.3	3:08.635	6 -	36.767 156.0	2:11.497	56.407	3:44.671P
<b>26</b>	<b>Kenneth LOOK</b>			<b>HKG</b>	<b>Honda Integra</b>				
1 -	X:00.000 189.1	1:50.105	36.958 156.0	X:00.000	4 -	31.223 <b>212.1</b>	1:43.041	36.309 <b>160.4</b>	2:50.573
2 -	32.479 205.3	1:45.669	36.379 159.7	2:54.527	5 -	32.254 170.6	1:58.038	53.841	3:24.133P
3 -	31.537 208.4	1:42.316	36.387 159.0	<b>2:50.240</b>					
<b>28</b>	<b>Kenny CHUN</b>			<b>HKG</b>	<b>Honda Integra</b>				
1 -	X:00.000 152.3	2:04.430	38.684 156.7	X:00.000	8 -	30.631 206.1	1:45.611	36.835 160.4	2:53.077
2 -	32.515 204.1	2:00.522	37.101 158.3	3:10.138	9 -	31.192 208.8	1:45.079	36.430 160.2	2:52.701
3 -	31.432 210.1	1:47.439	49.158	3:08.029P	10 -	31.182 209.7	1:44.418	36.323 160.9	2:51.923
4 -	2:06.042 197.8	1:47.877	37.061 160.4	4:30.980	11 -	31.121 209.7	1:44.116	36.309 <b>161.1</b>	<b>2:51.546</b>
5 -	30.912 211.3	1:49.060	37.103 155.6	2:57.075	12 -	30.651 213.4	1:46.562	37.840 160.2	2:55.053
6 -	31.622	1:46.229	36.329 159.7	2:54.180	13 -	30.184 <b>218.1</b>	1:44.247	46.330	3:00.761P
7 -	30.828 212.5	1:44.825	36.621 160.2	2:52.274					
<b>31</b>	<b>LAM Wai Hung</b>			<b>HKG</b>	<b>Alfa 156</b>				
1 -	X:00.000 172.8	1:55.482	36.531 158.5	X:00.000	8 -	29.618 217.7	1:41.408	35.846 161.4	2:46.872
2 -	29.774 216.8	1:42.504	36.112 159.0	2:48.390	9 -	29.736 217.7	1:43.526	36.050 160.9	2:49.312
3 -	29.838 <b>220.8</b>	2:22.791	36.347 158.5	3:28.976	10 -	29.585 216.0	1:42.446	35.743 162.1	2:47.774
4 -	31.865 203.7	1:49.221	36.750 158.3	2:57.836	11 -	29.397 218.6	1:41.505	36.085 158.5	2:46.987
5 -	29.992 209.3	1:42.156	36.165 157.8	2:48.313	12 -	29.498 <b>220.8</b>	1:41.388	35.857 <b>162.4</b>	<b>2:46.743</b>
6 -	30.602 210.9	1:47.386	46.937	3:04.925P	13 -	29.374 215.1	1:51.290	53.301	3:13.965P
7 -	4:01.104 151.6	1:47.078	35.778 161.4	X:00.000					
<b>32</b>	<b>Kenny LO</b>			<b>HKG</b>	<b>Alfa 156</b>				
1 -	X:00.000 134.4	1:56.082	36.569 159.5	X:00.000	8 -	30.576 204.9	1:47.735	37.454 160.7	2:55.765
2 -	31.854 192.8	1:45.199	36.356 160.4	2:53.409	9 -	30.734 207.2	1:44.114	36.498 160.7	2:51.346
3 -	31.558 209.3	1:49.752	36.835 158.8	2:58.145	10 -	34.683 170.0	1:52.624	48.201	3:15.508P
4 -	31.155 197.0	1:43.773	36.283 160.2	2:51.211	11 -	2:36.517 176.1	1:53.539	37.130 159.2	X:00.000
5 -	30.854 208.0	1:43.491	37.035 141.9	2:51.380	12 -	32.199 145.9	1:49.178	36.876 158.8	2:58.253
6 -	31.839 168.4	1:53.107	39.061 136.1	3:04.007	13 -	31.450 206.1	1:43.069	36.610 159.7	<b>2:51.129</b>
7 -	35.701 172.5	1:54.559	39.263 160.2	3:09.523	14 -	30.803 <b>211.7</b>	1:44.001	36.595 <b>162.1</b>	2:51.399
<b>33</b>	<b>Belmiro AGUIAR</b>			<b>MAC</b>	<b>Honda Integra</b>				
1 -	X:00.000 146.7	2:10.346	42.880 135.6	X:00.000	4 -	33.686 196.0	1:52.307	39.988 143.6	<b>3:05.981</b>
2 -	40.439 144.0	1:57.219	40.159	3:17.817	5 -	33.897 191.8	1:52.215	55.383	3:21.495P
3 -	34.478 <b>196.3</b>	1:52.482	39.614 <b>146.9</b>	3:06.574					
<b>35</b>	<b>Angelo BARRETO</b>			<b>PHI</b>	<b>Toyota Altezza</b>				
1 -	X:00.000 141.7	1:59.201	37.320 155.6	X:00.000	9 -	30.167 211.7	1:44.086	36.304 160.2	2:50.557
2 -	31.555 211.7	1:47.867	36.503 160.7	2:55.925	10 -	30.645 213.4	1:43.722	36.696 156.5	2:51.063
3 -	30.572 206.5	1:48.375	36.437 156.5	2:55.384	11 -	30.207 215.5	1:43.408	36.647 157.2	2:50.262
4 -	30.812 210.5	1:49.522	36.682 153.1	2:57.016	12 -	30.715 214.2	2:01.210	36.844 158.1	3:08.769
5 -	30.952 217.7	1:44.986	36.599 158.5	2:52.537	13 -	30.020 218.6	1:46.027	37.751 160.4	2:53.798
6 -	30.610 <b>220.8</b>	1:43.204	36.378 159.7	2:50.192	14 -	30.277 214.2	1:42.232	35.898 <b>162.4</b>	<b>2:48.407</b>
7 -	30.351 209.3	1:44.210	36.439 158.5	2:51.000	15 -	29.844 217.3	1:42.839	36.426 161.1	2:49.109
8 -	30.436 211.7	1:44.368	36.345 158.8	2:51.149					



**STDM Guia Race  
SECTOR ANALYSIS - 2nd QUALIFYING**

(contd.)

<b>39</b>	<b>Ricky MO</b>			<b>HKG</b>	<b>Toyota Altezza</b>			
<b>1</b>	-X:00.000 158.5	1:55.702	37.585 157.4	<b>X:00.000</b>	<b>5</b> - 30.453 204.5	1:43.874	37.163 155.1	2:51.490
<b>2</b>	- 31.648 186.5	1:46.207	36.790 150.4	<b>2:54.645</b>	<b>6</b> - 31.044 210.5	1:42.425	36.103 158.3	<b>2:49.572</b>
<b>3</b>	- 30.913 215.5	1:44.030	36.579 159.2	<b>2:51.522</b>	<b>7</b> - 30.418 <b>221.3</b>	2:12.164	1:08.102	<b>3:50.684P</b>
<b>4</b>	- 30.940 216.0	1:42.796	35.927 <b>162.8</b>	<b>2:49.663</b>				
<b>51</b>	<b>Henry LEE Jnr</b>			<b>HKG</b>	<b>BMW 320i</b>			
<b>1</b>	-X:00.000 164.6	1:53.269	36.005 163.6	<b>X:00.000</b>	<b>7</b> - 33.243 180.0	1:57.362	54.210	3:24.815P
<b>2</b>	- 29.821 219.0	1:43.595	36.059 161.9	<b>2:49.475</b>	<b>8</b> - 9:36.830 125.2	2:19.809	36.301 <b>163.8</b>	X:00.000
<b>3</b>	- 29.623 217.7	1:54.921	38.056 162.1	<b>3:02.600</b>	<b>9</b> - 29.647 220.8	1:39.657	35.188 163.6	<b>2:44.492</b>
<b>4</b>	- 29.856 218.6	1:40.348	35.202 163.6	<b>2:45.406</b>	<b>10</b> - 29.433 <b>222.6</b>	1:39.931	38.229 154.0	<b>2:47.593</b>
<b>5</b>	- 29.273 221.3	1:40.354	35.249 163.1	<b>2:44.876</b>	<b>11</b> - 29.752 220.4	1:51.936	54.481	<b>3:16.169P</b>
<b>6</b>	- 29.453 221.3	1:39.843	35.558 163.1	<b>2:44.854</b>				
<b>76</b>	<b>LO Ka Fai</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000	2:05.721	44.536 155.3	<b>X:00.000</b>	<b>7</b> -X:00.000 175.3	1:43.914	36.885 <b>157.6</b>	X:00.000
<b>2</b>	- 33.329 194.2	2:00.483	38.681 156.2	<b>3:12.493</b>	<b>8</b> - 31.389 <b>210.9</b>	1:43.355	36.954 155.1	<b>2:51.698</b>
<b>3</b>	- 32.319 204.1	1:55.611	37.943 154.7	<b>3:05.873</b>	<b>9</b> - 31.785 191.4	1:46.374	37.269 155.6	<b>2:55.428</b>
<b>4</b>	- 32.564 207.6	1:45.126	37.062 156.5	<b>2:54.752</b>	<b>10</b> - 31.493 201.4	1:44.896	37.249 155.3	<b>2:53.638</b>
<b>5</b>	- 32.515 196.7	1:43.859	37.056 156.0	<b>2:53.430</b>	<b>11</b> - 32.243 198.5	1:45.582	37.463 153.6	<b>2:55.288</b>
<b>6</b>	- 32.697 196.7	2:00.950	59.339	<b>3:32.986P</b>				
<b>77</b>	<b>Kenneth CHAN</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 161.6	2:00.414	49.293	<b>X:00.000P</b>	<b>7</b> - 30.467 210.5	1:43.886	37.744 158.5	2:52.097
<b>2</b>	- 8:30.961 200.0	1:47.130	37.015 158.8	<b>X:00.000</b>	<b>8</b> - 30.312 208.0	1:43.871	36.595 159.5	<b>2:50.778</b>
<b>3</b>	- 30.682 211.3	1:44.911	36.717 158.3	<b>2:52.310</b>	<b>9</b> - 30.625 210.9	1:43.295	36.487 <b>160.4</b>	<b>2:50.407</b>
<b>4</b>	- 30.646 205.3	1:44.435	36.905 158.5	<b>2:51.986</b>	<b>10</b> - 31.824 177.9	1:55.820	52.414	<b>3:20.058P</b>
<b>5</b>	- 30.391 <b>215.1</b>	1:44.215	36.428 160.2	<b>2:51.034</b>	<b>11</b> - 4:09.512 190.8	1:47.025	36.691 160.2	X:00.000
<b>6</b>	- 30.583	1:50.013	38.108 159.7	<b>2:58.704</b>				
<b>78</b>	<b>NG Cheong I</b>			<b>MAC</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 170.3	1:51.761	36.856 <b>156.2</b>	<b>X:00.000</b>	<b>3</b> - 33.254 <b>201.8</b>	1:49.740	37.932 148.3	<b>3:00.926</b>
<b>2</b>	- 32.983 189.8	1:53.224	37.921 153.8	<b>3:04.128</b>	<b>4</b> - 34.019 193.8	1:50.701	39.897 121.3	<b>3:04.617</b>
<b>83</b>	<b>LO Ka Chun</b>			<b>HKG</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000	2:06.827	40.023 156.0	<b>X:00.000</b>	<b>7</b> - 31.280 210.9	1:41.869	36.469 160.7	<b>2:49.618</b>
<b>2</b>	- 34.509 184.3	1:59.879	39.708 157.8	<b>3:14.096</b>	<b>8</b> - 35.625 182.7	1:52.369	53.532	<b>3:21.526P</b>
<b>3</b>	- 31.957 209.3	1:56.675	51.716	<b>3:20.348P</b>	<b>9</b> - 3:35.295 169.8	1:52.990	39.581 144.7	X:00.000
<b>4</b>	- 4:13.520 169.2	1:51.041	36.661 160.7	<b>X:00.000</b>	<b>10</b> - 39.886 142.1	2:28.667	58.538	<b>4:07.091P</b>
<b>5</b>	- 31.305 204.9	1:43.296	36.596 160.2	<b>2:51.197</b>	<b>11</b> - 3:10.310 197.4	1:52.069	38.355 143.2	X:00.000
<b>6</b>	- 31.205 <b>211.3</b>	1:42.360	36.540 <b>160.9</b>	<b>2:50.105</b>				
<b>85</b>	<b>LUI Man Kit</b>			<b>MAC</b>	<b>Honda Integra</b>			
<b>1</b>	-X:00.000 167.4	1:55.755	38.952 154.2	<b>X:00.000</b>	<b>5</b> - 31.462 194.5	1:47.160	37.327 156.9	2:55.949
<b>2</b>	- 36.331 137.4	2:04.332	51.034	<b>3:31.697P</b>	<b>6</b> - 30.623 <b>204.5</b>	1:45.871	37.236 <b>158.5</b>	<b>2:53.730</b>
<b>3</b>	- 1:44.103 197.8	1:49.421	38.949 153.6	<b>4:12.473</b>	<b>7</b> - 30.533 199.2	1:46.772	36.918 156.5	<b>2:54.223</b>
<b>4</b>	- 32.507 187.1	1:49.036	38.120 154.2	<b>2:59.663</b>	<b>8</b> - 30.671 201.1	2:01.601	57.898	<b>3:30.170P</b>



**STDM Guia Race  
SECTOR ANALYSIS - 2nd QUALIFYING**

(contd.)

<b>88</b>		<b>Manual Ao YEUNG</b>		<b>MAC</b>		<b>Honda Integra</b>			
<b>1</b>	-X:00.000 163.1	1:57.449	38.756	155.6	<b>X:00.000</b>	<b>7</b> - 34.205 164.1	2:09.605	1:01.053	<b>3:44.863P</b>
<b>2</b>	- 32.527 196.0	1:48.497	37.930	157.2	<b>2:58.954</b>	<b>8</b> - 4:53.665 159.5	1:56.163	40.087 153.1	<b>X:00.000</b>
<b>3</b>	- 32.762 190.4	1:59.640	38.553	157.2	<b>3:10.955</b>	<b>9</b> - 32.881 199.6	1:50.690	38.135 157.6	<b>3:01.706</b>
<b>4</b>	- 34.177 <b>202.6</b>	1:46.415	37.992	157.4	<b>2:58.584</b>	<b>10</b> - 32.698 198.8	1:48.683	38.406 157.4	<b>2:59.787</b>
<b>5</b>	- 32.631 185.5	1:46.266	37.388	<b>158.5</b>	<b>2:56.285</b>	<b>11</b> - 32.242 195.6	1:47.755	38.140 157.6	<b>2:58.137</b>
<b>6</b>	- 32.319 202.2	1:46.162	37.753	158.1	<b>2:56.234</b>	<b>12</b> - 35.406 160.9	2:14.019	43.756 130.5	<b>3:33.181</b>
<b>89</b>		<b>LEI Chong Seng</b>		<b>MAC</b>		<b>Ford Focus</b>			
<b>1</b>	-X:00.000 161.4	2:50.978	41.732	150.2	<b>X:00.000</b>	<b>6</b> - 34.345 169.2	1:53.138	38.423 156.5	<b>3:05.906</b>
<b>2</b>	- 34.441 185.5	5:52.033	44.602	143.8	<b>X:00.000</b>	<b>7</b> - 33.793 160.4	1:51.614	38.103 <b>156.7</b>	<b>3:03.510</b>
<b>3</b>	- 37.255 177.9	1:57.889	53.565		<b>3:28.709P</b>	<b>8</b> - 33.596 181.8	1:54.510	38.837 152.1	<b>3:06.943</b>
<b>4</b>	- 5:43.193	2:01.190	39.725	152.9	<b>X:00.000</b>	<b>9</b> - 33.905 178.5	1:55.158	38.505 154.9	<b>3:07.568</b>
<b>5</b>	- 35.533 128.5	1:54.789	39.116	154.9	<b>3:09.438</b>	<b>10</b> - 35.652 <b>193.8</b>	1:53.431	40.411 155.6	<b>3:09.494</b>
<b>93</b>		<b>J NAVASOOPANICH</b>		<b>THA</b>		<b>Honda Integra</b>			
<b>1</b>	-X:00.000 194.5	1:49.136	37.011	158.8	<b>X:00.000</b>	<b>3</b> - 30.946 <b>215.1</b>	1:47.953	40.108 158.1	<b>2:59.007</b>
<b>2</b>	- 30.991 201.8	1:44.101	36.129	<b>159.5</b>	<b>2:51.221</b>	<b>4</b> - 31.701 208.8	1:54.701	51.522	<b>3:17.924P</b>
<b>99</b>		<b>Rui VALENTE</b>		<b>MAC</b>		<b>Nissan Primera</b>			
<b>1</b>	-X:00.000 179.4	1:50.113	38.622	152.5	<b>X:00.000</b>	<b>4</b> - 7:19.693 180.3	1:48.585	36.893 <b>159.7</b>	<b>X:00.000</b>
<b>2</b>	- 32.576 198.1	1:47.693	36.868	158.8	<b>2:57.137</b>	<b>5</b> - 31.714 199.2	1:45.919	36.866 157.2	<b>2:54.499</b>
<b>3</b>	- 31.338 199.2	1:46.063	48.934		<b>3:06.335P</b>	<b>6</b> - 31.528 <b>210.1</b>	1:45.262	53.568	<b>3:10.358P</b>

# STDM Guia Race

## BEST SECTOR TIMES

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	2	SOPER	28.366	3	ENGSTLER	1:36.545	2	SOPER	34.696	1	3	ENGSTLER	2:40.911	2:41.423	0.512
2	1	NATTAVUDE	28.627	9	SCHARMACH	1:37.327	1	NATTAVUDE	34.909	2	2	SOPER	2:41.068	2:41.235	0.167
3	7	CORONEL	28.930	8	GEDLICH	1:37.693	9	SCHARMACH	34.951	3	9	SCHARMACH	2:41.405	2:41.405	0.000
4	20	SHEDDEN	28.956	2	SOPER	1:38.006	6	HUISMAN	35.053	4	1	NATTAVUDE	2:41.833	2:42.314	0.481
5	10	ORIDO	29.007	10	ORIDO	1:38.150	15	HARRISON	35.090	5	8	GEDLICH	2:42.125	2:42.267	0.142
6	9	SCHARMACH	29.127	1	NATTAVUDE	1:38.297	7	CORONEL	35.169	6	15	HARRISON	2:42.699	2:42.789	0.090
7	8	GEDLICH	29.179	15	HARRISON	1:38.409	3	ENGSTLER	35.187	7	10	ORIDO	2:42.779	2:43.538	0.759
8	3	ENGSTLER	29.179	12	KINOSHITA	1:38.416	51	LEE Jnr	35.188	8	12	KINOSHITA	2:43.775	2:44.313	0.538
9	15	HARRISON	29.200	51	LEE Jnr	1:39.657	8	GEDLICH	35.253	9	6	HUISMAN	2:44.011	2:44.194	0.183
10	6	HUISMAN	29.249	6	HUISMAN	1:39.709	20	SHEDDEN	35.463	10	51	LEE Jnr	2:44.118	2:44.492	0.374
11	51	LEE Jnr	29.273	20	SHEDDEN	1:39.791	10	ORIDO	35.622	11	20	SHEDDEN	2:44.210	2:44.506	0.296
12	11	TANIGUCHI	29.368	11	TANIGUCHI	1:39.879	11	TANIGUCHI	35.702	12	11	TANIGUCHI	2:44.949	2:45.346	0.397
13	31	LAM Wai Hung	29.374	17	TEREGULOV	1:39.939	31	LAM Wai Hung	35.743	13	31	LAM Wai Hung	2:46.505	2:46.743	0.238
14	12	KINOSHITA	29.536	5	CHAN	1:40.553	12	KINOSHITA	35.823	14	17	TEREGULOV	2:46.821	2:46.821	0.000
15	35	BARRETO	29.844	31	LAM Wai Hung	1:41.388	35	BARRETO	35.898	15	5	CHAN	2:47.000	2:47.310	0.310
16	28	CHUN	30.184	83	LO_ Ka Chun	1:41.869	5	CHAN	35.901	16	35	BARRETO	2:47.974	2:48.407	0.433
17	77	CHAN	30.312	35	BARRETO	1:42.232	39	MO_	35.927	17	7	CORONEL	2:48.458	2:54.254	5.796
18	39	MO_	30.418	26	LOOK	1:42.316	17	TEREGULOV	35.961	18	39	MO_	2:48.770	2:49.572	0.802
19	85	LUI Man Kit	30.533	39	MO_	1:42.425	93	NAVASOOPANI	36.129	19	83	LO_ Ka Chun	2:49.543	2:49.618	0.075
20	5	CHAN	30.546	32	LO_	1:43.069	16	MEINS	36.283	20	26	LOOK	2:49.848	2:50.240	0.392
21	32	LO_	30.576	77	CHAN	1:43.295	32	LO_	36.283	21	32	LO_	2:49.928	2:51.129	1.201
22	18	PRUTIRAT	30.690	76	LO_ Ka Fai	1:43.355	26	LOOK	36.309	22	77	CHAN	2:50.035	2:50.407	0.372
23	21	LOPES	30.877	4	MAK Ka Lok	1:43.851	28	CHUN	36.309	23	28	CHUN	2:50.609	2:51.546	0.937
24	17	TEREGULOV	30.921	93	NAVASOOPANI	1:44.101	77	CHAN	36.428	24	93	NAVASOOPANI	2:51.176	2:51.221	0.045
25	93	NAVASOOPANI	30.946	28	CHUN	1:44.116	83	LO_ Ka Chun	36.469	25	76	LO_ Ka Fai	2:51.629	2:51.698	0.069
26	4	MAK Ka Lok	31.088	16	MEINS	1:44.327	22	POON	36.555	26	16	MEINS	2:51.705	2:52.209	0.504
27	16	MEINS	31.095	7	CORONEL	1:44.359	78	NG_ Cheong I	36.856	27	4	MAK Ka Lok	2:51.880	2:52.262	0.382
28	13	FU_	31.126	22	POON	1:44.820	99	VALENTE	36.866	28	22	POON	2:52.507	2:52.507	0.000
29	22	POON	31.132	99	VALENTE	1:45.262	76	LO_ Ka Fai	36.885	29	21	LOPES	2:53.114	2:53.620	0.506
30	83	LO_ Ka Chun	31.205	21	LOPES	1:45.278	85	LUI Man Kit	36.918	30	85	LUI Man Kit	2:53.322	2:53.730	0.408
31	26	LOOK	31.223	18	PRUTIRAT	1:45.687	4	MAK Ka Lok	36.941	31	99	VALENTE	2:53.466	2:54.499	1.033
32	99	VALENTE	31.338	85	LUI Man Kit	1:45.871	21	LOPES	36.959	32	18	PRUTIRAT	2:53.513	2:54.301	0.788
33	76	LO_ Ka Fai	31.389	88	YEUNG	1:46.162	18	PRUTIRAT	37.136	33	13	FU_	2:55.058	2:55.875	0.817
34	88	YEUNG	32.242	13	FU_	1:46.729	13	FU_	37.203	34	88	YEUNG	2:55.792	2:56.234	0.442
35	78	NG_ Cheong I	32.983	14	CHAN	1:48.618	88	YEUNG	37.388	35	78	NG_ Cheong I	2:59.579	3:00.926	1.347
36	89	LEI Chong	33.596	78	NG_ Cheong I	1:49.740	89	LEI Chong	38.103	36	14	CHAN	3:02.444	3:04.194	1.750
37	33	AGUIAR	33.686	89	LEI Chong	1:51.614	33	AGUIAR	39.614	37	89	LEI Chong	3:03.313	3:03.510	0.197
38	14	CHAN	33.817	33	AGUIAR	1:52.215	14	CHAN	40.009	38	33	AGUIAR	3:05.515	3:05.981	0.466
												Perfect Lap	2:39.607		

Circuito Da Guia  
Circuit Length = 6.120 kilometre  
Start: 13:45 End: 14:30

MST sports timing

**STDM Guia Race  
SPEED TRAP - 2nd QUALIFYING - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1	A	C NATTAUDE	THA	Peugeot 306	166.4
2	6		Duncan HUISMAN	NED	BMW 320i	166.4
3	20		Gordon SHEDDEN	GBR	Ford Focus	165.8
4	7		Tom CORONEL	NED	BMW 320i	165.8
5	3		Franz ENGSTLER	GER	BMW 320i	165.6
6	9		Peter SCHARMACH	GER	BMW 320i	165.6
7	2		Steve SOPER	GBR	Peugeot 306	165.6
8	8		Markus GEDLICH	GER	BMW 320i	165.3
9	15		Simon HARRISON	GBR	Ford Focus	165.1
10	17		Rustem TEREKULOV	RUS	Ford Focus	164.3
11	51		Henry LEE Jnr	HKG	BMW 320i	163.8
12	39	A	Ricky MO	HKG	Toyota Altezza	162.8
13	31	A	LAM Wai Hung	HKG	Alfa 156	162.4
14	35	A	Angelo BARRETO	PHI	Toyota Altezza	162.4
15	32	A	Kenny LO	HKG	Alfa 156	162.1
16	21		Ricardo A A LOPES	MAC	Honda Integra	162.1
17	16		Richard MEINS	GBR	Ford Focus	162.1
18	10		Manabu ORIDO	JPN	Toyota Altezza	161.9
19	28	A	Kenny CHUN	HKG	Honda Integra	161.1
20	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	161.1
21	83		LO Ka Chun	HKG	Honda Integra	160.9
22	4		MAK Ka Lok	MAC	Honda Integra	160.9
23	5	A	Paul CHAN	HKG	BMW 320i	160.7
24	77		Kenneth CHAN	HKG	Honda Integra	160.4
25	26		Kenneth LOOK	HKG	Honda Integra	160.4
26	22		Paul POON	HKG	Honda Integra	160.0
27	99		Rui VALENTE	MAC	Nissan Primera	159.7
28	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	159.7
29	93	A	J NAVASOOPANICH	THA	Honda Integra	159.5
30	18		Ratanakul PRUTIRAT	THA	Ford Focus	158.8
31	85		LUI Man Kit	MAC	Honda Integra	158.5
32	88		Manual Ao YEUNG	MAC	Honda Integra	158.5
33	76	A	LO Ka Fai	HKG	Honda Integra	157.6
34	89		LEI Chong Seng	MAC	Ford Focus	156.7
35	13	A	Adrian FU	HKG	Peugeot 306	156.7
36	78		NG Cheong I	MAC	Honda Integra	156.2
37	33		Belmiro AGUIAR	MAC	Honda Integra	146.9
38	14	A	Tommy CHAN	HKG	Honda Integra	141.7

**STDM Guia Race  
SPEED TRAP - 2nd QUALIFYING - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	231.7
2	1	A	C NATTAUVE	THA	Peugeot 306	230.2
3	10		Manabu ORIDO	JPN	Toyota Altezza	227.8
4	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	226.4
5	20		Gordon SHEDDEN	GBR	Ford Focus	225.9
6	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	225.0
7	3		Franz ENGSTLER	GER	BMW 320i	223.6
8	7		Tom CORONEL	NED	BMW 320i	223.6
9	6		Duncan HUISMAN	NED	BMW 320i	223.1
10	15		Simon HARRISON	GBR	Ford Focus	222.6
11	51		Henry LEE Jnr	HKG	BMW 320i	222.6
12	8		Markus GEDLICH	GER	BMW 320i	222.2
13	9		Peter SCHARMACH	GER	BMW 320i	222.2
14	39	A	Ricky MO	HKG	Toyota Altezza	221.3
15	35	A	Angelo BARRETO	PHI	Toyota Altezza	220.8
16	31	A	LAM Wai Hung	HKG	Alfa 156	220.8
17	17		Rustem TEREGLIOV	RUS	Ford Focus	219.0
18	28	A	Kenny CHUN	HKG	Honda Integra	218.1
19	5	A	Paul CHAN	HKG	BMW 320i	216.4
20	77		Kenneth CHAN	HKG	Honda Integra	215.1
21	93	A	J NAVASOOPANICH	THA	Honda Integra	215.1
22	21		Ricardo A A LOPES	MAC	Honda Integra	213.0
23	26		Kenneth LOOK	HKG	Honda Integra	212.1
24	32	A	Kenny LO	HKG	Alfa 156	211.7
25	83		LO Ka Chun	HKG	Honda Integra	211.3
26	76	A	LO Ka Fai	HKG	Honda Integra	210.9
27	18		Ratanakul PRUTIRAT	THA	Ford Focus	210.1
28	99		Rui VALENTE	MAC	Nissan Primera	210.1
29	13	A	Adrian FU	HKG	Peugeot 306	210.1
30	22		Paul POON	HKG	Honda Integra	209.7
31	16		Richard MEINS	GBR	Ford Focus	208.0
32	4		MAK Ka Lok	MAC	Honda Integra	207.2
33	85		LUI Man Kit	MAC	Honda Integra	204.5
34	88		Manual Ao YEUNG	MAC	Honda Integra	202.6
35	78		NG Cheong I	MAC	Honda Integra	201.8
36	33		Belmiro AGUIAR	MAC	Honda Integra	196.3
37	14	A	Tommy CHAN	HKG	Honda Integra	194.2
38	89		LEI Chong Seng	MAC	Ford Focus	193.8

# BULLETIN TK107

## STDM Guia Race

### CLASSIFICATION - WARM-UP

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	7		Tom CORONEL	NED	BMW 320i	2:42.801	4		135.33
2	3		Franz ENGSTLER	GER	BMW 320i	2:43.472	4	0.671	134.77
3	10		Manabu ORIDO	JPN	Toyota Altezza	2:44.157	5	1.356	134.21
4	6		Duncan HUISMAN	NED	BMW 320i	2:44.468	5	1.667	133.95
5	51		Henry LEE Jnr	HKG	BMW 320i	2:45.703	4	2.902	132.96
6	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	2:45.971	5	3.170	132.74
7	2		Steve SOPER	GBR	Peugeot 306	2:46.549	5	3.748	132.28
8	15		Simon HARRISON	GBR	Ford Focus	2:47.093	4	4.292	131.85
9	8		Markus GEDLICH	GER	BMW 320i	2:47.687	2	4.886	131.38
10	20		Gordon SHEDDEN	GBR	Ford Focus	2:49.693	5	6.892	129.83
11	31	A	LAM Wai Hung	HKG	Alfa 156	2:51.270	5	8.469	128.63
12	5	A	Paul CHAN	HKG	BMW 320i	2:52.145	5	9.344	127.98
13	93	A	J NAVASOOPANICH	THA	Honda Integra	2:53.771	4	10.970	126.78
14	35	A	Angelo BARRETO	PHI	Toyota Altezza	2:53.851	4	11.050	126.72
15	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	2:54.608	3	11.807	126.18
16	99		Rui VALENTE	MAC	Nissan Primera	2:54.690	5	11.889	126.12
17	26		Kenneth LOOK	HKG	Honda Integra	2:55.049	5	12.248	125.86
18	17		Rustem TEREGLIOV	RUS	Ford Focus	2:55.277	2	12.476	125.69
19	16		Richard MEINS	GBR	Ford Focus	2:56.108	5	13.307	125.10
20	39	A	Ricky MO	HKG	Toyota Altezza	2:56.390	2	13.589	124.90
21	28	A	Kenny CHUN	HKG	Honda Integra	2:57.569	5	14.768	124.07
22	13	A	Adrian FU	HKG	Peugeot 306	2:57.814	4	15.013	123.90
23	32	A	Kenny LO	HKG	Alfa 156	2:59.383	4	16.582	122.82
24	4		MAK Ka Lok	MAC	Honda Integra	3:03.135	5	20.334	120.30
25	1	A	C NATTAUVE	THA	Peugeot 306	3:05.140	4	22.339	119.00
26	88		Manual Ao YEUNG	MAC	Honda Integra	3:17.009	4	34.208	111.83
27	18		Ratanakul PRUTIRAT	THA	Ford Focus	16:07.796	1	13:24.995	22.76
28	9		Peter SCHARMACH	GER	BMW 320i	16:19.474	1	13:36.673	22.49
29	77		Kenneth CHAN	HKG	Honda Integra	16:24.240	1	13:41.439	22.38
30	22		Paul POON	HKG	Honda Integra	16:50.002	1	14:07.201	21.81

Car 89 - times removed - Stewards decision No. 22  
Weather / Track : Sunny / Dry

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 08:15 End: 08:45

Clerk of Course:	Stewards:	Timekeeper:
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**STDM Guia Race  
SECTOR ANALYSIS - WARM-UP**

<b>1</b>	<b>C NATTAUDE</b>		<b>THA</b>		<b>Peugeot 306</b>			
	1 -X:00.000 124.7	2:01.707	41.973 152.3	X:00.000	3 -X:00.000 158.5	1:50.855	38.816 159.0	X:00.000
	2 - 36.062 171.4	<b>1:51.759</b>	<b>37.319 159.5</b>	<b>3:05.140</b>	4 - 30.944 132.5	2:34.880	1:22.031	4:27.855P
<b>2</b>	<b>Steve SOPER</b>		<b>GBR</b>		<b>Peugeot 306</b>			
	1 -X:00.000 186.5	1:54.698	38.558 157.2	X:00.000	4 - 1:05.468 210.1	<b>1:40.826</b>	<b>35.498 164.6</b>	3:21.792
	2 - 31.545 208.0	1:49.853	36.196 160.0	2:57.594	5 - <b>28.542 229.2</b>	1:42.217	35.790 161.6	<b>2:46.549</b>
	3 -X:00.000 213.4	1:46.694	46.841	X:00.000P				
<b>3</b>	<b>Franz ENGSTLER</b>		<b>GER</b>		<b>BMW 320i</b>			
	1 -X:00.000 180.3	1:50.496	36.034 <b>165.1</b>	X:00.000	3 -X:00.000 140.2	1:48.121	37.019 161.4	X:00.000
	2 - 29.714 218.1	1:39.796	35.800 156.0	2:45.310	4 - 29.394 <b>223.1</b>	<b>1:38.756</b>	<b>35.322 154.7</b>	<b>2:43.472</b>
<b>4</b>	<b>MAK Ka Lok</b>		<b>MAC</b>		<b>Honda Integra</b>			
	1 -X:00.000 126.9	2:01.485	40.994 139.3	X:00.000	4 - 39.199 161.1	1:55.734	43.999 145.9	3:18.932
	2 - 34.921 183.6	1:52.733	39.570 134.3	3:07.224	5 - <b>34.730 185.2</b>	<b>1:49.203</b>	<b>39.202 146.7</b>	<b>3:03.135</b>
	3 -X:00.000 123.4	2:08.515	43.253 136.3	X:00.000				
<b>5</b>	<b>Paul CHAN</b>		<b>HKG</b>		<b>BMW 320i</b>			
	1 -X:00.000 130.7	2:03.166	37.165 153.1	X:00.000	4 - 34.691 188.8	<b>1:43.482</b>	36.375 158.1	2:54.548
	2 - 32.765 204.1	1:46.118	<b>36.208 159.5</b>	2:55.091	5 - <b>30.781 214.2</b>	1:44.609	36.755 159.5	<b>2:52.145</b>
	3 -X:00.000 154.9	1:46.898	37.097 <b>159.7</b>	X:00.000				
<b>6</b>	<b>Duncan HUISMAN</b>		<b>NED</b>		<b>BMW 320i</b>			
	1 -X:00.000 145.5	2:04.329	41.225 147.9	X:00.000	4 - 58.934 217.3	1:43.658	39.035 164.1	3:21.627
	2 - 35.740 173.6	1:51.920	37.767 153.4	3:05.427	5 - <b>29.089 224.5</b>	<b>1:39.506</b>	<b>35.873 165.8</b>	<b>2:44.468</b>
	3 -X:00.000 188.4	1:45.160	46.335	X:00.000P				
<b>7</b>	<b>Tom CORONEL</b>		<b>NED</b>		<b>BMW 320i</b>			
	1 -X:00.000 175.3	1:49.473	36.213 162.6	X:00.000	3 -X:00.000 198.8	1:45.236	46.460	X:00.000P
	2 - 29.400 222.2	<b>1:38.226</b>	<b>35.175 164.1</b>	<b>2:42.801</b>	4 - 1:04.019 218.6	1:38.567	52.022	3:34.608P
<b>8</b>	<b>Markus GEDLICH</b>		<b>GER</b>		<b>BMW 320i</b>			
	1 -X:00.000 146.9	1:46.636	36.566 157.6	X:00.000	2 - 31.029 209.7	<b>1:40.735</b>	<b>35.923 161.6</b>	<b>2:47.687</b>
<b>9</b>	<b>Peter SCHARMACH</b>		<b>GER</b>		<b>BMW 320i</b>			
	1 -X:00.000 181.8	1:52.876	49.801 <b>158.8</b>	<b>X:00.000</b>				
<b>10</b>	<b>Manabu ORIDO</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
	1 -X:00.000 164.6	1:51.687	36.458 158.5	X:00.000	4 - 29.413 <b>224.0</b>	1:46.265	36.448 160.0	2:52.126
	2 - 29.568 219.9	1:39.656	<b>35.849 158.5</b>	2:45.073	5 - <b>29.378 222.6</b>	<b>1:38.888</b>	35.891 160.2	<b>2:44.157</b>
	3 -X:00.000	1:48.925	36.812 <b>160.7</b>	X:00.000				
<b>11</b>	<b>Nobuteru TANIGUCHI</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
	1 -X:00.000 172.8	1:52.459	36.695 157.4	X:00.000	3 -X:00.000 131.8	1:54.538	58.766	X:00.000P
	2 - 30.159 215.5	<b>1:47.790</b>	<b>36.659 158.1</b>	<b>2:54.608</b>				

**STDM Guia Race  
SECTOR ANALYSIS - WARM-UP**

(contd.)

<b>12</b>	<b>Mitsuhiro KINOSHITA</b>		<b>JPN</b>		Toyota Altezza			
	1 -X:00.000 146.1	2:04.527	39.871 154.5	X:00.000	4 - 34.365 193.8	1:46.097	36.393 156.0	2:56.855
	2 - 30.887 194.9	1:43.577	36.458 155.1	2:50.922	5 - 29.758 219.9	1:39.369	36.844 152.3	2:45.971
	3 -X:00.000 186.5	1:49.426	37.104 156.7	X:00.000				
<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		Peugeot 306			
	1 -X:00.000 174.4	1:53.843	38.839 152.3	X:00.000	3 -X:00.000 169.5	1:53.073	39.277 151.8	X:00.000
	2 - 32.228 206.8	1:48.287	37.299 154.0	2:57.814	4 - 32.248 210.5	1:50.797	37.800 152.1	3:00.845
<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		Ford Focus			
	1 -X:00.000 190.1	1:53.521	36.927 161.1	X:00.000	3 -X:00.000 200.0	1:47.186	37.769 159.2	X:00.000
	2 - 29.914 217.3	1:41.857	35.322 163.1	2:47.093	4 - 30.000 211.3	2:06.423	1:07.398	3:43.821P
<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		Ford Focus			
	1 -X:00.000 156.9	2:03.314	39.578 154.9	X:00.000	4 - 31.973 208.8	1:46.998	37.816	2:56.787
	2 - 32.792 205.3	1:49.865	38.059	3:00.716	5 - 31.890 208.4	1:46.771	37.447 157.4	2:56.108
	3 -X:00.000 192.5	1:52.969	40.174 153.8	X:00.000				
<b>17</b>	<b>Rustem TEREGULOV</b>		<b>RUS</b>		Ford Focus			
	1 -X:00.000 164.3	1:59.087	38.608 155.8	X:00.000	2 - 32.720 201.8	1:45.663	36.894 158.5	2:55.277
<b>18</b>	<b>Ratanakul PRUTIRAT</b>		<b>THA</b>		Ford Focus			
	1 -X:00.000 134.1	2:06.826	41.551 152.1	X:00.000				
<b>20</b>	<b>Gordon SHEDDEN</b>		<b>GBR</b>		Ford Focus			
	1 -X:00.000 161.1	1:50.376	37.135 159.0	X:00.000	4 - 30.236 222.2	1:50.714	49.823 163.6	3:10.773
	2 - 31.334 210.9	1:41.803	36.556 161.4	2:49.693	5 - 29.761 219.5	1:41.333	44.078 160.2	2:55.172
	3 -X:00.000 189.1	1:47.096	38.128	X:00.000				
<b>22</b>	<b>Paul POON</b>		<b>HKG</b>		Honda Integra			
	1 -X:00.000 160.7	2:09.931	43.394 125.4	X:00.000				
<b>26</b>	<b>Kenneth LOOK</b>		<b>HKG</b>		Honda Integra			
	1 -X:00.000 141.7	1:58.852	39.466 152.7	X:00.000	4 - 35.947 206.1	1:50.082	38.874 154.7	3:04.903
	2 - 38.615 205.3	2:02.965	37.854 155.3	3:19.434	5 - 32.237 210.1	1:45.713	37.099 156.5	2:55.049
	3 -X:00.000 153.1	1:58.851	43.501 132.0	X:00.000				
<b>28</b>	<b>Kenny CHUN</b>		<b>HKG</b>		Honda Integra			
	1 -X:00.000 140.8	2:07.073	42.074 149.7	X:00.000	4 - 33.076 207.6	1:48.020	38.257 154.9	2:59.353
	2 - 35.184 149.7	1:57.258	38.305 152.7	3:10.747	5 - 32.157 210.5	1:47.564	37.848 158.1	2:57.569
	3 -X:00.000 184.9	1:52.265	39.899 152.3	X:00.000				
<b>31</b>	<b>LAM Wai Hung</b>		<b>HKG</b>		Alfa 156			
	1 -X:00.000	2:08.730	41.073 156.0	X:00.000	4 - 32.416 216.8	1:44.096	36.586 161.4	2:53.098
	2 - 33.160 165.3	1:49.618	36.752 135.5	2:59.530	5 - 30.992	1:43.743	36.535 159.5	2:51.270
	3 -X:00.000 184.6	1:51.787	37.530 158.8	X:00.000				

**STDM Guia Race  
SECTOR ANALYSIS - WARM-UP**

(contd.)

<b>32</b>	<b>Kenny LO</b>			<b>HKG</b>	Alfa 156				
1 -			146.9	X:00.000	3 - X:00.000 165.1	1:53.540	39.366 153.6	X:00.000	
2 -			<b>157.6</b>	3:18.771	4 - 34.551 190.8	1:47.602	<b>37.230</b> 156.0	<b>2:59.383</b>	
<b>35</b>	<b>Angelo BARRETO</b>			<b>PHI</b>	Toyota Altezza				
1 - X:00.000	2:17.939		39.693 149.7	X:00.000	3 - 32.146	1:49.550	<b>37.471 156.9</b>	2:59.167	
2 - X:00.000 173.6	1:56.505		37.598 155.6	X:00.000	4 - <b>30.726 209.3</b>	<b>1:45.613</b>	37.512 153.1	<b>2:53.851</b>	
<b>39</b>	<b>Ricky MO</b>			<b>HKG</b>	Toyota Altezza				
1 - X:00.000 138.8	2:02.453		39.009 156.5	X:00.000	2 - 31.597 195.6	<b>1:48.083</b>	<b>36.710 159.5</b>	<b>2:56.390</b>	
<b>51</b>	<b>Henry LEE Jnr</b>			<b>HKG</b>	BMW 320i				
1 - X:00.000 140.6	2:03.266		41.212 154.9	X:00.000	3 - <b>29.479 221.7</b>	1:41.587	35.627 161.6	2:46.693	
2 - X:00.000 181.8	1:46.193		35.883 161.1	X:00.000	4 - 29.520 219.5	<b>1:40.903</b>	<b>35.280 162.4</b>	<b>2:45.703</b>	
<b>77</b>	<b>Kenneth CHAN</b>			<b>HKG</b>	Honda Integra				
1 - X:00.000 139.8	2:00.447		39.996 <b>156.0</b>	<b>X:00.000</b>					
<b>85</b>	<b>LUI Man Kit</b>			<b>MAC</b>	Honda Integra				
<b>88</b>	<b>Manual Ao YEUNG</b>			<b>MAC</b>	Honda Integra				
1 - X:00.000 126.6	2:16.340		45.728 133.6	X:00.000	3 - 42.072 164.1	2:03.679	<b>43.854</b> 137.2	3:29.605	
2 - X:00.000 155.1	2:15.438		44.214 <b>137.5</b>	X:00.000	4 - <b>35.253 183.0</b>	<b>1:57.553</b>	44.203 128.8	<b>3:17.009</b>	
<b>89</b>	<b>LEI Chong Seng</b>			<b>MAC</b>	Ford Focus				
1 - X:00.000 146.7	2:05.997		39.245 152.9	X:00.000	4 - 33.271 200.7	1:48.853	<b>38.276</b> 156.9	3:00.400	
2 - 34.312 197.4	1:49.768		37.748 <b>157.4</b>	3:01.828	5 - <b>32.141 201.1</b>	<b>1:48.743</b>	39.417 154.7	<b>3:00.301</b>	
3 - X:00.000 151.0	1:55.046		43.791 151.6	X:00.000					
<b>93</b>	<b>J NAVASOOPANICH</b>			<b>THA</b>	Honda Integra				
1 - X:00.000 158.5	1:57.193		39.298 155.8	X:00.000	3 - 38.218 192.5	1:47.686	37.444 <b>159.5</b>	3:03.348	
2 - X:00.000 159.2	1:58.860		43.808 133.9	X:00.000	4 - <b>31.803 210.1</b>	<b>1:44.605</b>	<b>37.363</b> 156.5	<b>2:53.771</b>	
<b>99</b>	<b>Rui VALENTE</b>			<b>MAC</b>	Nissan Primera				
1 - X:00.000 165.8	1:55.625		37.902 158.8	X:00.000	4 - 32.305 188.1	<b>1:46.040</b>	37.084 159.7	2:55.429	
2 - 32.055 <b>200.3</b>	1:49.014		37.851 <b>160.4</b>	2:58.920	5 - 31.622 183.9	1:46.157	<b>36.911</b> 158.1	<b>2:54.690</b>	
3 - X:00.000 179.7	1:49.868		37.069 158.3	X:00.000					

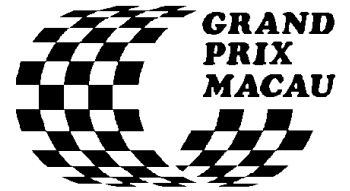
# STDM Guia Race

## BEST SECTOR TIMES

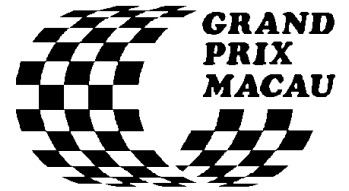
SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	2	SOPER	28.542	7	CORONEL	1:38.226	7	CORONEL	35.175	1	7	CORONEL	2:42.801	2:42.801	0.000
2	6	HUISMAN	29.089	3	ENGSTLER	1:38.756	51	LEE Jnr	35.280	2	3	ENGSTLER	2:43.472	2:43.472	0.000
3	10	ORIDO	29.378	10	ORIDO	1:38.888	3	ENGSTLER	35.322	3	10	ORIDO	2:44.115	2:44.157	0.042
4	3	ENGSTLER	29.394	12	KINOSHITA	1:39.369	15	HARRISON	35.322	4	6	HUISMAN	2:44.468	2:44.468	0.000
5	7	CORONEL	29.400	6	HUISMAN	1:39.506	2	SOPER	35.498	5	2	SOPER	2:44.866	2:46.549	1.683
6	51	LEE Jnr	29.479	8	GEDLICH	1:40.735	10	ORIDO	35.849	6	12	KINOSHITA	2:45.520	2:45.971	0.451
7	12	KINOSHITA	29.758	2	SOPER	1:40.826	6	HUISMAN	35.873	7	51	LEE Jnr	2:45.662	2:45.703	0.041
8	20	SHEDDEN	29.761	51	LEE Jnr	1:40.903	8	GEDLICH	35.923	8	15	HARRISON	2:47.093	2:47.093	0.000
9	15	HARRISON	29.914	20	SHEDDEN	1:41.333	5	CHAN	36.208	9	20	SHEDDEN	2:47.650	2:49.693	2.043
10	11	TANIGUCHI	30.159	15	HARRISON	1:41.857	12	KINOSHITA	36.393	10	8	GEDLICH	2:47.687	2:47.687	0.000
11	35	BARRETO	30.726	5	CHAN	1:43.482	31	LAM Wai Hung	36.535	11	5	CHAN	2:50.471	2:52.145	1.674
12	5	CHAN	30.781	31	LAM Wai Hung	1:43.743	20	SHEDDEN	36.556	12	31	LAM Wai Hung	2:51.270	2:51.270	0.000
13	1	NATTAVUDE	30.944	93	NAVASOOPANI	1:44.605	11	TANIGUCHI	36.659	13	93	NAVASOOPANI	2:53.771	2:53.771	0.000
14	31	LAM Wai Hung	30.992	35	BARRETO	1:45.613	39	MO_	36.710	14	35	BARRETO	2:53.810	2:53.851	0.041
15	8	GEDLICH	31.029	17	TEREGULOV	1:45.663	17	TEREGULOV	36.894	15	99	VALENTE	2:54.573	2:54.690	0.117
16	39	MO_	31.597	26	LOOK	1:45.713	99	VALENTE	36.911	16	11	TANIGUCHI	2:54.608	2:54.608	0.000
17	99	VALENTE	31.622	99	VALENTE	1:46.040	26	LOOK	37.099	17	26	LOOK	2:55.049	2:55.049	0.000
18	93	NAVASOOPANI	31.803	16	MEINS	1:46.771	32	LO_	37.230	18	17	TEREGULOV	2:55.277	2:55.277	0.000
19	16	MEINS	31.890	28	CHUN	1:47.564	13	FU_	37.299	19	16	MEINS	2:56.108	2:56.108	0.000
20	89	LEI Chong	32.141	32	LO_	1:47.602	1	NATTAVUDE	37.319	20	39	MO_	2:56.390	2:56.390	0.000
21	28	CHUN	32.157	11	TANIGUCHI	1:47.790	93	NAVASOOPANI	37.363	21	28	CHUN	2:57.569	2:57.569	0.000
22	13	FU_	32.228	39	MO_	1:48.083	16	MEINS	37.447	22	13	FU_	2:57.814	2:57.814	0.000
23	26	LOOK	32.237	13	FU_	1:48.287	35	BARRETO	37.471	23	89	LEI Chong	2:58.632	3:00.301	1.669
24	17	TEREGULOV	32.720	89	LEI Chong	1:48.743	89	LEI Chong	37.748	24	1	NATTAVUDE	2:59.118	3:05.140	6.022
25	32	LO_	34.551	4	MAK Ka Lok	1:49.203	28	CHUN	37.848	25	32	LO_	2:59.383	2:59.383	0.000
26	4	MAK Ka Lok	34.730	1	NATTAVUDE	1:50.855	4	MAK Ka Lok	39.202	26	4	MAK Ka Lok	3:03.135	3:03.135	0.000
27	88	YEUNG	35.253	9	SCHARMACH	1:52.876	77	CHAN	39.996	27	88	YEUNG	3:16.660	3:17.009	0.349
28	18	PRUTIRAT	13:19.419	88	YEUNG	1:57.553	18	PRUTIRAT	41.551	28	18	PRUTIRAT	16:07.796	16:07.796	0.000
29	9	SCHARMACH	13:36.797	77	CHAN	2:00.447	22	POON	43.394	29	9	SCHARMACH	16:19.474	16:19.474	0.000
30	77	CHAN	13:43.797	18	PRUTIRAT	2:06.826	88	YEUNG	43.854	30	77	CHAN	16:24.240	16:24.240	0.000
31	22	POON	13:56.677	22	POON	2:09.931	9	SCHARMACH	49.801	31	22	POON	16:50.002	16:50.002	0.000
													Perfect Lap	2:41.943	

Circuito Da Guia  
 Circuit Length = 6.120 kilometre  
 Start: 08:15 End: 08:45

MST sports timing


**STDM Guia Race**  
**SPEED TRAP - WARM-UP - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Duncan HUISMAN	NED	BMW 320i	165.8
2	3		Franz ENGSTLER	GER	BMW 320i	165.1
3	2		Steve SOPER	GBR	Peugeot 306	164.6
4	7		Tom CORONEL	NED	BMW 320i	164.1
5	20		Gordon SHEDDEN	GBR	Ford Focus	163.6
6	15		Simon HARRISON	GBR	Ford Focus	163.1
7	51		Henry LEE Jnr	HKG	BMW 320i	162.4
8	8		Markus GEDLICH	GER	BMW 320i	161.6
9	31	A	LAM Wai Hung	HKG	Alfa 156	161.4
10	10		Manabu ORIDO	JPN	Toyota Altezza	160.7
11	99		Rui VALENTE	MAC	Nissan Primera	160.4
12	5	A	Paul CHAN	HKG	BMW 320i	159.7
13	93	A	J NAVASOOPANICH	THA	Honda Integra	159.5
14	1	A	C NATTAUVE	THA	Peugeot 306	159.5
15	39	A	Ricky MO	HKG	Toyota Altezza	159.5
16	9		Peter SCHARMACH	GER	BMW 320i	158.8
17	17		Rustem TEREKULOV	RUS	Ford Focus	158.5
18	28	A	Kenny CHUN	HKG	Honda Integra	158.1
19	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	158.1
20	32	A	Kenny LO	HKG	Alfa 156	157.6
21	16		Richard MEINS	GBR	Ford Focus	157.4
22	89		LEI Chong Seng	MAC	Ford Focus	157.4
23	35	A	Angelo BARRETO	PHI	Toyota Altezza	156.9
24	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	156.7
25	26		Kenneth LOOK	HKG	Honda Integra	156.5
26	77		Kenneth CHAN	HKG	Honda Integra	156.0
27	13	A	Adrian FU	HKG	Peugeot 306	154.0
28	18		Ratanakul PRUTIRAT	THA	Ford Focus	152.1
29	4		MAK Ka Lok	MAC	Honda Integra	146.7
30	88		Manual Ao YEUNG	MAC	Honda Integra	137.5
31	22		Paul POON	HKG	Honda Integra	125.4


**STDM Guia Race  
SPEED TRAP - WARM-UP - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	229.2
2	6		Duncan HUISMAN	NED	BMW 320i	224.5
3	10		Manabu ORIDO	JPN	Toyota Altezza	224.0
4	3		Franz ENGSTLER	GER	BMW 320i	223.1
5	7		Tom CORONEL	NED	BMW 320i	223.1
6	8		Markus GEDLICH	GER	BMW 320i	222.6
7	20		Gordon SHEDDEN	GBR	Ford Focus	222.2
8	51		Henry LEE Jnr	HKG	BMW 320i	221.7
9	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	220.8
10	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	219.9
11	15		Simon HARRISON	GBR	Ford Focus	217.3
12	31	A	LAM Wai Hung	HKG	Alfa 156	216.8
13	1	A	C NATTAUVE	THA	Peugeot 306	216.8
14	9		Peter SCHARMACH	GER	BMW 320i	215.5
15	5	A	Paul CHAN	HKG	BMW 320i	214.2
16	39	A	Ricky MO	HKG	Toyota Altezza	212.1
17	13	A	Adrian FU	HKG	Peugeot 306	211.3
18	28	A	Kenny CHUN	HKG	Honda Integra	210.5
19	26		Kenneth LOOK	HKG	Honda Integra	210.1
20	93	A	J NAVASOOPANICH	THA	Honda Integra	210.1
21	35	A	Angelo BARRETO	PHI	Toyota Altezza	209.3
22	32	A	Kenny LO	HKG	Alfa 156	209.3
23	16		Richard MEINS	GBR	Ford Focus	208.8
24	17		Rustem TEREKULOV	RUS	Ford Focus	201.8
25	89		LEI Chong Seng	MAC	Ford Focus	201.1
26	99		Rui VALENTE	MAC	Nissan Primera	200.3
27	4		MAK Ka Lok	MAC	Honda Integra	185.2
28	88		Manual Ao YEUNG	MAC	Honda Integra	183.0
29	22		Paul POON	HKG	Honda Integra	165.3
30	85		LUI Man Kit	MAC	Honda Integra	163.3
31	18		Ratanakul PRUTIRAT	THA	Ford Focus	151.0
32	77		Kenneth CHAN	HKG	Honda Integra	148.1

**BULLETIN TK109**



**STDM Guia Race  
SPEED TRAP - WARM-UP - SECTOR 2**

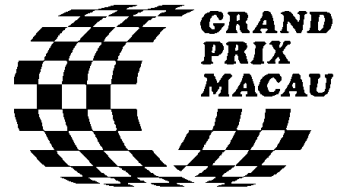
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POS NO CL DRIVER

NAT CAR

KPH

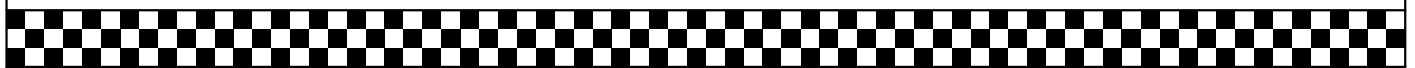
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**STDM Guia Race  
GRID - LEG 1**

ROW 17	2:54.499 99 VALENTE	2:56.234 88 YEUNG
ROW 16	2:54.177 13 FU	2:54.301 18 PRUTIRAT
ROW 15	2:53.620 21 LOPES	2:53.730 85 LUI
ROW 14	2:52.262 4 MAK	2:52.507 22 POON
ROW 13	2:51.698 76 LO	2:52.209 16 MEINS
ROW 12	2:51.129 32 LO	2:51.546 28 CHUN
ROW 11	2:50.240 26 LOOK	2:50.407 77 CHAN
ROW 10	2:49.572 39 MO	2:49.618 83 LO
ROW 9	2:48.407 35 BARRETO	2:49.160 93 NAVASOOPANICH
ROW 8	2:46.821 17 TREGULOV	2:47.310 5 CHAN
ROW 7	2:45.346 11 TANIGUCHI	2:46.743 31 LAM
ROW 6	2:44.492 51 LEE	2:44.506 20 SHEDDEN
ROW 5	2:43.538 10 ORIDO	2:44.313 12 KINOSHITA
ROW 4	2:42.314 1 NATTAUDE	2:42.789 15 HARRISON
ROW 3	2:41.423 3 ENGSTLER	2:42.267 8 GEDLICH
ROW 2	2:41.235 2 SOPER	2:41.405 9 SCHARMACH
ROW 1	2:39.826 6 HUISMAN	2:40.622 7 CORONEL

**POLE**



Weather / Track : Sunny / Dry

MST sports timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 13:45 End: 14:30

Race Director	Stewards	Timekeeper
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## STDM Guia Race PROVISIONAL RESULT - LEG 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	7		Tom CORONEL	NED	BMW 320i	32:45.003	12		134.54	2:42.554
2	6		Duncan HUISMAN	NED	BMW 320i	32:45.258	12	0.255	134.52	2:42.429
3	2		Steve SOPER	GBR	Peugeot 306	32:57.362	12	12.359	133.70	2:41.953
4	10		Manabu ORIDO	JPN	Toyota Altezza	33:09.398	12	24.395	132.89	2:43.953
5	1	A	C NATTAUVE	THA	Peugeot 306	33:09.568	12	24.565	132.88	2:42.541
6	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	33:28.461	12	43.458	131.63	2:45.870
7	15		Simon HARRISON	GBR	Ford Focus	33:30.753	12	45.750	131.48	2:44.859
8	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	33:35.412	12	50.409	131.18	2:44.661
9	31	A	LAM Wai Hung	HKG	Alfa 156	33:47.996	12	1:02.993	130.36	2:46.113
10	5	A	Paul CHAN	HKG	BMW 320i	33:49.180	12	1:04.177	130.29	2:46.285
11	51		Henry LEE Jnr	HKG	BMW 320i	34:16.408	12	1:31.405	128.56	2:45.533
12	35	A	Angelo BARRETO	PHI	Toyota Altezza	34:22.634	12	1:37.631	128.17	2:48.994
13	26		Kenneth LOOK	HKG	Honda Integra	34:40.661	12	1:55.658	127.06	2:49.281
14	16		Richard MEINS	GBR	Ford Focus	34:50.984	12	2:05.981	126.44	2:49.693
15	77		Kenneth CHAN	HKG	Honda Integra	34:56.816	12	2:11.813	126.08	2:49.763
16	17		Rustem TEREGLIOV	RUS	Ford Focus	34:58.654	12	2:13.651	125.97	2:52.162
17	32	A	Kenny LO	HKG	Alfa 156	35:01.645	12	2:16.642	125.79	2:49.667
18	4		MAK Ka Lok	MAC	Honda Integra	35:22.982	12	2:37.979	124.53	2:52.004
19	76	A	LO Ka Fai	HKG	Honda Integra	35:23.278	12	2:38.275	124.51	2:49.607
20	85		LUI Man Kit	MAC	Honda Integra	32:56.527	11	1 LAP	122.61	2:55.413
21	21		Ricardo A A LOPES	MAC	Honda Integra	32:56.665	11	1 LAP	122.60	2:55.100
22	88		Manual Ao YEUNG	MAC	Honda Integra	33:16.599	11	1 LAP	121.38	2:56.458
23	3		Franz ENGSTLER	GER	BMW 320i	33:35.825	11	1 LAP	120.22	2:42.475
24	22		Paul POON	HKG	Honda Integra	33:40.371	11	1 LAP	119.95	2:54.759
25	18		Ratanakul PRUTIRAT	THA	Ford Focus	35:09.870	11	1 LAP	114.86	3:01.089
26	20		Gordon SHEDDEN	GBR	Ford Focus	33:41.217	10	2 LAPS	109.00	2:45.336

## NOT CLASSIFIED

39	A	Ricky MO	HKG	Toyota Altezza	25:57.053	9	D.N.F.	127.34	2:48.357
13	A	Adrian FU	HKG	Peugeot 306	35:45.186	9	N.C.F.	92.43	2:54.374
9		Peter SCHARMACH	GER	BMW 320i	21:58.827	8	D.N.F.	133.64	2:43.519
28	A	Kenny CHUN	HKG	Honda Integra	20:40.933	7	D.N.F.	124.28	2:51.381
83		LO Ka Chun	HKG	Honda Integra	32:38.646	6	D.N.F.	67.49	3:00.210
99		Rui VALENTE	MAC	Nissan Primera	9:14.077	3	D.N.F.	119.29	2:54.274
93	A	J NAVASOOPANICH	THA	Honda Integra	9:42.132	3	D.N.F.	113.54	2:57.055
8		Markus GEDLICH	GER	BMW 320i	13:10.367	3	D.N.F.	83.62	2:44.565

## FASTEST LAP

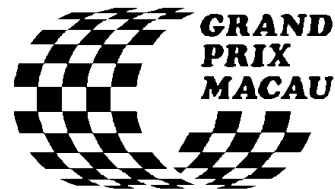
2		Steve SOPER		Peugeot 306	2:41.953	8	136.03kph	84.53mph
1	A	C NATTAUVE		Peugeot 306	2:42.541	10	135.54kph	84.22mph

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 12:06 End: 12:39

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
FINAL RESULT - LEG 1**

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	7		Tom CORONEL	NED	BMW 320i	32:45.003	12		134.54	2:42.554
2	6		Duncan HUISMAN	NED	BMW 320i	32:45.258	12	0.255	134.52	2:42.429
3	2		Steve SOPER	GBR	Peugeot 306	32:57.362	12	12.359	133.70	2:41.953
4	10		Manabu ORIDO	JPN	Toyota Altezza	33:09.398	12	24.395	132.89	2:43.953
5	1	A	C NATTAUVE	THA	Peugeot 306	33:09.568	12	24.565	132.88	2:42.541
6	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	33:28.461	12	43.458	131.63	2:45.870
7	15		Simon HARRISON	GBR	Ford Focus	33:30.753	12	45.750	131.48	2:44.859
8	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	33:35.412	12	50.409	131.18	2:44.661
9	31	A	LAM Wai Hung	HKG	Alfa 156	33:47.996	12	1:02.993	130.36	2:46.113
10	5	A	Paul CHAN	HKG	BMW 320i	33:49.180	12	1:04.177	130.29	2:46.285
11	51		Henry LEE Jnr	HKG	BMW 320i	34:16.408	12	1:31.405	128.56	2:45.533
12	35	A	Angelo BARRETO	PHI	Toyota Altezza	34:22.634	12	1:37.631	128.17	2:48.994
13	26		Kenneth LOOK	HKG	Honda Integra	34:40.661	12	1:55.658	127.06	2:49.281
14	16		Richard MEINS	GBR	Ford Focus	34:50.984	12	2:05.981	126.44	2:49.693
15	77		Kenneth CHAN	HKG	Honda Integra	34:56.816	12	2:11.813	126.08	2:49.763
16	17		Rustem TEREGLIOV	RUS	Ford Focus	34:58.654	12	2:13.651	125.97	2:52.162
17	32	A	Kenny LO	HKG	Alfa 156	35:01.645	12	2:16.642	125.79	2:49.667
18	4		MAK Ka Lok	MAC	Honda Integra	35:22.982	12	2:37.979	124.53	2:52.004
19	76	A	LO Ka Fai	HKG	Honda Integra	35:23.278	12	2:38.275	124.51	2:49.607
20	85		LUI Man Kit	MAC	Honda Integra	32:56.527	11	1 LAP	122.61	2:55.413
21	21		Ricardo A A LOPES	MAC	Honda Integra	32:56.665	11	1 LAP	122.60	2:55.100
22	88		Manual Ao YEUNG	MAC	Honda Integra	33:16.599	11	1 LAP	121.38	2:56.458
23	3		Franz ENGSTLER	GER	BMW 320i	33:35.825	11	1 LAP	120.22	2:42.475
24	22		Paul POON	HKG	Honda Integra	33:40.371	11	1 LAP	119.95	2:54.759
25	18		Ratanakul PRUTIRAT	THA	Ford Focus	35:09.870	11	1 LAP	114.86	3:01.089
26	20		Gordon SHEDDEN	GBR	Ford Focus	33:41.217	10	2 LAPS	109.00	2:45.336

## NOT CLASSIFIED

39	A	Ricky MO	HKG	Toyota Altezza	25:57.053	9	D.N.F.	127.34	2:48.357
13	A	Adrian FU	HKG	Peugeot 306	35:45.186	9	N.C.F.	92.43	2:54.374
9		Peter SCHARMACH	GER	BMW 320i	21:58.827	8	D.N.F.	133.64	2:43.519
28	A	Kenny CHUN	HKG	Honda Integra	20:40.933	7	D.N.F.	124.28	2:51.381
83		LO Ka Chun	HKG	Honda Integra	32:38.646	6	D.N.F.	67.49	3:00.210
99		Rui VALENTE	MAC	Nissan Primera	9:14.077	3	D.N.F.	119.29	2:54.274
93	A	J NAVASOOPANICH	THA	Honda Integra	9:42.132	3	D.N.F.	113.54	2:57.055
8		Markus GEDLICH	GER	BMW 320i	13:10.367	3	D.N.F.	83.62	2:44.565

## FASTEST LAP

2		Steve SOPER		Peugeot 306	2:41.953	8	136.03kph	84.53mph
1	A	C NATTAUVE		Peugeot 306	2:42.541	10	135.54kph	84.22mph

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 12:06 End: 12:39

Race Director	Stewards	Timekeeper
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**STDM Guia Race  
LAP CHART - LEG 1**

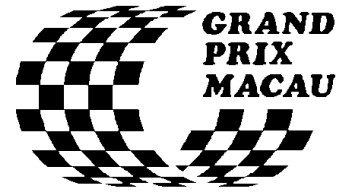
Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
6		2:49.932	6		2:43.013	6		2:43.174	6		2:42.993	6		2:42.429
7	0.805	2:50.737	7	0.385	2:42.593	7	0.550	2:43.339	7	0.683	2:43.126	7	0.808	2:42.554
3	1.747	2:51.679	3	1.495	2:42.761	3	1.559	2:43.238	3	1.268	2:42.702	3	1.314	2:42.475
9	2.759	2:52.691	9	3.619	2:43.873	9	3.964	2:43.519	9	4.577	2:43.606	9	5.719	2:43.571
12	4.913	2:54.845	10	6.009	2:43.953	10	7.104	2:44.269	10	8.235	2:44.124	10	10.525	2:44.719
10	5.069	2:55.001	12	8.294	2:46.394	2	8.475	2:43.101	2	8.496	2:43.014	2	10.842	2:44.775
15	5.533	2:55.465	15	8.423	2:45.903	12	11.317	2:46.197	12	14.480	2:46.156	12	18.032	2:45.981
51	5.972	2:55.904	2	8.548	2:44.731	20	14.676	2:47.106	1	17.581	2:45.377	1	19.165	2:44.013
2	6.830	2:56.762	51	9.065	2:46.106	1	15.197	2:46.783	15	20.560	2:47.768	15	29.135	2:51.004
20	8.014	2:57.946	20	10.744	2:45.743	15	15.785	2:50.536	31	26.051	2:47.248	31	30.322	2:46.700
1	8.304	2:58.236	1	11.588	2:46.297	31	21.796	2:48.190	5	26.511	2:47.193	5	30.678	2:46.596
31	10.954	3:00.886	31	16.780	2:48.839	5	22.311	2:48.232	11	27.255	2:46.783	11	31.771	2:46.945
5	11.235	3:01.167	5	17.253	2:49.031	11	23.465	2:48.895	26	38.924	2:49.281	26	45.857	2:49.362
93	12.864	3:02.796	11	17.744	2:47.590	26	32.636	2:50.069	35	40.952	2:49.028	35	47.517	2:48.994
11	13.167	3:03.099	26	25.741	2:51.248	35	34.917	2:51.269	77	42.198	2:49.763	32	50.205	2:49.728
35	15.852	3:05.784	35	26.822	2:53.983	77	35.428	2:51.406	32	42.906	2:49.711	77	50.542	2:50.773
83	16.837	3:06.769	93	26.906	2:57.055	32	36.188	2:51.703	16	44.764	2:49.693	16	52.699	2:50.364
26	17.506	3:07.438	77	27.196	2:51.834	16	38.064	2:51.437	20	45.716	3:14.033P	39	55.710	2:49.152
77	18.375	3:08.307	32	27.659	2:51.858	28	40.952	2:53.349	39	48.987	2:50.777	51	59.934	2:48.921
32	18.814	3:08.746	16	29.801	2:52.569	39	41.203	2:52.295	28	49.340	2:51.381	76	1:00.203	2:52.802
16	20.245	3:10.177	28	30.777	2:52.923	76	42.235	2:51.984	76	49.830	2:50.588	17	1:03.676	2:52.811
28	20.867	3:10.799	39	32.082	2:52.391	17	43.831	2:52.983	17	53.294	2:52.456	28	1:11.152	3:04.241
17	22.157	3:12.089	76	33.425	2:52.611	51	50.902	3:25.011	51	53.442	2:45.533	4	1:18.583	2:55.623
39	22.704	3:12.636	17	34.022	2:54.878	22	51.503	2:57.918	4	1:05.389	2:55.257	22	1:22.333	2:58.146
76	23.827	3:13.759	22	36.759	2:54.759	4	53.125	2:57.266	22	1:06.616	2:58.106	85	1:24.694	2:55.958
22	25.013	3:14.945	4	39.033	2:55.526	85	57.628	2:58.357	85	1:11.165	2:56.530	21	1:28.103	2:55.867
4	26.520	3:16.452	85	42.445	2:57.980	99	57.958	2:54.274	21	1:14.665	2:57.508	88	1:31.923	2:56.458
85	27.478	3:17.410	21	44.688	2:59.501	21	1:00.150	2:58.636	88	1:17.894	2:56.693	13	1 LAP	2:56.701
21	28.200	3:18.132	99	46.858	2:59.270	88	1:04.194	2:58.932	18	1:28.832	3:03.090	18	1:54.692	3:08.289
18	30.008	3:19.940	18	48.084	3:01.089	18	1:08.735	3:03.825	13	1 LAP	2:56.552	20	2:39.957	4:36.670
99	30.601	3:20.533	88	48.436	3:00.261	13	1 LAP	2:58.339	8	1 LAP	2:51.851			
88	31.188	3:21.120	13	1 LAP	6:32.976	93	1:26.013	3:42.281P						
			83	1:11.059	3:37.235P	8	1 LAP	2:44.565						
			8	1 LAP	7:33.951									



**STDM Guia Race  
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
6		2:43.573	6		2:43.270	6		2:43.265	6		2:43.178	7		2:43.307
7	0.501	2:43.266	7	0.771	2:43.540	7	0.611	2:43.105	7	0.339	2:42.906	6	1.108	2:44.754
3	1.007	2:43.266	3	1.498	2:43.761	3	1.398	2:43.165	3	10.441	2:52.221	22	1 LAP	3:07.881
9	5.811	2:43.665	20	1 LAP	2:48.852	20	1 LAP	2:45.336	2	13.099	2:43.064	2	13.027	2:43.574
10	12.068	2:45.116	9	6.383	2:43.842	9	7.178	2:44.060	10	17.991	2:45.458	10	20.455	2:46.110
2	12.330	2:45.061	83	4 LAPS	12:32.575P	2	13.213	2:41.953	1	24.954	2:44.322	1	23.849	2:42.541
12	20.926	2:46.467	10	14.137	2:45.339	10	15.711	2:44.839	12	35.431	2:48.648	12	38.070	2:46.285
1	21.145	2:45.553	2	14.525	2:45.465	1	23.810	2:43.311	15	38.649	2:46.785	15	40.736	2:45.733
15	30.931	2:45.369	1	23.764	2:45.889	12	29.961	2:47.194	11	44.896	2:46.636	11	46.984	2:45.734
31	32.862	2:46.113	12	26.032	2:48.376	15	35.042	2:45.707	31	48.006	2:50.076	31	52.612	2:48.252
5	33.390	2:46.285	15	32.600	2:44.939	31	41.108	2:46.923	5	49.138	2:49.103	5	53.883	2:48.391
11	33.979	2:45.781	31	37.450	2:47.858	11	41.438	2:46.692	18	1 LAP	3:36.595	18	1 LAP	3:12.380
26	52.961	2:50.677	11	38.011	2:47.302	5	43.213	2:46.925	20	1 LAP	3:30.749P	51	1:21.332	2:48.000
35	53.972	2:50.028	5	39.553	2:49.433	35	1:08.083	2:50.121	35	1:16.678	2:51.773	35	1:24.214	2:51.182
39	1:02.553	2:50.416	35	1:01.227	2:50.525	26	1:10.441	2:51.014	51	1:16.978	2:48.042	26	1:33.711	2:56.364
51	1:04.376	2:48.015	26	1:02.692	2:53.001	51	1:12.114	2:47.503	26	1:20.993	2:53.730	16	1:42.798	2:57.310
16	1:04.981	2:55.855	39	1:07.640	2:48.357	39	1:14.782	2:50.407	39	1:22.226	2:50.622	77	1:52.664	2:53.585
76	1:06.237	2:49.607	51	1:07.876	2:46.770	16	1:19.979	2:50.781	16	1:29.134	2:52.333	17	1:54.693	2:52.962
77	1:15.027	3:08.058	16	1:12.463	2:50.752	77	1:33.418	2:51.615	77	1:42.725	2:52.485	32	2:03.114	2:52.716
17	1:16.260	2:56.157	76	1:14.015	2:51.048	17	1:35.189	2:52.162	17	1:45.377	2:53.366	3	2:03.695	4:36.900P
28	1:21.576	2:53.997	77	1:25.068	2:53.311	76	1:36.133	3:05.383	32	1:54.044	2:52.132	83	5 LAPS	3:01.959
32	1:29.647	3:23.015	17	1:26.292	2:53.302	32	1:45.090	2:51.932	76	2:01.520	3:08.565	4	2:20.475	2:55.852
4	1:32.125	2:57.115	28	1:32.549	2:54.243	4	1:54.714	2:55.774	83	5 LAPS	7:19.898	76	2:21.151	3:03.277
85	1:38.996	2:57.875	32	1:36.423	2:50.046	85	2:04.823	2:56.141	4	2:08.269	2:56.733	85	2:31.771	2:58.359
21	1:42.109	2:57.579	4	1:42.205	2:53.350	21	2:06.214	2:55.540	85	2:17.058	2:55.413	21	2:38.778	3:02.486
22	1:43.779	3:05.019	85	1:51.947	2:56.221	88	2:21.942	2:57.598	21	2:19.938	2:56.902			
88	1:50.556	3:02.206	21	1:53.939	2:55.100	22	2:22.786	3:07.566	88	2:37.581	2:58.817			
13	1 LAP	2:54.374	22	1:58.485	2:57.976	13	1 LAP	3:14.448P						
18	2:17.612	3:06.493	13	1 LAP	2:55.241									
			88	2:07.609	3:00.323									
			18	2:41.260	3:06.918									



**STDM Guia Race  
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
7		2:42.856	7		2:43.674									
6	1.403	2:43.151	6	0.255	2:42.526									
2	12.605	2:42.434	85	1 LAP	3:06.283									
88	1 LAP	3:02.613	21	1 LAP	2:59.414									
10	23.380	2:45.781	2	12.359	2:43.428									
1	24.297	2:43.304	10	24.395	2:44.689									
22	1 LAP	3:09.261	1	24.565	2:43.942									
12	41.084	2:45.870	88	1 LAP	3:01.578									
15	42.739	2:44.859	12	43.458	2:46.048									
11	48.789	2:44.661	15	45.750	2:46.685									
20	2 LAPS	5:25.694	11	50.409	2:45.294									
31	57.765	2:48.009	3	1 LAP	4:13.657									
5	59.040	2:48.013	22	1 LAP	3:08.794									
51	1:26.728	2:48.252	20	2 LAPS	2:49.088									
35	1:31.132	2:49.774	31	1:02.993	2:48.902									
26	1:44.560	2:53.705	5	1:04.177	2:48.811									
18	1 LAP	3:13.231	51	1:31.405	2:48.351									
16	1:55.442	2:55.500	35	1:37.631	2:50.173									
77	2:01.683	2:51.875	26	1:55.658	2:54.772									
17	2:04.523	2:52.686	16	2:05.981	2:54.213									
32	2:09.925	2:49.667	77	2:11.813	2:53.804									
13	3 LAPS	7:54.918	17	2:13.651	2:52.802									
4	2:29.649	2:52.030	32	2:16.642	2:50.391									
76	2:29.841	2:51.546	18	1 LAP	3:18.020									
83	5 LAPS	3:00.210	4	2:37.979	2:52.004									
			76	2:38.275	2:52.108									
			13	3 LAPS	3:21.637P									

**STDM Guia Race  
SECTOR ANALYSIS - LEG 1**

<b>1</b>	<b>C NATTAUDE</b>		<b>THA</b>		<b>Peugeot 306</b>								
1 -	39.712	210.1	1:43.010	35.514	164.1	2:58.236	7 -	29.641	180.0	1:41.045	35.203	165.3	2:45.889
2 -	28.952	216.0	1:41.990	35.355	164.6	2:46.297	8 -	28.870	218.6	1:39.432	<b>35.009</b>	165.6	2:43.311
3 -	28.817	225.9	1:42.504	35.462	164.3	2:46.783	9 -	29.054	210.9	1:39.962	35.306	165.1	2:44.322
4 -	28.790	210.9	1:41.036	35.551	164.6	2:45.377	10 -	28.835	217.7	<b>1:38.686</b>	35.020	<b>166.1</b>	<b>2:42.541</b>
5 -	28.739	221.7	1:39.917	35.357	165.1	2:44.013	11 -	<b>28.707</b>	219.5	1:39.489	35.108	<b>166.1</b>	2:43.304
6 -	28.831	210.9	1:41.475	35.247	163.8	2:45.553	12 -	28.745	<b>228.3</b>	1:40.031	35.166	165.8	2:43.942
<b>2</b>	<b>Steve SOPER</b>		<b>GBR</b>		<b>Peugeot 306</b>								
1 -	37.611	221.7	1:44.040	35.111	163.8	2:56.762	7 -	29.155	228.8	1:40.590	35.720	165.1	2:45.465
2 -	28.672	<b>229.2</b>	1:40.852	35.207		2:44.731	8 -	28.579	<b>229.2</b>	<b>1:38.470</b>	34.904	165.3	<b>2:41.953</b>
3 -	29.572	227.3	1:38.760	34.769	164.6	2:43.101	9 -	<b>28.470</b>	221.7	1:39.372	35.222	163.3	2:43.064
4 -	28.512	<b>229.2</b>	1:39.214	35.288	164.8	2:43.014	10 -	30.261	220.8	1:38.561	<b>34.752</b>	164.8	2:43.574
5 -	29.126	223.1	1:40.058	35.591	<b>166.4</b>	2:44.775	11 -	28.630	222.6	1:38.658	35.146	165.1	2:42.434
6 -	30.164	216.0	1:39.582	35.315	165.8	2:45.061	12 -	28.627	222.6	1:39.602	35.199	162.8	2:43.428
<b>3</b>	<b>Franz ENGSTLER</b>		<b>GER</b>		<b>BMW 320i</b>								
1 -	36.792	220.4	1:39.417	35.470	163.3	2:51.679	7 -	29.174	220.8	1:39.182	35.405	163.6	2:43.761
2 -	29.225	<b>222.6</b>	<b>1:38.196</b>	35.340	161.4	2:42.761	8 -	29.059	221.7	1:38.832	35.274	<b>166.1</b>	2:43.165
3 -	29.163	220.8	1:38.895	35.180	165.1	2:43.238	9 -	29.034	220.4	1:39.196	43.991	140.2	2:52.221
4 -	29.043	<b>222.6</b>	1:38.601	<b>35.058</b>	165.6	2:42.702	10 -	45.415	121.7	2:43.974	1:07.511		4:36.900P
5 -	<b>28.970</b>	217.3	1:38.303	35.202	164.3	<b>2:42.475</b>	11 -	1:58.842	206.5	1:39.347	35.468	165.8	4:13.657
6 -	29.066	218.6	1:39.041	35.159	163.6	2:43.266							
<b>4</b>	<b>MAK Ka Lok</b>		<b>MAC</b>		<b>Honda Integra</b>								
1 -	46.108	189.8	1:52.834	37.510	157.4	3:16.452	7 -	31.554	203.7	1:44.579	37.217	157.2	2:53.350
2 -	31.171	207.6	1:46.797	37.558	156.0	2:55.526	8 -	32.253	200.7	1:46.179	37.342	155.1	2:55.774
3 -	31.592	206.8	1:46.923	38.751	153.6	2:57.266	9 -	31.966	177.0	1:47.615	37.152	157.2	2:56.733
4 -	31.327	204.9	1:45.946	37.984	151.6	2:55.257	10 -	32.930	199.6	1:45.963	<b>36.959</b>	<b>160.0</b>	2:55.852
5 -	31.643	206.8	1:46.271	37.709	156.7	2:55.623	11 -	<b>31.124</b>	<b>208.4</b>	1:43.922	36.984	157.2	2:52.030
6 -	31.484	205.7	1:47.936	37.695	154.0	2:57.115	12 -	31.249	207.6	<b>1:43.688</b>	37.067	158.1	<b>2:52.004</b>
<b>5</b>	<b>Paul CHAN</b>		<b>HKG</b>		<b>BMW 320i</b>								
1 -	40.359	201.4	1:44.826	35.982	<b>160.7</b>	3:01.167	7 -	30.066		1:43.477	35.890	160.2	2:49.433
2 -	29.906	<b>219.5</b>	1:42.985	36.140	<b>160.7</b>	2:49.031	8 -	30.352	214.2	1:40.732	35.841	160.2	2:46.925
3 -	30.105	218.1	1:42.317	35.810	<b>160.7</b>	2:48.232	9 -	30.758	189.8	1:42.281	36.064	160.4	2:49.103
4 -	30.021	218.1	1:41.219	35.953	160.2	2:47.193	10 -	30.200	216.4	1:42.301	35.890	160.0	2:48.391
5 -	<b>29.923</b>	217.3	1:40.989	<b>35.684</b>	160.4	2:46.596	11 -	30.840	210.5	1:41.298	35.875	160.2	2:48.013
6 -	29.953	217.7	<b>1:40.486</b>	35.846	<b>160.7</b>	<b>2:46.285</b>	12 -	30.841	213.0	1:41.924	36.046	157.8	2:48.811
<b>6</b>	<b>Duncan HUISMAN</b>		<b>NED</b>		<b>BMW 320i</b>								
1 -	35.874	210.9	1:39.083	34.975	165.3	2:49.932	7 -	28.994	<b>223.1</b>	1:39.016	35.260	165.1	2:43.270
2 -	29.121	<b>223.1</b>	1:38.917	34.975	165.6	2:43.013	8 -	29.301	219.5	1:38.947	35.017	165.8	2:43.265
3 -	29.307	221.7	1:38.846	35.021	163.8	2:43.174	9 -	29.124	215.1	1:38.957	35.097	164.6	2:43.178
4 -	29.178	222.2	1:38.843	34.972	165.6	2:42.993	10 -	30.094	215.1	1:39.742	<b>34.918</b>	<b>166.4</b>	2:44.754
5 -	29.089	221.7	<b>1:38.162</b>	35.178	163.6	<b>2:42.429</b>	11 -	28.874	218.6	1:39.229	35.048	165.8	2:43.151
6 -	29.038	220.8	1:39.356	35.179	165.3	2:43.573	12 -	<b>28.756</b>	221.3	1:38.836	34.934	165.1	2:42.526

**STDM Guia Race  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>7</b>	<b>Tom CORONEL</b>		<b>NED</b>		<b>BMW 320i</b>			
<b>1</b> -	36.290 213.8	1:39.326	35.121 165.6	<b>2:50.737</b>	<b>7 - 28.667 222.2</b>	1:39.720	35.153 165.6	2:43.540
<b>2</b> -	28.798 209.7	1:38.976	34.819 165.1	2:42.593	<b>8 - 28.790 210.5</b>	1:39.357	34.958 165.1	2:43.105
<b>3</b> -	29.087 205.3	1:39.336	34.916 165.1	2:43.339	<b>9 - 28.722 209.3</b>	1:39.531	<b>34.653 167.1</b>	2:42.906
<b>4</b> -	29.021 131.8	1:39.111	34.994 165.8	2:43.126	<b>10 - 29.202 213.0</b>	1:39.083	35.022 164.3	2:43.307
<b>5</b> -	28.911 215.5	1:38.533	35.110 165.1	<b>2:42.554</b>	<b>11 - 29.336 206.5</b>	<b>1:38.371</b>	35.149 165.3	2:42.856
<b>6</b> -	28.778 219.0	1:39.336	35.152 166.6	2:43.266	<b>12 - 28.902 213.8</b>	1:39.690	35.082 165.6	2:43.674
<b>8</b>	<b>Markus GEDLICH</b>		<b>GER</b>		<b>BMW 320i</b>			
<b>1</b> -	5:18.036 201.8	1:39.932	35.983 161.9	X:00.000	<b>3 - 29.993 216.8</b>	1:44.746	37.112 156.2	2:51.851
<b>2</b> -	<b>29.557 219.9</b>	<b>1:39.418</b>	<b>35.590 163.6</b>	<b>2:44.565</b>				
<b>9</b>	<b>Peter SCHARMACH</b>		<b>GER</b>		<b>BMW 320i</b>			
<b>1</b> -	37.093 218.6	1:40.206	35.392 <b>165.1</b>	2:52.691	<b>5 - 29.255 216.8</b>	1:38.880	35.436 163.8	2:43.571
<b>2</b> -	<b>29.055 219.0</b>	1:39.419	35.399 164.1	2:43.873	<b>6 - 29.293 221.7</b>	1:39.076	35.296 163.6	2:43.665
<b>3</b> -	29.260 214.2	<b>1:38.847</b>	35.412 164.1	<b>2:43.519</b>	<b>7 - 29.338 217.3</b>	1:39.148	35.356 163.6	2:43.842
<b>4</b> -	29.382 219.5	1:38.953	<b>35.271 164.1</b>	2:43.606	<b>8 - 29.230 216.8</b>	1:39.499	35.331 163.6	2:44.060
<b>10</b>	<b>Manabu ORIDO</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1</b> -	38.345 208.8	1:40.838	35.818 160.7	2:55.001	<b>7 - 29.258 221.7</b>	1:40.170	35.911 162.1	2:45.339
<b>2</b> -	29.299 218.6	<b>1:38.976</b>	35.678 160.0	<b>2:43.953</b>	<b>8 - 29.478 214.7</b>	1:39.635	35.726 161.4	2:44.839
<b>3</b> -	29.359 215.1	1:39.112	35.798 160.9	2:44.269	<b>9 - 29.381 220.4</b>	1:40.384	35.693 160.7	2:45.458
<b>4</b> -	<b>29.146 215.1</b>	1:39.338	35.640 161.4	2:44.124	<b>10 - 29.984 211.7</b>	1:40.226	35.900 160.2	2:46.110
<b>5</b> -	29.171 214.2	1:39.747	35.801 160.7	2:44.719	<b>11 - 29.619 214.2</b>	1:40.235	35.927 161.1	2:45.781
<b>6</b> -	29.845 211.7	1:39.503	35.768 <b>162.6</b>	2:45.116	<b>12 - 29.198 214.7</b>	1:39.879	<b>35.612 161.9</b>	2:44.689
<b>11</b>	<b>Nobuteru TANIGUCHI</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1</b> -	39.608 212.1	1:47.349	36.142 160.7	3:03.099	<b>7 - 29.360 221.7</b>	1:41.956	35.986 160.2	2:47.302
<b>2</b> -	30.650 221.3	1:40.985	35.955 160.7	2:47.590	<b>8 - 29.412 224.5</b>	1:41.571	35.709 161.1	2:46.692
<b>3</b> -	29.690 222.6	1:43.053	36.152 159.7	2:48.895	<b>9 - 29.261 198.5</b>	1:40.930	36.445 160.2	2:46.636
<b>4</b> -	29.622 222.2	1:41.295	35.866 160.2	2:46.783	<b>10 - 29.553 219.5</b>	1:40.481	35.700 160.0	2:45.734
<b>5</b> -	29.422 221.7	1:41.675	35.848 159.7	2:46.945	<b>11 - 29.422 219.9</b>	1:39.550	35.689 160.7	<b>2:44.661</b>
<b>6</b> -	29.280 222.2	1:40.933	<b>35.568 161.4</b>	2:45.781	<b>12 - 30.049 216.8</b>	<b>1:39.501</b>	35.744 160.7	2:45.294
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1</b> -	38.101 213.0	1:40.461	36.283 <b>159.2</b>	2:54.845	<b>7 - 29.695 220.4</b>	1:42.346	36.335 156.0	2:48.376
<b>2</b> -	29.377 219.9	1:40.729	36.288 157.2	2:46.394	<b>8 - 29.852 219.5</b>	1:41.464	<b>35.878 158.1</b>	2:47.194
<b>3</b> -	29.915	1:40.313	35.969 157.4	2:46.197	<b>9 - 29.635 208.8</b>	1:43.095	35.918 157.4	2:48.648
<b>4</b> -	29.511 <b>225.0</b>	1:40.266	36.379 155.3	2:46.156	<b>10 - 29.845 218.6</b>	1:40.381	36.059 156.7	2:46.285
<b>5</b> -	29.773 223.1	<b>1:39.962</b>	36.246 156.9	2:45.981	<b>11 - 29.756 219.5</b>	1:40.020	36.094 156.7	<b>2:45.870</b>
<b>6</b> -	<b>29.500 223.6</b>	1:40.909	36.058 156.7	2:46.467	<b>12 - 29.685 220.4</b>	1:40.322	36.041 158.1	2:46.048
<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		<b>Peugeot 306</b>			
<b>1</b> -	4:05.082 200.0	1:49.452	38.442 148.9	X:00.000	<b>6 - 30.628 198.8</b>	1:47.498	<b>37.115 155.8</b>	2:55.241
<b>2</b> -	32.153 192.8	1:48.464	37.722 152.9	2:58.339	<b>7 - 31.329 202.6</b>	1:47.800	55.319	3:14.448P
<b>3</b> -	31.543 191.8	1:47.155	37.854 154.7	2:56.552	<b>8 - 5:30.509 197.8</b>	1:47.067	37.342 153.6	X:00.000
<b>4</b> -	32.189 190.4	1:46.641	37.871 152.9	2:56.701	<b>9 - 31.151 202.2</b>	1:46.658	1:03.828	3:21.637P
<b>5</b> -	31.044 198.1	<b>1:46.182</b>	37.148 <b>156.7</b>	<b>2:54.374</b>				

**STDM Guia Race  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		<b>Ford Focus</b>								
<b>1 -</b>	38.565	214.2	1:41.394	35.506	<b>163.8</b>	<b>2:55.465</b>	<b>7 -</b>	29.642	217.3	1:39.924	35.373	163.3	2:44.939
<b>2 -</b>	29.418	221.3	1:40.759	35.726	159.2	<b>2:45.903</b>	<b>8 -</b>	29.470	219.0	1:40.650	35.587	163.3	2:45.707
<b>3 -</b>	30.471	222.6	1:44.631	35.434	163.1	<b>2:50.536</b>	<b>9 -</b>	29.542	208.0	1:41.589	35.654	163.6	2:46.785
<b>4 -</b>	<b>29.189</b>	<b>223.1</b>	1:41.527	37.052	159.5	<b>2:47.768</b>	<b>10 -</b>	29.438	216.8	1:40.944	<b>35.351</b>	163.3	2:45.733
<b>5 -</b>	32.226	182.7	1:42.760	36.018	162.1	<b>2:51.004</b>	<b>11 -</b>	29.515	209.7	1:39.950	35.394	161.9	<b>2:44.859</b>
<b>6 -</b>	29.811	215.1	<b>1:39.881</b>	35.677	162.6	<b>2:45.369</b>	<b>12 -</b>	29.560	218.1	1:41.392	35.733	162.4	2:46.685
<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		<b>Ford Focus</b>								
<b>1 -</b>	43.528	205.7	1:49.725	36.924	158.5	<b>3:10.177</b>	<b>7 -</b>	<b>30.828</b>	<b>210.1</b>	1:43.553	36.371	160.2	2:50.752
<b>2 -</b>	31.415	208.4	1:44.188	36.966	158.1	<b>2:52.569</b>	<b>8 -</b>	30.902	209.3	1:43.253	36.626	160.4	2:50.781
<b>3 -</b>	31.169	208.4	1:44.069	36.199	159.7	<b>2:51.437</b>	<b>9 -</b>	31.332	206.1	1:44.897	36.104	<b>160.7</b>	2:52.333
<b>4 -</b>	30.852	208.0	<b>1:42.757</b>	<b>36.084</b>	160.4	<b>2:49.693</b>	<b>10 -</b>	32.439	197.8	1:47.287	37.584	158.5	2:57.310
<b>5 -</b>	31.343	208.8	1:42.852	36.169	160.2	<b>2:50.364</b>	<b>11 -</b>	31.757	209.3	1:46.735	37.008	160.2	2:55.500
<b>6 -</b>	31.084	208.4	1:47.635	37.136	159.2	<b>2:55.855</b>	<b>12 -</b>	31.480	208.0	1:45.366	37.367	158.3	2:54.213
<b>17</b>	<b>Rustem TEREKULOV</b>		<b>RUS</b>		<b>Ford Focus</b>								
<b>1 -</b>	43.711	195.2	1:51.605	36.773	158.8	<b>3:12.089</b>	<b>7 -</b>	31.891	212.1	1:44.357	37.054	159.2	2:53.302
<b>2 -</b>	31.551	<b>216.4</b>	1:45.958	37.369	157.4	<b>2:54.878</b>	<b>8 -</b>	31.440	214.2	<b>1:43.567</b>	37.155	159.5	<b>2:52.162</b>
<b>3 -</b>	31.688	211.7	1:44.656	<b>36.639</b>	<b>160.0</b>	<b>2:52.983</b>	<b>9 -</b>	<b>31.424</b>	199.2	1:45.075	36.867	157.2	2:53.366
<b>4 -</b>	31.827	213.4	1:43.743	36.886	157.6	<b>2:52.456</b>	<b>10 -</b>	32.199	204.9	1:43.828	36.935	158.8	2:52.962
<b>5 -</b>	32.433	214.7	1:43.585	36.793	159.0	<b>2:52.811</b>	<b>11 -</b>	31.740	210.5	1:44.013	36.933	158.1	2:52.686
<b>6 -</b>	31.643	213.8	1:47.041	37.473	157.6	<b>2:56.157</b>	<b>12 -</b>	31.468	215.1	1:44.488	36.846	159.7	2:52.802
<b>18</b>	<b>Ratanakul PRUTIRAT</b>		<b>THA</b>		<b>Ford Focus</b>								
<b>1 -</b>	47.575	153.6	1:53.962	<b>38.403</b>	<b>156.5</b>	<b>3:19.940</b>	<b>7 -</b>	33.371	188.4	1:54.502	39.045		3:06.918
<b>2 -</b>	<b>31.421</b>	184.3	<b>1:51.052</b>	38.616	154.0	<b>3:01.089</b>	<b>8 -</b>	36.147	159.7	2:16.914	43.534		3:36.595
<b>3 -</b>	31.555	<b>204.9</b>	1:52.281	39.989		<b>3:03.825</b>	<b>9 -</b>	33.498	183.9	1:59.341	39.541	152.3	3:12.380
<b>4 -</b>	32.094	196.7	1:52.470	38.526		<b>3:03.090</b>	<b>10 -</b>	35.126	160.7	1:57.884	40.221	152.9	3:13.231
<b>5 -</b>	31.838	191.4	1:57.491	38.960	155.3	<b>3:08.289</b>	<b>11 -</b>	34.548	173.6	2:02.906	40.566		3:18.020
<b>6 -</b>	32.808	188.8	1:54.797	38.888	153.1	<b>3:06.493</b>							
<b>20</b>	<b>Gordon SHEDDEN</b>		<b>GBR</b>		<b>Ford Focus</b>								
<b>1 -</b>	39.027	208.0	1:43.165	35.754	161.6	<b>2:57.946</b>	<b>6 -</b>	29.797	217.7	1:41.366	37.689	163.1	2:48.852
<b>2 -</b>	29.063	<b>225.0</b>	1:41.331	<b>35.349</b>	162.6	<b>2:45.743</b>	<b>7 -</b>	<b>29.166</b>	217.7	<b>1:40.593</b>	35.577	162.6	<b>2:45.336</b>
<b>3 -</b>	29.002	<b>225.0</b>	1:42.519	35.585	162.8	<b>2:47.106</b>	<b>8 -</b>	29.592	219.5	1:54.696	1:06.461		3:30.749P
<b>4 -</b>	29.171	224.0	1:47.649	57.213		<b>3:14.033P</b>	<b>9 -</b>	3:02.814	175.8	1:46.479	36.401	162.1	X:00.000
<b>5 -</b>	2:17.469	197.0	1:43.325	35.876	162.4	<b>4:36.670</b>	<b>10 -</b>	30.200	207.2	1:42.595	36.293	<b>163.6</b>	2:49.088
<b>21</b>	<b>Ricardo A A LOPES</b>		<b>MAC</b>		<b>Honda Integra</b>								
<b>1 -</b>	47.304	162.8	1:53.048	37.780	160.9	<b>3:18.132</b>	<b>7 -</b>	31.820	184.6	<b>1:46.174</b>	37.106	159.0	<b>2:55.100</b>
<b>2 -</b>	32.710	179.4	1:47.923	38.868	<b>161.1</b>	<b>2:59.501</b>	<b>8 -</b>	31.502	<b>193.2</b>	1:47.048	<b>36.990</b>	160.9	2:55.540
<b>3 -</b>	32.570	186.8	1:48.635	37.431	158.8	<b>2:58.636</b>	<b>9 -</b>	<b>31.227</b>	180.9	1:48.590	37.085	160.9	2:56.902
<b>4 -</b>	32.042	187.1	1:48.103	37.363	158.1	<b>2:57.508</b>	<b>10 -</b>	34.136	176.1	1:49.517	38.833	147.5	3:02.486
<b>5 -</b>	31.873	185.8	1:46.865	37.129	158.5	<b>2:55.867</b>	<b>11 -</b>	33.853	138.6	1:48.064	37.497	151.4	2:59.414
<b>6 -</b>	31.830	164.1	1:48.226	37.523	157.6	<b>2:57.579</b>							

**STDM Guia Race  
SECTOR ANALYSIS - LEG 1**

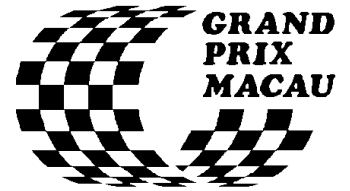
(contd.)

<b>22</b>	<b>Paul POON</b>		<b>HKG</b>		<b>Honda Integra</b>				
1 -	44.234 174.4	1:52.839	37.872 156.2	3:14.945	7 -	32.606 206.8	1:47.722	37.648 152.7	2:57.976
2 -	31.586 210.5	<b>1:46.189</b>	<b>36.984 158.1</b>	<b>2:54.759</b>	8 -	32.056 195.6	1:55.826	39.684 152.9	3:07.566
3 -	<b>31.827 210.9</b>	1:48.471	37.620 157.8	2:57.918	9 -	33.408 170.6	1:53.001	41.472 152.7	3:07.881
4 -	32.018 207.6	1:48.675	37.413 155.8	2:58.106	10 -	33.757 196.3	1:56.882	38.622 151.4	3:09.261
5 -	31.838 194.9	1:48.765	37.543 155.1	2:58.146	11 -	33.556 199.2	1:54.216	41.022 148.9	3:08.794
6 -	32.063 203.7	1:53.502	39.454 151.4	3:05.019					
<b>26</b>	<b>Kenneth LOOK</b>		<b>HKG</b>		<b>Honda Integra</b>				
1 -	42.437 200.7	1:48.583	36.418 159.2	3:07.438	7 -	30.778 206.5	1:45.700	36.523 159.5	2:53.001
2 -	30.653 138.2	1:44.183	36.412 159.2	2:51.248	8 -	30.830 207.2	1:43.600	36.584 159.2	2:51.014
3 -	30.777 <b>216.0</b>	1:43.104	<b>36.188 160.0</b>	2:50.069	9 -	30.735 202.6	1:45.565	37.430 157.2	2:53.730
4 -	<b>30.483</b> 213.8	1:42.470	36.328 <b>160.0</b>	<b>2:49.281</b>	10 -	31.164 206.8	1:47.727	37.473 155.1	2:56.364
5 -	30.739 210.9	<b>1:41.901</b>	36.722 159.0	2:49.362	11 -	31.339 204.5	1:44.808	37.558 156.9	2:53.705
6 -	30.809 206.1	1:43.311	36.557 156.5	2:50.677	12 -	31.675 208.8	1:45.474	37.623 155.8	2:54.772
<b>28</b>	<b>Kenny CHUN</b>		<b>HKG</b>		<b>Honda Integra</b>				
1 -	42.708 208.0	1:51.244	36.847 158.3	3:10.799	5 -	<b>30.121</b> 206.8	1:57.172	36.948 152.9	3:04.241
2 -	30.927 210.5	1:45.512	36.484 <b>159.2</b>	2:52.923	6 -	31.141 211.7	1:46.294	36.562 157.8	2:53.997
3 -	31.005 213.0	1:45.746	36.598 158.8	2:53.349	7 -	30.472 216.4	1:46.886	36.885 155.6	2:54.243
4 -	30.326 <b>217.7</b>	<b>1:44.937</b>	<b>36.118</b> 158.5	<b>2:51.381</b>					
<b>31</b>	<b>LAM Wai Hung</b>		<b>HKG</b>		<b>Alfa 156</b>				
1 -	39.782	1:45.224	35.880 161.6	3:00.886	7 -	29.355 219.5	1:42.706	35.797 161.9	2:47.858
2 -	29.277 220.4	1:43.538	36.024 162.4	2:48.839	8 -	29.417 219.5	1:41.651	35.855 <b>162.8</b>	2:46.923
3 -	29.314 <b>220.8</b>	1:43.218	35.658 161.6	2:48.190	9 -	29.683 190.4	1:43.477	36.916 155.6	2:50.076
4 -	29.403 217.7	1:42.050	35.795 160.7	2:47.248	10 -	29.829 214.7	1:42.494	35.929 161.1	2:48.252
5 -	29.623 216.8	1:41.413	35.664 162.4	2:46.700	11 -	29.693 214.2	1:42.595	35.721 <b>162.8</b>	2:48.009
6 -	<b>29.341</b> 218.6	<b>1:41.172</b>	<b>35.600</b> 161.6	<b>2:46.113</b>	12 -	29.595 211.7	1:43.125	36.182 155.8	2:48.902
<b>32</b>	<b>Kenny LO</b>		<b>HKG</b>		<b>Alfa 156</b>				
1 -	43.320 204.9	1:49.084	36.342 159.7	3:08.746	7 -	31.387 208.0	<b>1:42.328</b>	36.331 160.0	2:50.046
2 -	30.275 148.9	1:45.031	36.552 160.0	2:51.858	8 -	31.380 179.4	1:44.487	<b>36.065</b> 160.9	2:51.932
3 -	31.744 211.7	1:43.512	36.447 161.6	2:51.703	9 -	30.830 184.6	1:44.780	36.522 160.7	2:52.132
4 -	30.605 215.1	1:42.374	36.732 161.6	2:49.711	10 -	33.397 183.0	1:42.990	36.329 160.4	2:52.716
5 -	<b>30.442 216.8</b>	1:42.633	36.653 160.4	2:49.728	11 -	30.892 209.3	1:42.556	36.219 161.1	<b>2:49.667</b>
6 -	30.494 213.8	2:15.866	36.655 159.7	3:23.015	12 -	30.853 208.8	1:43.440	36.098 <b>161.9</b>	2:50.391
<b>35</b>	<b>Angelo BARRETO</b>		<b>PHI</b>		<b>Toyota Altezza</b>				
1 -	41.195	1:48.395	36.194 159.2	3:05.784	7 -	30.031 <b>216.4</b>	1:44.155	36.339 157.8	2:50.525
2 -	30.155 204.9	1:45.715	38.113 150.2	2:53.983	8 -	30.427 212.1	1:43.538	36.156 158.8	2:50.121
3 -	30.355 211.3	1:44.720	36.194 158.3	2:51.269	9 -	30.259 203.0	1:45.560	35.954 158.3	2:51.773
4 -	<b>29.925</b> 215.5	<b>1:42.915</b>	36.188 159.2	2:49.028	10 -	31.448 196.7	1:43.329	36.405 155.3	2:51.182
5 -	30.097 209.7	1:42.951	<b>35.946 160.4</b>	<b>2:48.994</b>	11 -	30.611 214.2	1:43.170	35.993 159.7	2:49.774
6 -	29.942 208.4	1:44.071	36.015 158.3	2:50.028	12 -	30.268 215.5	1:43.845	36.060 158.3	2:50.173

**STDM Guia Race  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>39</b>	<b>Ricky MO</b>			<b>HKG</b>	<b>Toyota Altezza</b>								
1 -	46.308	1:49.566	36.762	156.9	3:12.636	6 -	30.173	211.7	1:44.381	35.862	159.7	2:50.416	
2 -	30.422	<b>215.1</b>	1:45.387	36.582	159.0	2:52.391	7 -	30.454	<b>215.1</b>	<b>1:42.000</b>	35.903	158.1	<b>2:48.357</b>
3 -	30.693	212.1	1:45.528	36.074	<b>161.1</b>	2:52.295	8 -	30.945	206.1	1:43.165	36.297	158.8	2:50.407
4 -	30.708	210.5	1:43.637	36.432	157.4	2:50.777	9 -	30.906	171.9	1:43.837	35.879	158.1	2:50.622
5 -	<b>30.157</b>	213.0	1:42.546	36.449	158.5	2:49.152							
<b>51</b>	<b>Henry LEE Jnr</b>			<b>HKG</b>	<b>BMW 320i</b>								
1 -	38.876	212.5	1:41.935	35.093	<b>165.3</b>	2:55.904	7 -	29.654	219.0	1:41.586	35.530	161.9	2:46.770
2 -	29.444	<b>222.2</b>	1:41.600	<b>35.062</b>	164.3	2:46.106	8 -	30.370	214.7	1:41.267	35.866	158.1	2:47.503
3 -	29.723	221.3	2:19.918	35.370	161.1	3:25.011	9 -	29.886	210.5	1:42.526	35.630	163.8	2:48.042
4 -	<b>29.594</b>	219.9	<b>1:40.109</b>	35.830	160.2	<b>2:45.533</b>	10 -	30.914	201.1	1:41.729	35.357	163.6	2:48.000
5 -	30.054	220.4	1:43.013	35.854	158.8	2:48.921	11 -	30.629	216.8	1:41.956	35.667	163.1	2:48.252
6 -	29.809	218.6	1:42.677	35.529	162.6	2:48.015	12 -	29.835	213.8	1:42.762	35.754	162.1	2:48.351
<b>76</b>	<b>LO Ka Fai</b>			<b>HKG</b>	<b>Honda Integra</b>								
1 -	45.625	178.8	1:52.017	36.117	160.9	3:13.759	7 -	<b>31.017</b>	210.9	<b>1:42.474</b>	37.557	157.4	2:51.048
2 -	31.884	197.4	1:44.231	36.496	160.2	2:52.611	8 -	34.044	174.1	1:51.397	39.942	159.7	3:05.383
3 -	31.556	201.4	1:44.209	36.219	161.4	2:51.984	9 -	34.544	147.5	1:54.965	39.056	124.7	3:08.565
4 -	31.625	210.9	1:43.099	35.864	162.6	2:50.588	10 -	36.112	180.9	1:50.334	36.831	161.9	3:03.277
5 -	31.279	208.8	1:44.244	37.279	157.8	2:52.802	11 -	31.870	192.5	1:43.499	36.177	161.9	2:51.546
6 -	31.146	<b>211.3</b>	1:42.598	<b>35.863</b>	162.1	<b>2:49.607</b>	12 -	31.430	197.0	1:44.476	36.202	<b>163.6</b>	2:52.108
<b>77</b>	<b>Kenneth CHAN</b>			<b>HKG</b>	<b>Honda Integra</b>								
1 -	42.890	200.0	1:48.855	36.562	160.2	3:08.307	7 -	31.877	178.8	1:44.591	36.843	159.5	2:53.311
2 -	30.436	213.0	1:44.748	36.650	159.7	2:51.834	8 -	31.041	193.5	1:44.138	36.436	<b>160.7</b>	2:51.615
3 -	30.688	213.4	1:44.384	36.334	160.2	2:51.406	9 -	30.882	175.3	1:45.044	36.559	160.0	2:52.485
4 -	<b>30.019</b>	<b>214.7</b>	1:43.027	36.717	<b>160.7</b>	<b>2:49.763</b>	10 -	31.424	196.3	1:45.140	37.021	158.5	2:53.585
5 -	30.428	213.0	<b>1:42.918</b>	37.427	158.1	2:50.773	11 -	30.882	200.7	1:44.492	36.501	160.0	2:51.875
6 -	30.891	190.8	1:59.730	37.437	153.8	3:08.058	12 -	31.288	188.8	1:46.196	<b>36.320</b>	<b>160.7</b>	2:53.804
<b>83</b>	<b>LO Ka Chun</b>			<b>HKG</b>	<b>Honda Integra</b>								
1 -	42.025	186.5	1:48.274	<b>36.470</b>	<b>158.5</b>	3:06.769	4 -	4:40.923		2:01.536	37.439		X:00.000
2 -	<b>30.993</b>	<b>210.1</b>	2:14.471	51.771		3:37.235P	5 -	34.716	194.5	1:49.927	37.316	155.1	3:01.959
3 -	9:44.278	164.6	1:57.492	50.805		X:00.000P	6 -	33.299	190.8	<b>1:48.738</b>	38.173	156.7	<b>3:00.210</b>
<b>85</b>	<b>LUI Man Kit</b>			<b>MAC</b>	<b>Honda Integra</b>								
1 -	46.794	173.3	1:53.197	37.419	155.6	3:17.410	7 -	31.740	193.8	1:46.997	37.484	150.0	2:56.221
2 -	32.197	191.1	1:48.137	37.646	154.5	2:57.980	8 -	32.010	192.1	1:47.084	37.047	<b>157.4</b>	2:56.141
3 -	32.143	181.2	1:48.665	37.549	156.2	2:58.357	9 -	<b>31.699</b>	181.2	1:46.693	<b>37.021</b>	<b>157.4</b>	<b>2:55.413</b>
4 -	32.146	190.8	1:47.046	37.338	154.7	2:56.530	10 -	32.550	183.0	1:46.878	38.931	141.3	2:58.359
5 -	31.752	<b>195.6</b>	<b>1:46.524</b>	37.682	155.6	2:55.958	11 -	32.602	184.3	1:53.182	40.499	142.2	3:06.283
6 -	32.043	192.8	1:48.635	37.197	156.5	2:57.875							
<b>88</b>	<b>Manual Ao YEUNG</b>			<b>MAC</b>	<b>Honda Integra</b>								
1 -	48.624	167.9	1:54.083	38.413	158.1	3:21.120	7 -	33.093	181.5	1:49.073	38.157	157.4	3:00.323
2 -	32.029	<b>201.1</b>	1:50.497	37.735	158.3	3:00.261	8 -	32.104	188.1	1:47.577	37.917	156.2	2:57.598
3 -	32.389	195.2	1:48.914	<b>37.629</b>	<b>159.0</b>	2:58.932	9 -	32.402	177.0	1:48.701	37.714	<b>159.0</b>	2:58.817
4 -	<b>31.988</b>	194.5	1:46.578	38.127	156.9	2:56.693	10 -	32.383	194.9	1:50.735	39.495	157.2	3:02.613
5 -	32.248	194.5	<b>1:46.440</b>	37.770	158.5	<b>2:56.458</b>	11 -	32.474	181.8	1:50.490	38.614	157.2	3:01.578
6 -	32.190	194.2	1:51.152	38.864	155.3	3:02.206							



**STDM Guia Race  
SECTOR ANALYSIS - LEG 1**

(contd.)

<b>93</b>	<b>J NAVASOOPANICH</b>		<b>THA</b>		<b>Honda Integra</b>				
	<b>1 -</b> 41.127 191.8	1:45.429	<b>36.240</b> 157.2	3:02.796	<b>3 -</b> 39.438 138.6	2:04.313	58.530	3:42.281P	
	<b>2 -</b> 32.244 200.7	1:46.151	38.660	<b>2:57.055</b>					
<b>99</b>	<b>Rui VALENTE</b>		<b>MAC</b>		<b>Nissan Primera</b>				
	<b>1 -</b> 48.170 149.1	1:53.670	38.693 159.0	3:20.533	<b>3 -</b> 31.037 193.8	1:46.142	<b>37.095</b> 161.4	<b>2:54.274</b>	
	<b>2 -</b> 31.144 184.6	1:51.007	37.119 160.7	2:59.270					

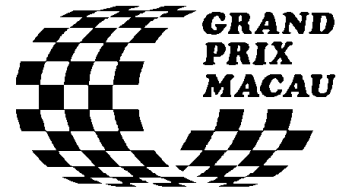
# STDM Guia Race

## BEST SECTOR TIMES

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	2	SOPER	28.470	6	HUISMAN	1:38.162	7	CORONEL	34.653	1	7	CORONEL	2:41.691	2:42.554	0.863
2	7	CORONEL	28.667	3	ENGSTLER	1:38.196	2	SOPER	34.752	2	2	SOPER	2:41.692	2:41.953	0.261
3	1	NATTAVUDE	28.707	7	CORONEL	1:38.371	6	HUISMAN	34.918	3	6	HUISMAN	2:41.836	2:42.429	0.593
4	6	HUISMAN	28.756	2	SOPER	1:38.470	1	NATTAVUDE	35.009	4	3	ENGSTLER	2:42.224	2:42.475	0.251
5	3	ENGSTLER	28.970	1	NATTAVUDE	1:38.686	3	ENGSTLER	35.058	5	1	NATTAVUDE	2:42.402	2:42.541	0.139
6	20	SHEDDEN	29.002	9	SCHARMACH	1:38.847	51	LEE Jnr	35.062	6	9	SCHARMACH	2:43.173	2:43.519	0.346
7	9	SCHARMACH	29.055	10	ORIDO	1:38.976	9	SCHARMACH	35.271	7	10	ORIDO	2:43.734	2:43.953	0.219
8	10	ORIDO	29.146	8	GEDLICH	1:39.418	20	SHEDDEN	35.349	8	11	TANIGUCHI	2:44.330	2:44.661	0.331
9	15	HARRISON	29.189	11	TANIGUCHI	1:39.501	15	HARRISON	35.351	9	15	HARRISON	2:44.421	2:44.859	0.438
10	11	TANIGUCHI	29.261	15	HARRISON	1:39.881	11	TANIGUCHI	35.568	10	8	GEDLICH	2:44.565	2:44.565	0.000
11	31	LAM Wai Hung	29.277	12	KINOSHITA	1:39.962	8	GEDLICH	35.590	11	51	LEE Jnr	2:44.615	2:45.533	0.918
12	12	KINOSHITA	29.377	51	LEE Jnr	1:40.109	31	LAM Wai Hung	35.600	12	20	SHEDDEN	2:44.944	2:45.336	0.392
13	51	LEE Jnr	29.444	5	CHAN	1:40.486	10	ORIDO	35.612	13	12	KINOSHITA	2:45.217	2:45.870	0.653
14	8	GEDLICH	29.557	20	SHEDDEN	1:40.593	5	CHAN	35.684	14	31	LAM Wai Hung	2:46.049	2:46.113	0.064
15	5	CHAN	29.906	31	LAM Wai Hung	1:41.172	39	MO_	35.862	15	5	CHAN	2:46.076	2:46.285	0.209
16	35	BARRETO	29.925	26	LOOK	1:41.901	76	LO_ Ka Fai	35.863	16	39	MO_	2:48.019	2:48.357	0.338
17	77	CHAN	30.019	39	MO_	1:42.000	12	KINOSHITA	35.878	17	26	LOOK	2:48.572	2:49.281	0.709
18	28	CHUN	30.121	32	LO_	1:42.328	35	BARRETO	35.946	18	32	LO_	2:48.668	2:49.667	0.999
19	39	MO_	30.157	76	LO_ Ka Fai	1:42.474	32	LO_	36.065	19	35	BARRETO	2:48.786	2:48.994	0.208
20	32	LO_	30.275	16	MEINS	1:42.757	16	MEINS	36.084	20	77	CHAN	2:49.257	2:49.763	0.506
21	26	LOOK	30.483	35	BARRETO	1:42.915	28	CHUN	36.118	21	76	LO_ Ka Fai	2:49.354	2:49.607	0.253
22	13	FU_	30.628	77	CHAN	1:42.918	26	LOOK	36.188	22	16	MEINS	2:49.669	2:49.693	0.024
23	16	MEINS	30.828	17	TEREGULOV	1:43.567	93	NAVASOOPANI	36.240	23	28	CHUN	2:51.176	2:51.381	0.205
24	83	LO_ Ka Chun	30.993	4	MAK Ka Lok	1:43.688	77	CHAN	36.320	24	17	TEREGULOV	2:51.630	2:52.162	0.532
25	76	LO_ Ka Fai	31.017	28	CHUN	1:44.937	83	LO_ Ka Chun	36.470	25	4	MAK Ka Lok	2:51.771	2:52.004	0.233
26	99	VALENTE	31.037	93	NAVASOOPANI	1:45.429	17	TEREGULOV	36.639	26	93	NAVASOOPANI	2:53.913	2:57.055	3.142
27	4	MAK Ka Lok	31.124	99	VALENTE	1:46.142	4	MAK Ka Lok	36.959	27	13	FU_	2:53.925	2:54.374	0.449
28	21	LOPES	31.227	21	LOPES	1:46.174	22	POON	36.984	28	99	VALENTE	2:54.274	2:54.274	0.000
29	18	PRUTIRAT	31.421	13	FU_	1:46.182	21	LOPES	36.990	29	21	LOPES	2:54.391	2:55.100	0.709
30	17	TEREGULOV	31.424	22	POON	1:46.189	85	LUI Man Kit	37.021	30	22	POON	2:54.759	2:54.759	0.000
31	22	POON	31.586	88	YEUNG	1:46.440	99	VALENTE	37.095	31	85	LUI Man Kit	2:55.244	2:55.413	0.169
32	85	LUI Man Kit	31.699	85	LUI Man Kit	1:46.524	13	FU_	37.115	32	83	LO_ Ka Chun	2:55.737	3:00.210	4.473
33	88	YEUNG	31.988	83	LO_ Ka Chun	1:48.274	88	YEUNG	37.629	33	88	YEUNG	2:56.057	2:56.458	0.401
34	93	NAVASOOPANI	32.244	18	PRUTIRAT	1:51.052	18	PRUTIRAT	38.403	34	18	PRUTIRAT	3:00.876	3:01.089	0.213
													Perfect Lap	2:41.285	

Circuito Da Guia  
 Circuit Length = 6.120 kilometre  
 Start: 12:06 End: 12:39

MST sports timing


**STDM Guia Race**  
**SPEED TRAP - LEG 1 - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	7		Tom CORONEL	NED	BMW 320i	167.1
2	6		Duncan HUISMAN	NED	BMW 320i	166.4
3	2		Steve SOPER	GBR	Peugeot 306	166.4
4	1	A	C NATTAVUDE	THA	Peugeot 306	166.1
5	3		Franz ENGSTLER	GER	BMW 320i	166.1
6	51		Henry LEE Jnr	HKG	BMW 320i	165.3
7	9		Peter SCHARMACH	GER	BMW 320i	165.1
8	15		Simon HARRISON	GBR	Ford Focus	163.8
9	76	A	LO Ka Fai	HKG	Honda Integra	163.6
10	20		Gordon SHEDDEN	GBR	Ford Focus	163.6
11	8		Markus GEDLICH	GER	BMW 320i	163.6
12	31	A	LAM Wai Hung	HKG	Alfa 156	162.8
13	10		Manabu ORIDO	JPN	Toyota Altezza	162.6
14	32	A	Kenny LO	HKG	Alfa 156	161.9
15	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	161.4
16	99		Rui VALENTE	MAC	Nissan Primera	161.4
17	39	A	Ricky MO	HKG	Toyota Altezza	161.1
18	21		Ricardo A A LOPES	MAC	Honda Integra	161.1
19	16		Richard MEINS	GBR	Ford Focus	160.7
20	77		Kenneth CHAN	HKG	Honda Integra	160.7
21	5	A	Paul CHAN	HKG	BMW 320i	160.7
22	35	A	Angelo BARRETO	PHI	Toyota Altezza	160.4
23	4		MAK Ka Lok	MAC	Honda Integra	160.0
24	17		Rustem TEREKULOV	RUS	Ford Focus	160.0
25	26		Kenneth LOOK	HKG	Honda Integra	160.0
26	28	A	Kenny CHUN	HKG	Honda Integra	159.2
27	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	159.2
28	88		Manual Ao YEUNG	MAC	Honda Integra	159.0
29	83		LO Ka Chun	HKG	Honda Integra	158.5
30	22		Paul POON	HKG	Honda Integra	158.1
31	85		LUI Man Kit	MAC	Honda Integra	157.4
32	93	A	J NAVASOOPANICH	THA	Honda Integra	157.2
33	13	A	Adrian FU	HKG	Peugeot 306	156.7
34	18		Ratanakul PRUTIRAT	THA	Ford Focus	156.5

**STDM Guia Race  
SPEED TRAP - LEG 1 - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	229.2
2	1	A	C NATTAVUDE	THA	Peugeot 306	228.3
3	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	225.0
4	20		Gordon SHEDDEN	GBR	Ford Focus	225.0
5	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	224.5
6	15		Simon HARRISON	GBR	Ford Focus	223.1
7	6		Duncan HUISMAN	NED	BMW 320i	223.1
8	3		Franz ENGSTLER	GER	BMW 320i	222.6
9	7		Tom CORONEL	NED	BMW 320i	222.2
10	51		Henry LEE Jnr	HKG	BMW 320i	222.2
11	10		Manabu ORIDO	JPN	Toyota Altezza	221.7
12	9		Peter SCHARMACH	GER	BMW 320i	221.7
13	31	A	LAM Wai Hung	HKG	Alfa 156	220.8
14	8		Markus GEDLICH	GER	BMW 320i	219.9
15	5	A	Paul CHAN	HKG	BMW 320i	219.5
16	28	A	Kenny CHUN	HKG	Honda Integra	217.7
17	32	A	Kenny LO	HKG	Alfa 156	216.8
18	35	A	Angelo BARRETO	PHI	Toyota Altezza	216.4
19	17		Rustem TEREGLIOV	RUS	Ford Focus	216.4
20	26		Kenneth LOOK	HKG	Honda Integra	216.0
21	39	A	Ricky MO	HKG	Toyota Altezza	215.1
22	77		Kenneth CHAN	HKG	Honda Integra	214.7
23	76	A	LO Ka Fai	HKG	Honda Integra	211.3
24	22		Paul POON	HKG	Honda Integra	210.9
25	16		Richard MEINS	GBR	Ford Focus	210.1
26	83		LO Ka Chun	HKG	Honda Integra	210.1
27	4		MAK Ka Lok	MAC	Honda Integra	208.4
28	18		Ratanakul PRUTIRAT	THA	Ford Focus	204.9
29	13	A	Adrian FU	HKG	Peugeot 306	202.6
30	88		Manual Ao YEUNG	MAC	Honda Integra	201.1
31	93	A	J NAVASOOPANICH	THA	Honda Integra	200.7
32	99		Rui VALENTE	MAC	Nissan Primera	196.3
33	85		LUI Man Kit	MAC	Honda Integra	195.6
34	21		Ricardo A A LOPES	MAC	Honda Integra	193.2

**BULLETIN TK124**



**STDM Guia Race  
SPEED TRAP - LEG 1 - SECTOR 2**

(contd.)

POS NO CL DRIVER

NAT CAR

KPH

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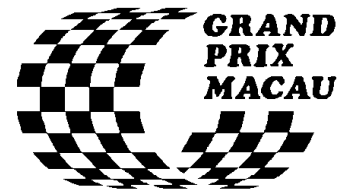
**Weather / Track : Sunny / Dry**

**MST Sports Timing**

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 12:06 End: 12:39

**www.mstworld.com**

*Issued - 12:48 Sunday, 18 November 2001*



**STDM Guia Race  
GRID - LEG 2**

ROW 17	93	NAVASOOPANICH	8	GEDLICH
ROW 16	83	LO	99	VALENTE
ROW 15	9	SCHARMACH	28	CHUN
ROW 14	39	MO	13	FU
ROW 13	18	PRUTIRAT	20	SHEDDEN
ROW 12	3	ENGSTLER	22	POON
ROW 11	21	LOPES	88	YEUNG
ROW 10	76	LO	85	LUI
ROW 9	32	LO	4	MAK
ROW 8	77	CHAN	17	TEREGULOV
ROW 7	26	LOOK	16	MEINS
ROW 6	51	LEE	35	BARRETO
ROW 5	31	LAM	5	CHAN
ROW 4	15	HARRISON	11	TANIGUCHI
ROW 3	1	NATTAVUDE	12	KINOSHITA
ROW 2	2	SOPER	10	ORIDO
ROW 1	7	CORONEL	6	HUISMAN

**POLE 2:42.554**



Weather / Track : Sunny / Dry

MST Sports Timing

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 12:06 End: 12:39

Race Director	Stewards	Timekeeper
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## STDM Guia Race PROVISIONAL RESULT - LEG 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	6		Duncan HUISMAN	NED	BMW 320i	37:08.885	12		118.61	2:41.660
2	10		Manabu ORIDO	JPN	Toyota Altezza	37:18.085	12	9.200	118.13	2:44.230
3	1	A	C NATTAUVE	THA	Peugeot 306	37:22.851	12	13.966	117.87	2:44.339
4	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	37:24.354	12	15.469	117.80	2:44.949
5	3		Franz ENGSTLER	GER	BMW 320i	37:26.225	12	17.340	117.70	2:43.288
6	8		Markus GEDLICH	GER	BMW 320i	37:27.333	12	18.448	117.64	2:44.007
7	51		Henry LEE Jnr	HKG	BMW 320i	37:40.913	12	32.028	116.93	2:44.864
8	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	37:55.236	12	46.351	116.20	2:47.841
9	15		Simon HARRISON	GBR	Ford Focus	38:15.141	12	1:06.256	115.19	2:46.130
10	5	A	Paul CHAN	HKG	BMW 320i	38:15.869	12	1:06.984	115.15	2:50.154
11	32	A	Kenny LO	HKG	Alfa 156	38:35.302	12	1:26.417	114.19	2:50.048
12	77		Kenneth CHAN	HKG	Honda Integra	38:49.733	12	1:40.848	113.48	2:52.707
13	4		MAK Ka Lok	MAC	Honda Integra	38:58.162	12	1:49.277	113.07	2:53.017
14	76	A	LO Ka Fai	HKG	Honda Integra	39:16.067	12	2:07.182	112.21	2:52.860
15	21		Ricardo A A LOPES	MAC	Honda Integra	39:20.853	12	2:11.968	111.98	2:53.892
16	22		Paul POON	HKG	Honda Integra	39:35.775	12	2:26.890	111.28	2:56.773
17	13	A	Adrian FU	HKG	Peugeot 306	39:42.491	12	2:33.606	110.97	2:56.610
18	88		Manual Ao YEUNG	MAC	Honda Integra	40:02.024	12	2:53.139	110.06	2:59.533
19	26		Kenneth LOOK	HKG	Honda Integra	39:35.957	11	1 LAP	102.00	2:54.832

## NOT CLASSIFIED

7			Tom CORONEL	NED	BMW 320i	28:40.637	9	D.N.F.	115.24	2:41.758
16			Richard MEINS	GBR	Ford Focus	24:21.423	7	D.N.F.	105.53	2:51.182
35	A		Angelo BARRETO	PHI	Toyota Altezza	21:53.805	6	D.N.F.	100.61	2:50.571
2			Steve SOPER	GBR	Peugeot 306	17:58.332	5	D.N.F.	102.15	2:43.669
31	A		LAM Wai Hung	HKG	Alfa 156	13:27.919	3	D.N.F.	81.81	4:19.986
18			Ratanakul PRUTIRAT	THA	Ford Focus	8:59.649	2	D.N.F.	81.65	4:02.554

## FASTEST LAP

6			Duncan HUISMAN		BMW 320i	2:41.660	7	136.28kph	84.68mph
1	A		C NATTAUVE		Peugeot 306	2:44.339	6	134.06kph	83.30mph

Weather / Track : Sunny / Dry

MST Sports Timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 13:18 End: 13:55

Race Director	Stewards	Timekeeper
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# BULLETIN TK130

## STDM Guia Race

### PROVISIONAL COMBINED RACE RESULT

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	6		Duncan HUISMAN	NED	BMW 320i		24			
2	10		Manabu ORIDO	JPN	Toyota Altezza		24			
3	1	A	C NATTAUVE	THA	Peugeot 306		24			
4	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza		24			
5	51		Henry LEE Jnr	HKG	BMW 320i		24			
6	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza		24			
7	15		Simon HARRISON	GBR	Ford Focus		24			
8	5	A	Paul CHAN	HKG	BMW 320i		24			
9	32	A	Kenny LO	HKG	Alfa 156		24			
10	77		Kenneth CHAN	HKG	Honda Integra		24			
11	4		MAK Ka Lok	MAC	Honda Integra		24			
12	76	A	LO Ka Fai	HKG	Honda Integra		24			
13	3		Franz ENGSTLER	GER	BMW 320i		23			
14	21		Ricardo A A LOPES	MAC	Honda Integra		23			
15	22		Paul POON	HKG	Honda Integra		23			
16	88		Manual Ao YEUNG	MAC	Honda Integra		23			
17	26		Kenneth LOOK	HKG	Honda Integra		23			
18	13	A	Adrian FU	HKG	Peugeot 306		21			
19	7		Tom CORONEL	NED	BMW 320i		21			

#### NOT CLASSIFIED

16			Richard MEINS	GBR	Ford Focus		19			
35	A		Angelo BARRETO	PHI	Toyota Altezza		18			
2			Steve SOPER	GBR	Peugeot 306		17			
8			Markus GEDLICH	GER	BMW 320i		15			
31	A		LAM Wai Hung	HKG	Alfa 156		15			
18			Ratanakul PRUTIRAT	THA	Ford Focus		13			
17			Rustem TEREKULOV	RUS	Ford Focus		12			
85			LUI Man Kit	MAC	Honda Integra		11			
20			Gordon SHEDDEN	GBR	Ford Focus		10			
39	A		Ricky MO	HKG	Toyota Altezza		9			
9			Peter SCHARMACH	GER	BMW 320i		8			
28	A		Kenny CHUN	HKG	Honda Integra		7			
83			LO Ka Chun	HKG	Honda Integra		6			
99			Rui VALENTE	MAC	Nissan Primera		3			
93	A		J NAVASOOPANICH	THA	Honda Integra		3			

#### FASTEST LAP

6			Duncan HUISMAN		BMW 320i	2:41.660	19	84.68mph	136.28kph
1	A		C NATTAUVE		Peugeot 306	2:42.541	10	84.22mph	135.54kph

Weather / Track : Sunny / Dry

Circuito Da Guia  
Circuit Length = 6.1200 km.

Clerk of Course:	Stewards:	Timekeeper:
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**STDM Guia Race  
FINAL RESULT - LEG 2**

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	6		Duncan HUISMAN	NED	BMW 320i	37:08.885	12		118.61	2:41.660
2	10		Manabu ORIDO	JPN	Toyota Altezza	37:18.085	12	9.200	118.13	2:44.230
3	1	A	C NATTAUVE	THA	Peugeot 306	37:22.851	12	13.966	117.87	2:44.339
4	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	37:24.354	12	15.469	117.80	2:44.949
5	3		Franz ENGSTLER	GER	BMW 320i	37:26.225	12	17.340	117.70	2:43.288
6	8		Markus GEDLICH	GER	BMW 320i	37:27.333	12	18.448	117.64	2:44.007
7	51		Henry LEE Jnr	HKG	BMW 320i	37:40.913	12	32.028	116.93	2:44.864
8	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	37:55.236	12	46.351	116.20	2:47.841
9	15		Simon HARRISON	GBR	Ford Focus	38:15.141	12	1:06.256	115.19	2:46.130
10	5	A	Paul CHAN	HKG	BMW 320i	38:15.869	12	1:06.984	115.15	2:50.154
11	32	A	Kenny LO	HKG	Alfa 156	38:35.302	12	1:26.417	114.19	2:50.048
12	77		Kenneth CHAN	HKG	Honda Integra	38:49.733	12	1:40.848	113.48	2:52.707
13	4		MAK Ka Lok	MAC	Honda Integra	38:58.162	12	1:49.277	113.07	2:53.017
14	76	A	LO Ka Fai	HKG	Honda Integra	39:16.067	12	2:07.182	112.21	2:52.860
15	21		Ricardo A A LOPES	MAC	Honda Integra	39:20.853	12	2:11.968	111.98	2:53.892
16	22		Paul POON	HKG	Honda Integra	39:35.775	12	2:26.890	111.28	2:56.773
17	13	A	Adrian FU	HKG	Peugeot 306	39:42.491	12	2:33.606	110.97	2:56.610
18	88		Manual Ao YEUNG	MAC	Honda Integra	40:02.024	12	2:53.139	110.06	2:59.533
19	26		Kenneth LOOK	HKG	Honda Integra	39:35.957	11	1 LAP	102.00	2:54.832

## NOT CLASSIFIED

7			Tom CORONEL	NED	BMW 320i	28:40.637	9	D.N.F.	115.24	2:41.758
16			Richard MEINS	GBR	Ford Focus	24:21.423	7	D.N.F.	105.53	2:51.182
35	A		Angelo BARRETO	PHI	Toyota Altezza	21:53.805	6	D.N.F.	100.61	2:50.571
2			Steve SOPER	GBR	Peugeot 306	17:58.332	5	D.N.F.	102.15	2:43.669
31	A		LAM Wai Hung	HKG	Alfa 156	13:27.919	3	D.N.F.	81.81	4:19.986
18			Ratanakul PRUTIRAT	THA	Ford Focus	8:59.649	2	D.N.F.	81.65	4:02.554
17			Rustem TEREGLIOV	RUS	Ford Focus		0	D.N.F.	N/A	
20			Gordon SHEDDEN	GBR	Ford Focus		0	D.N.F.	N/A	
85			LUI Man Kit	MAC	Honda Integra		0	D.N.F.	N/A	

## FASTEST LAP

6			Duncan HUISMAN		BMW 320i	2:41.660	7	136.28kph	84.68mph	
1	A		C NATTAUVE		Peugeot 306	2:44.339	6	134.06kph	83.30mph	

Weather / Track : Sunny / Dry

MST sports timing

 Circuito Da Guia  
 Circuit Length = 6.1200 km.  
 Start: 13:18 End: 13:55

Race Director	Stewards	Timekeeper
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# BULLETIN TK136

## STDM Guia Race FINAL COMBINED RACE RESULT

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	6		Duncan HUISMAN	NED	BMW 320i		24			
2	10		Manabu ORIDO	JPN	Toyota Altezza		24			
3	1	A	C NATTAUVE	THA	Peugeot 306		24			
4	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza		24			
5	51		Henry LEE Jnr	HKG	BMW 320i		24			
6	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza		24			
7	15		Simon HARRISON	GBR	Ford Focus		24			
8	5	A	Paul CHAN	HKG	BMW 320i		24			
9	32	A	Kenny LO	HKG	Alfa 156		24			
10	77		Kenneth CHAN	HKG	Honda Integra		24			
11	4		MAK Ka Lok	MAC	Honda Integra		24			
12	76	A	LO Ka Fai	HKG	Honda Integra		24			
13	3		Franz ENGSTLER	GER	BMW 320i		23			
14	21		Ricardo A A LOPES	MAC	Honda Integra		23			
15	22		Paul POON	HKG	Honda Integra		23			
16	88		Manual Ao YEUNG	MAC	Honda Integra		23			
17	26		Kenneth LOOK	HKG	Honda Integra		23			
18	13	A	Adrian FU	HKG	Peugeot 306		21			
19	7		Tom CORONEL	NED	BMW 320i		21			

### NOT CLASSIFIED

16			Richard MEINS	GBR	Ford Focus		19			
35	A		Angelo BARRETO	PHI	Toyota Altezza		18			
2			Steve SOPER	GBR	Peugeot 306		17			
8			Markus GEDLICH	GER	BMW 320i		15			
31	A		LAM Wai Hung	HKG	Alfa 156		15			
18			Ratanakul PRUTIRAT	THA	Ford Focus		13			
17			Rustem TEREKULOV	RUS	Ford Focus		12			
85			LUI Man Kit	MAC	Honda Integra		11			
20			Gordon SHEDDEN	GBR	Ford Focus		10			
39	A		Ricky MO	HKG	Toyota Altezza		9			
9			Peter SCHARMACH	GER	BMW 320i		8			
28	A		Kenny CHUN	HKG	Honda Integra		7			
83			LO Ka Chun	HKG	Honda Integra		6			
99			Rui VALENTE	MAC	Nissan Primera		3			
93	A		J NAVASOOPANICH	THA	Honda Integra		3			

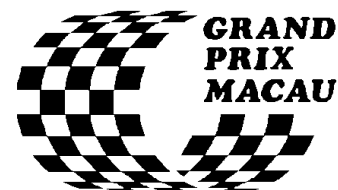
### FASTEST LAP

6			Duncan HUISMAN		BMW 320i	2:41.660	19	84.68mph	136.28kph
1	A		C NATTAUVE		Peugeot 306	2:42.541	10	84.22mph	135.54kph

Weather / Track : Sunny / Dry

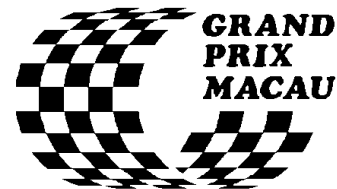
Circuito Da Guia  
Circuit Length = 6.1200 km.

Clerk of Course:	Stewards:	Timekeeper:
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**STDM Guia Race  
LAP CHART - LEG 2**

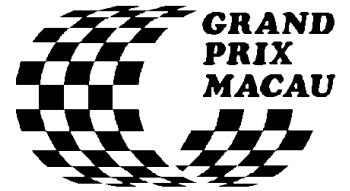
Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
7		3:21.498	7		5:04.151	7		4:02.617	7		2:42.413	7		2:41.765
6	1.118	3:22.616	6	1.685	5:04.718	6	0.393	4:01.325	6	0.552	2:42.572	6	1.075	2:42.288
10	1.852	3:23.350	10	2.385	5:04.684	10	1.165	4:01.397	10	3.695	2:44.943	2	5.888	2:43.802
12	3.741	3:25.239	12	4.582	5:04.992	12	2.377	4:00.412	2	3.851	2:43.669	10	8.092	2:46.162
2	4.546	3:26.044	2	5.505	5:05.110	2	2.595	3:59.707	12	7.948	2:47.984	11	11.908	2:45.578
11	5.132	3:26.630	11	6.770	5:05.789	11	4.020	3:59.867	11	8.095	2:46.488	3	12.066	2:44.133
1	6.033	3:27.531	1	8.267	5:06.385	1	4.341	3:58.691	51	9.318	2:47.235	51	15.245	2:47.692
51	7.344	3:28.842	51	9.877	5:06.684	51	4.496	3:57.236	3	9.698	2:45.218	12	15.860	2:49.677
5	7.942	3:29.440	5	10.948	5:07.157	5	5.229	3:56.898	1	12.195	2:50.267	1	16.586	2:46.156
35	10.362	3:31.860	35	11.932	5:05.721	35	6.075	3:56.760	5	13.047	2:50.231	5	21.716	2:50.434
3	10.877	3:32.375	3	13.200	5:06.474	3	6.893	3:56.310	35	14.233	2:50.571	8	23.133	2:44.635
77	14.887	3:36.385	77	14.384	5:03.648	77	8.238	3:56.471	77	20.049	2:54.224	35	23.645	2:51.177
26	19.166	3:40.664	26	15.561	5:00.546	26	9.477	3:56.533	8	20.263	2:47.785	32	30.773	2:50.048
32	19.983	3:41.481	32	16.446	5:00.614	32	10.100	3:56.271	32	22.490	2:54.803	77	31.200	2:52.916
16	21.913	3:43.411	16	17.320	4:59.558	16	12.113	3:57.410	16	22.945	2:53.245	16	32.362	2:51.182
4	25.277	3:46.775	4	18.993	4:57.867	4	13.317	3:56.941	4	26.034	2:55.130	4	39.236	2:54.967
8	27.577	3:49.075	8	20.286	4:56.860	8	14.891	3:57.222	15	35.764	2:56.243	15	41.146	2:47.147
88	31.846	3:53.344	88	22.305	4:54.610	88	17.597	3:57.909	22	36.953	3:01.513	22	52.004	2:56.816
22	32.346	3:53.844	22	23.825	4:55.630	22	17.853	3:56.645	21	39.035	3:00.786	21	54.461	2:57.191
13	33.510	3:55.008	13	25.027	4:55.668	13	20.115	3:57.705	76	42.975	3:03.707	76	58.764	2:57.554
21	34.003	3:55.501	21	27.155	4:57.303	21	20.662	3:56.124	13	43.899	3:06.197	13	59.031	2:56.897
76	37.659	3:59.157	76	28.383	4:54.875	76	21.681	3:55.915	88	44.441	3:09.257	88	1:03.883	3:01.207
15	38.312	3:59.810	15	29.288	4:55.127	15	21.934	3:55.263	26	1:27.963	4:00.899P			
18	41.056	4:02.554	31	30.312	4:19.986	31	59.653	4:31.958P						
31	1:14.477	4:35.975	18	34.000	4:57.095P									



**STDM Guia Race  
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
7		2:41.758	7		2:41.978	7		2:42.248	7		2:42.209	6		2:44.274
6	1.013	2:41.696	6	0.695	2:41.660	6	0.907	2:42.460	6	1.069	2:42.371	10	19.315	2:45.018
10	11.616	2:45.282	10	13.868	2:44.230	10	16.077	2:44.457	10	19.640	2:45.772	3	24.650	2:47.198
11	15.099	2:44.949	11	18.168	2:45.047	3	21.716	2:45.622	3	22.795	2:43.288	11	25.754	2:45.715
3	15.232	2:44.924	3	18.342	2:45.088	11	22.396	2:46.476	11	25.382	2:45.195	1	26.012	2:44.958
51	18.351	2:44.864	1	21.546	2:44.357	1	23.697	2:44.399	1	26.397	2:44.909	51	30.458	2:45.551
1	19.167	2:44.339	51	23.533	2:47.160	51	26.659	2:45.374	51	30.250	2:45.800	8	32.519	2:44.791
12	21.943	2:47.841	12	28.205	2:48.240	8	30.716	2:44.525	8	33.071	2:44.564	12	50.778	2:51.729
8	25.935	2:44.560	8	28.439	2:44.482	12	37.073	2:51.116	12	44.392	2:49.528	5	1:07.276	2:54.128
5	30.112	2:50.154	5	39.473	2:51.339	5	47.858	2:50.633	5	58.491	2:52.842	15	1:10.658	2:46.449
32	51.214	3:02.199	32	1:00.662	2:51.426	15	1:05.631	2:46.291	15	1:09.552	2:46.130	32	1:24.462	2:52.092
77	52.116	3:02.674	15	1:01.588	2:49.687	32	1:09.241	2:50.827	32	1:17.713	2:50.681	77	1:35.229	2:54.775
15	53.879	2:54.491	77	1:02.869	2:52.731	77	1:13.328	2:52.707	77	1:25.797	2:54.678	4	1:42.915	2:56.183
16	54.659	3:04.055	16	1:05.243	2:52.562	4	1:19.518	2:54.542	4	1:32.075	2:54.766	76	1:58.855	2:55.337
4	56.185	2:58.707	4	1:07.224	2:53.017	76	1:37.045	2:52.923	76	1:48.861	2:54.025	21	2:05.358	2:57.529
22	1:08.212	2:57.966	22	1:23.293	2:57.059	21	1:41.219	2:55.469	21	1:53.172	2:54.162	22	2:13.637	2:58.168
76	1:15.488	2:58.482	76	1:26.370	2:52.860	22	1:44.175	3:03.130	22	2:00.812	2:58.846	26	1 LAP	2:56.420
21	1:16.084	3:03.381	21	1:27.998	2:53.892	26	1 LAP	2:57.827	26	1 LAP	2:55.321	13	2:22.042	2:59.149
13	1:16.911	2:59.638	13	1:33.298	2:58.365	13	1:52.256	3:01.206	13	2:08.236	2:58.189	88	2:35.948	3:02.383
26	1 LAP	5:14.476	26	1 LAP	2:59.300	88	2:00.716	3:03.100	88	2:18.908	3:00.401			
35	1:19.603	3:37.716P	88	1:39.864	3:00.054									
88	1:21.788	2:59.663												



**STDM Guia Race  
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
6		2:50.023	6		2:52.882									
10	15.158	2:45.866	10	9.200	2:46.924									
11	20.820	2:45.089	1	13.966	2:45.649									
1	21.199	2:45.210	11	15.469	2:47.531									
3	24.440	2:49.813	3	17.340	2:45.782									
51	25.500	2:45.065	8	18.448	2:44.827									
8	26.503	2:44.007	51	32.028	2:59.410									
12	49.931	2:49.176	12	46.351	2:49.302									
5	1:08.046	2:50.793	15	1:06.256	2:50.228									
15	1:08.910	2:48.275	5	1:06.984	2:51.820									
32	1:26.171	2:51.732	32	1:26.417	2:53.128									
77	1:38.446	2:53.240	77	1:40.848	2:55.284									
4	1:45.978	2:53.086	4	1:49.277	2:56.181									
76	2:06.305	2:57.473	76	2:07.182	2:53.759									
21	2:09.951	2:54.616	21	2:11.968	2:54.899									
22	2:20.387	2:56.773	22	2:26.890	2:59.385									
26	1 LAP	2:54.832	26	1 LAP	2:59.139									
13	2:28.629	2:56.610	13	2:33.606	2:57.859									
88	2:46.488	3:00.563	88	2:53.139	2:59.533									

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

<b>1</b>	<b>C NATTAUDE</b>			<b>THA</b>	<b>Peugeot 306</b>			
<b>1 -</b>	2:43.271			<b>3:27.531</b>	<b>7 -</b> 28.974 210.5	1:40.039	35.344 164.1	<b>2:44.357</b>
<b>2 -</b> 1:25.351	2:26.241	1:14.793		X:00.000	<b>8 -</b> 28.882 218.6	1:40.075	35.442 163.8	<b>2:44.399</b>
<b>3 -</b> 1:13.462	2:03.903	41.326 160.0		<b>3:58.691</b>	<b>9 -</b> 28.751 219.0	1:40.001	36.157 163.3	<b>2:44.909</b>
<b>4 -</b> 29.741 122.7	1:44.889	35.637 163.1		<b>2:50.267</b>	<b>10 -</b> 28.894 204.5	1:40.777	35.287 165.3	<b>2:44.958</b>
<b>5 -</b> 29.188 219.5	1:41.453	35.515 163.8		<b>2:46.156</b>	<b>11 -</b> 30.038 216.0	1:39.961	35.211 <b>165.6</b>	<b>2:45.210</b>
<b>6 -</b> 28.972 <b>220.8</b>	1:39.901	35.466 162.6		<b>2:44.339</b>	<b>12 -</b> 29.568 208.0	1:40.789	35.292 162.4	<b>2:45.649</b>
<b>2</b>	<b>Steve SOPER</b>			<b>GBR</b>	<b>Peugeot 306</b>			
<b>1 -</b>	<b>2:41.604</b>			<b>3:26.044</b>	<b>4 -</b> 28.633 <b>229.7</b>	1:39.766	35.270 <b>165.1</b>	<b>2:43.669</b>
<b>2 -</b> 1:23.382	2:27.303	1:14.425		X:00.000	<b>5 -</b> 28.718 <b>229.7</b>	1:38.726	36.358	<b>2:43.802</b>
<b>3 -</b> 1:13.435	2:04.807	41.465 164.3		<b>3:59.707</b>				
<b>3</b>	<b>Franz ENGSTLER</b>			<b>GER</b>	<b>BMW 320i</b>			
<b>1 -</b>	2:52.855	138.9		<b>3:32.375</b>	<b>7 -</b> 29.691 222.6	1:39.784	35.613 <b>164.3</b>	<b>2:45.088</b>
<b>2 -</b> 1:26.188	2:27.258	1:13.028		X:00.000	<b>8 -</b> 29.361 221.7	1:40.333	35.928 156.5	<b>2:45.622</b>
<b>3 -</b> 1:15.614 130.1	2:03.144	37.552 162.8		<b>3:56.310</b>	<b>9 -</b> 29.606 222.2	1:38.021	35.661 <b>164.3</b>	<b>2:43.288</b>
<b>4 -</b> 29.445 220.8	1:40.389	35.384 164.1		<b>2:45.218</b>	<b>10 -</b> 29.137 223.6	1:41.039	37.022 163.3	<b>2:47.198</b>
<b>5 -</b> 29.104 <b>225.4</b>	1:39.575	35.454 163.6		<b>2:44.133</b>	<b>11 -</b> 31.545 201.1	1:42.536	35.732 163.1	<b>2:49.813</b>
<b>6 -</b> 30.151 221.3	1:39.144	35.629 163.1		<b>2:44.924</b>	<b>12 -</b> 29.758 220.4	1:39.984	36.040 156.2	<b>2:45.782</b>
<b>4</b>	<b>MAK Ka Lok</b>			<b>MAC</b>	<b>Honda Integra</b>			
<b>1 -</b>	<b>3:01.214</b>	147.5		<b>3:46.775</b>	<b>7 -</b> 31.217 <b>210.1</b>	1:44.513	37.287 157.6	<b>2:53.017</b>
<b>2 -</b> 1:19.066	2:26.957	1:11.844		<b>4:57.867</b>	<b>8 -</b> 31.176 201.8	1:44.772	38.594 157.2	<b>2:54.542</b>
<b>3 -</b> 1:19.237	2:00.060	37.644 157.2		<b>3:56.941</b>	<b>9 -</b> 31.473 208.4	1:44.353	38.940 156.7	<b>2:54.766</b>
<b>4 -</b> 31.523 197.8	1:45.954	37.653 155.6		<b>2:55.130</b>	<b>10 -</b> 31.483 183.3	1:47.412	37.288 157.2	<b>2:56.183</b>
<b>5 -</b> 31.907 199.6	1:45.465	37.595 156.5		<b>2:54.967</b>	<b>11 -</b> 31.175 204.1	1:44.951	36.960 <b>158.1</b>	<b>2:53.086</b>
<b>6 -</b> 31.362	1:49.193	38.152 157.2		<b>2:58.707</b>	<b>12 -</b> 31.677 202.2	1:46.395	38.109 152.3	<b>2:56.181</b>
<b>5</b>	<b>Paul CHAN</b>			<b>HKG</b>	<b>BMW 320i</b>			
<b>1 -</b>	<b>2:48.360</b>	117.7		<b>3:29.440</b>	<b>7 -</b> 31.562 209.3	1:43.400	36.377 159.2	<b>2:51.339</b>
<b>2 -</b> 1:26.809	2:24.815	1:15.533		X:00.000	<b>8 -</b> 31.379 208.8	1:42.852	36.402 159.5	<b>2:50.633</b>
<b>3 -</b> 1:15.555 119.7	2:01.593	39.750 159.5		<b>3:56.898</b>	<b>9 -</b> 31.613 209.3	1:43.299	37.930 158.5	<b>2:52.842</b>
<b>4 -</b> 30.566 <b>214.7</b>	1:43.573	36.092 159.2		<b>2:50.231</b>	<b>10 -</b> 32.168 192.5	1:45.616	36.344 159.5	<b>2:54.128</b>
<b>5 -</b> 31.082	1:43.196	36.156 160.0		<b>2:50.434</b>	<b>11 -</b> 31.630 207.2	1:42.883	36.280 159.7	<b>2:50.793</b>
<b>6 -</b> 31.419 210.1	1:42.613	36.122 160.0		<b>2:50.154</b>	<b>12 -</b> 32.278	1:43.614	35.928 <b>160.7</b>	<b>2:51.820</b>
<b>6</b>	<b>Duncan HUISMAN</b>			<b>NED</b>	<b>BMW 320i</b>			
<b>1 -</b>	2:37.500	118.1		<b>3:22.616</b>	<b>7 -</b> 28.825 223.1	1:37.969	34.866 166.1	<b>2:41.660</b>
<b>2 -</b> 1:21.357	2:28.251	1:15.110		X:00.000	<b>8 -</b> 28.859 222.6	1:38.698	34.903 166.1	<b>2:42.460</b>
<b>3 -</b> 1:11.215 123.4	2:07.022	43.088 165.1		<b>4:01.325</b>	<b>9 -</b> 28.814 <b>225.0</b>	1:38.063	35.494 165.8	<b>2:42.371</b>
<b>4 -</b> 28.945 215.5	1:38.844	34.783 <b>166.6</b>		<b>2:42.572</b>	<b>10 -</b> 28.822 224.0	1:39.940	35.512 164.1	<b>2:44.274</b>
<b>5 -</b> 29.188 220.8	1:38.203	34.897 166.1		<b>2:42.288</b>	<b>11 -</b> 29.987 200.0	1:44.323	35.713 164.6	<b>2:50.023</b>
<b>6 -</b> 28.720 220.8	1:38.067	34.909 166.1		<b>2:41.696</b>	<b>12 -</b> 30.797 192.5	1:44.708	37.377 119.8	<b>2:52.882</b>
<b>7</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>BMW 320i</b>			
<b>1 -</b>	2:36.025	115.8		<b>3:21.498</b>	<b>6 -</b> 28.937 222.2	1:37.824	34.997 165.3	<b>2:41.758</b>
<b>2 -</b> 1:20.350	2:29.799	1:14.002		X:00.000	<b>7 -</b> 29.041 222.2	1:37.917	35.020 163.6	<b>2:41.978</b>
<b>3 -</b> 1:12.160 122.4	2:06.827	43.630 163.8		<b>4:02.617</b>	<b>8 -</b> 29.010 219.5	1:38.259	34.979 164.3	<b>2:42.248</b>
<b>4 -</b> 29.188 207.6	1:38.456	34.769 <b>166.4</b>		<b>2:42.413</b>	<b>9 -</b> 28.897 223.1	1:37.846	35.466 163.3	<b>2:42.209</b>
<b>5 -</b> 29.011 222.6	1:37.897	34.857 165.8		<b>2:41.765</b>				

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>8</b>	<b>Markus GEDLICH</b>		<b>GER</b>		<b>BMW 320i</b>			
<b>1 -</b>	3:02.708		144.7	<b>3:49.075</b>	<b>7 -</b> 29.351 212.5	1:39.073	36.058 159.2	<b>2:44.482</b>
<b>2 -</b> 1:17.656	2:27.594		1:11.610	<b>4:56.860</b>	<b>8 -</b> 29.564	1:39.265	35.696 162.6	<b>2:44.525</b>
<b>3 -</b> 1:18.725	2:01.036		37.461 161.9	<b>3:57.222</b>	<b>9 -</b> 29.387 211.7	1:39.149	36.028 <b>164.3</b>	<b>2:44.564</b>
<b>4 -</b> 29.668 204.5	1:42.015		36.102 163.8	<b>2:47.785</b>	<b>10 -</b> 29.259 193.5	1:40.146	35.386 163.6	<b>2:44.791</b>
<b>5 -</b> 29.548 <b>219.9</b>	1:39.318		35.769 163.1	<b>2:44.635</b>	<b>11 -</b> 29.136 208.4	1:39.464	35.407 <b>164.3</b>	<b>2:44.007</b>
<b>6 -</b> 29.644 214.7	1:39.337		35.579 162.8	<b>2:44.560</b>	<b>12 -</b> 28.997 219.5	1:40.407	35.423 162.8	<b>2:44.827</b>
<b>10</b>	<b>Manabu ORIDO</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	2:38.796			<b>3:23.350</b>	<b>7 -</b> 29.323 <b>223.6</b>	1:39.030	35.877 159.7	<b>2:44.230</b>
<b>2 -</b> 1:21.861	2:28.538		1:14.285	<b>X:00.000</b>	<b>8 -</b> 29.489 214.7	1:39.119	35.849 <b>160.4</b>	<b>2:44.457</b>
<b>3 -</b> 1:11.776 122.4	2:06.948		42.673 159.0	<b>4:01.397</b>	<b>9 -</b> 29.385 217.3	1:39.951	36.436 160.2	<b>2:45.772</b>
<b>4 -</b> 29.624 213.4	1:39.544		35.775 160.0	<b>2:44.943</b>	<b>10 -</b> 29.314 216.4	1:39.665	36.039 159.7	<b>2:45.018</b>
<b>5 -</b> 30.192 222.2	1:39.990		35.980 160.2	<b>2:46.162</b>	<b>11 -</b> 29.713 218.1	1:39.904	36.249 157.6	<b>2:45.866</b>
<b>6 -</b> 29.373 219.5	1:39.812		36.097 160.2	<b>2:45.282</b>	<b>12 -</b> 29.720 219.5	1:40.845	36.359 156.7	<b>2:46.924</b>
<b>11</b>	<b>Nobuteru TANIGUCHI</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	2:42.439			<b>3:26.630</b>	<b>7 -</b> 29.283 218.1	1:40.056	35.708 159.7	<b>2:45.047</b>
<b>2 -</b> 1:23.808	2:26.986		1:14.995	<b>X:00.000</b>	<b>8 -</b> 29.438 219.5	1:40.143	36.895 150.4	<b>2:46.476</b>
<b>3 -</b> 1:13.265	2:04.689		41.913 154.0	<b>3:59.867</b>	<b>9 -</b> 29.796 <b>223.6</b>	1:39.264	36.135 160.4	<b>2:45.195</b>
<b>4 -</b> 29.672 119.8	1:41.037		35.779 <b>160.7</b>	<b>2:46.488</b>	<b>10 -</b> 29.635 210.9	1:40.105	35.975 160.0	<b>2:45.715</b>
<b>5 -</b> 29.663 170.8	1:40.275		35.640 160.4	<b>2:45.578</b>	<b>11 -</b> 29.761 213.0	1:39.567	35.761 159.2	<b>2:45.089</b>
<b>6 -</b> 29.532 216.4	1:39.604		35.813 159.7	<b>2:44.949</b>	<b>12 -</b> 29.765 219.5	1:41.556	36.210 144.9	<b>2:47.531</b>
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	<b>2:40.680</b>			<b>3:25.239</b>	<b>7 -</b> 29.988 213.8	1:41.663	36.589 156.2	<b>2:48.240</b>
<b>2 -</b> 1:22.244	2:28.209		1:14.539 136.7	<b>X:00.000</b>	<b>8 -</b> 29.707 212.5	1:42.576	38.833 153.8	<b>2:51.116</b>
<b>3 -</b> 1:13.776 211.7	2:04.848		41.788 155.6	<b>4:00.412</b>	<b>9 -</b> 30.230 212.5	1:41.233	38.065 155.8	<b>2:49.528</b>
<b>4 -</b> 30.844 <b>220.4</b>	1:40.920		36.220 <b>157.8</b>	<b>2:47.984</b>	<b>10 -</b> 30.110 208.8	1:44.470	37.149 155.3	<b>2:51.729</b>
<b>5 -</b> 29.621 215.5	1:43.520		36.536 157.4	<b>2:49.677</b>	<b>11 -</b> 30.089 213.0	1:42.401	36.686 157.2	<b>2:49.176</b>
<b>6 -</b> 29.882 201.4	1:41.221		36.738 154.2	<b>2:47.841</b>	<b>12 -</b> 30.106 215.1	1:42.525	36.671 155.6	<b>2:49.302</b>
<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		<b>Peugeot 306</b>			
<b>1 -</b> 49.824 205.7	2:15.712		49.472 138.2	<b>3:55.008</b>	<b>7 -</b> 31.379 201.4	1:48.814	38.172 150.8	<b>2:58.365</b>
<b>2 -</b> 1:15.392	2:27.309		1:12.967	<b>4:55.668</b>	<b>8 -</b> 31.966 208.0	1:48.322	40.918 150.4	<b>3:01.206</b>
<b>3 -</b> 1:17.960	2:00.712		39.033 148.1	<b>3:57.705</b>	<b>9 -</b> 31.995 <b>210.9</b>	1:47.998	38.196 150.4	<b>2:58.189</b>
<b>4 -</b> 35.529 180.6	1:51.189		39.479 151.6	<b>3:06.197</b>	<b>10 -</b> 32.199 186.8	1:49.028	37.922 151.2	<b>2:59.149</b>
<b>5 -</b> 31.930 203.7	1:46.836		38.131 151.2	<b>2:56.897</b>	<b>11 -</b> 31.558 210.5	1:46.982	38.070 149.3	<b>2:56.610</b>
<b>6 -</b> 32.522 204.5	1:49.101		38.015 <b>152.7</b>	<b>2:59.638</b>	<b>12 -</b> 31.692 <b>210.9</b>	1:48.106	38.061 147.7	<b>2:57.859</b>
<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1 -</b> 1:00.079 199.2	2:12.447		47.284 131.8	<b>3:59.810</b>	<b>7 -</b> 29.522 220.4	1:43.884	36.281 <b>163.8</b>	<b>2:49.687</b>
<b>2 -</b> 1:13.340	2:29.287		1:12.500	<b>4:55.127</b>	<b>8 -</b> 29.862	1:40.866	35.563 163.1	<b>2:46.291</b>
<b>3 -</b> 1:16.597 207.6	2:01.305		37.361 162.8	<b>3:55.263</b>	<b>9 -</b> 29.408 220.4	1:39.556	37.166 163.3	<b>2:46.130</b>
<b>4 -</b> 33.479 203.0	1:46.534		36.230 161.4	<b>2:56.243</b>	<b>10 -</b> 29.532 217.7	1:41.316	35.601 163.3	<b>2:46.449</b>
<b>5 -</b> 29.756 214.7	1:41.533		35.858 163.1	<b>2:47.147</b>	<b>11 -</b> 30.079 219.9	1:42.523	35.673 163.3	<b>2:48.275</b>
<b>6 -</b> 29.332 <b>220.8</b>	1:48.144		37.015 162.4	<b>2:54.491</b>	<b>12 -</b> 31.295 205.3	1:42.772	36.161 163.1	<b>2:50.228</b>

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1 -</b>	2:59.509		146.3	<b>3:43.411</b>	<b>5 -</b> 30.993 204.5	1:43.828	36.361 160.4	<b>2:51.182</b>
<b>2 -</b> 1:20.373	2:27.933		1:11.252	<b>4:59.558</b>	<b>6 -</b> 30.854 203.0	1:55.047	38.154 <b>162.1</b>	<b>3:04.055</b>
<b>3 -</b> 1:19.090 122.7	2:00.179		38.141 158.1	<b>3:57.410</b>	<b>7 -</b> 31.701 <b>204.9</b>	1:44.178	36.683 159.2	<b>2:52.562</b>
<b>4 -</b> 31.738 203.7	1:44.677		36.830 159.7	<b>2:53.245</b>				
<b>18</b>	<b>Ratanakul PRUTIRAT</b>		<b>THA</b>		<b>Ford Focus</b>			
<b>1 -</b> 1:01.913 <b>177.6</b>	2:12.634		48.007 <b>133.0</b>	<b>4:02.554</b>	<b>2 -</b> 1:15.371	2:28.398	1:13.326	<b>4:57.095P</b>
<b>21</b>	<b>Ricardo A A LOPES</b>		<b>MAC</b>		<b>Honda Integra</b>			
<b>1 -</b> 52.509 175.0	2:13.800		49.192 126.1	<b>3:55.501</b>	<b>7 -</b> 31.864 190.1	1:45.820	36.208 <b>161.6</b>	<b>2:53.892</b>
<b>2 -</b> 1:15.471	2:27.486		1:14.346	<b>4:57.303</b>	<b>8 -</b> 31.000 192.5	1:46.532	37.937 159.2	<b>2:55.469</b>
<b>3 -</b> 1:16.688	2:01.211		38.225 159.7	<b>3:56.124</b>	<b>9 -</b> 30.953 190.1	1:46.079	37.130 161.1	<b>2:54.162</b>
<b>4 -</b> 33.126 180.3	1:50.260		37.400 158.8	<b>3:00.786</b>	<b>10 -</b> 31.167 177.6	1:49.036	37.326 160.2	<b>2:57.529</b>
<b>5 -</b> 31.956 <b>195.6</b>	1:48.248		36.987 156.5	<b>2:57.191</b>	<b>11 -</b> 31.596 187.5	1:46.331	36.689 <b>161.6</b>	<b>2:54.616</b>
<b>6 -</b> 31.996 187.8	1:52.602		38.783 160.2	<b>3:03.381</b>	<b>12 -</b> 31.151 185.2	1:46.677	37.071 160.4	<b>2:54.899</b>
<b>22</b>	<b>Paul POON</b>		<b>HKG</b>		<b>Honda Integra</b>			
<b>1 -</b> 50.602 203.3	2:13.778		49.464 130.5	<b>3:53.844</b>	<b>7 -</b> 31.979 208.0	1:47.719	37.361 <b>156.2</b>	<b>2:57.059</b>
<b>2 -</b> 1:15.675	2:26.810		1:13.145	<b>4:55.630</b>	<b>8 -</b> 32.662 203.0	1:51.168	39.300 154.0	<b>3:03.130</b>
<b>3 -</b> 1:17.935	2:00.749		37.961 155.6	<b>3:56.645</b>	<b>9 -</b> 32.754 206.5	1:47.985	38.107 154.9	<b>2:58.846</b>
<b>4 -</b> 34.509 186.2	1:49.136		37.868 <b>156.2</b>	<b>3:01.513</b>	<b>10 -</b> 32.366 195.2	1:48.220	37.582 155.1	<b>2:58.168</b>
<b>5 -</b> 32.142 <b>210.5</b>	1:47.020		37.654 154.0	<b>2:56.816</b>	<b>11 -</b> 31.469 204.9	1:48.038	37.266 155.3	<b>2:56.773</b>
<b>6 -</b> 32.325 201.8	1:47.939		37.702 154.9	<b>2:57.966</b>	<b>12 -</b> 32.673 201.1	1:48.050	38.662 148.3	<b>2:59.385</b>
<b>26</b>	<b>Kenneth LOOK</b>		<b>HKG</b>		<b>Honda Integra</b>			
<b>1 -</b>	<b>2:57.730</b>		153.1	<b>3:40.664</b>	<b>7 -</b> 32.170 <b>211.7</b>	1:46.873	38.784 156.7	<b>2:57.827</b>
<b>2 -</b> 1:21.118	2:27.335		1:12.093	<b>X:00.000</b>	<b>8 -</b> 31.955 <b>211.7</b>	1:46.174	37.192 157.2	<b>2:55.321</b>
<b>3 -</b> 1:15.392 142.2	2:03.615		37.526 158.1	<b>3:56.533</b>	<b>9 -</b> 31.685 205.7	1:47.541	37.194 157.2	<b>2:56.420</b>
<b>4 -</b> 40.968 153.4	2:31.108		48.823	<b>4:00.899P</b>	<b>10 -</b> 32.000 207.2	1:45.689	37.143 <b>159.0</b>	<b>2:54.832</b>
<b>5 -</b> 2:38.405 173.6	1:54.253		41.818 154.2	<b>X:00.000</b>	<b>11 -</b> 32.822 188.8	1:48.055	38.262	<b>2:59.139</b>
<b>6 -</b> 33.055 206.5	1:48.553		37.692 157.2	<b>2:59.300</b>				
<b>31</b>	<b>LAM Wai Hung</b>		<b>HKG</b>		<b>Alfa 156</b>			
<b>1 -</b>	<b>2:54.328</b>			<b>4:35.975</b>	<b>3 -</b> 1:16.187	2:11.314	1:04.457	<b>4:31.958P</b>
<b>2 -</b> 45.288 <b>128.2</b>	2:25.276		1:09.422	<b>4:19.986</b>				
<b>32</b>	<b>Kenny LO</b>		<b>HKG</b>		<b>Alfa 156</b>			
<b>1 -</b>	<b>2:58.581</b>		156.0	<b>3:41.481</b>	<b>7 -</b> 30.906 208.8	1:44.087	36.433 158.5	<b>2:51.426</b>
<b>2 -</b> 1:21.344 117.6	2:27.659		1:11.611	<b>X:00.000</b>	<b>8 -</b> 30.684 206.1	1:43.803	36.340 160.9	<b>2:50.827</b>
<b>3 -</b> 1:19.264 126.6	2:00.002		37.005 160.4	<b>3:56.271</b>	<b>9 -</b> 30.584 213.0	1:42.302	37.795 160.4	<b>2:50.681</b>
<b>4 -</b> 31.382 <b>213.4</b>	1:44.844		38.577 160.7	<b>2:54.803</b>	<b>10 -</b> 30.917 178.8	1:44.942	36.233 <b>161.1</b>	<b>2:52.092</b>
<b>5 -</b> 30.644 213.0	1:43.010		36.394 158.3	<b>2:50.048</b>	<b>11 -</b> 30.983 206.1	1:44.205	36.544 160.4	<b>2:51.732</b>
<b>6 -</b> 30.397 209.3	1:55.211		36.591 160.0	<b>3:02.199</b>	<b>12 -</b> 31.193 204.1	1:44.516	37.419 155.8	<b>2:53.128</b>
<b>35</b>	<b>Angelo BARRETO</b>		<b>PHI</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	<b>2:52.399</b>		136.8	<b>3:31.860</b>	<b>4 -</b> 30.647 210.1	1:44.012	35.912 160.2	<b>2:50.571</b>
<b>2 -</b> 1:25.846 170.8	2:27.188		1:12.687	<b>X:00.000</b>	<b>5 -</b> 29.825 <b>213.0</b>	1:44.810	36.542 <b>160.7</b>	<b>2:51.177</b>
<b>3 -</b> 1:14.998 113.9	2:03.932		37.830 157.8	<b>3:56.760</b>	<b>6 -</b> 29.671 197.0	2:04.606	1:03.439	<b>3:37.716P</b>

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>51</b>	<b>Henry LEE Jnr</b>		<b>HKG</b>		<b>BMW 320i</b>				
<b>1 -</b>		<b>2:47.713</b>		129.4	<b>3:28.842</b>	<b>7 -</b> 29.486 221.3	1:42.423	35.251 164.1	<b>2:47.160</b>
<b>2 -</b> 1:25.824		2:25.350		1:15.510	X:00.000	<b>8 -</b> 29.665 220.4	1:40.248	35.461 163.3	<b>2:45.374</b>
<b>3 -</b> 1:15.131 120.1		2:01.842		40.263 <b>164.8</b>	<b>3:57.236</b>	<b>9 -</b> 29.524 218.6	1:40.407	35.869 158.8	<b>2:45.800</b>
<b>4 -</b> 29.929 130.2		1:42.231		35.075 164.1	<b>2:47.235</b>	<b>10 -</b> 29.728 219.5	1:40.705	35.118 163.3	<b>2:45.551</b>
<b>5 -</b> 29.335 223.6		1:43.040		35.317 162.8	<b>2:47.692</b>	<b>11 -</b> 29.428 216.4	1:40.265	35.372 163.1	<b>2:45.065</b>
<b>6 -</b> 29.409 222.2		1:40.029		35.426 162.6	<b>2:44.864</b>	<b>12 -</b> 29.300 <b>224.0</b>	1:49.107	41.003 127.0	<b>2:59.410</b>
<b>76</b>	<b>LO Ka Fai</b>		<b>HKG</b>		<b>Honda Integra</b>				
<b>1 -</b> 56.091 158.1		2:15.139		47.927 128.4	<b>3:59.157</b>	<b>7 -</b> 32.119 197.4	1:44.544	36.197 160.7	<b>2:52.860</b>
<b>2 -</b> 1:12.940		2:28.001		1:13.934	<b>4:54.875</b>	<b>8 -</b> 31.273 <b>202.2</b>	1:44.031	37.619 160.7	<b>2:52.923</b>
<b>3 -</b> 1:16.456		2:01.375		38.084 148.9	<b>3:55.915</b>	<b>9 -</b> 31.499 200.3	1:45.131	37.395 155.6	<b>2:54.025</b>
<b>4 -</b> 35.682 181.5		1:50.059		37.966 153.8	<b>3:03.707</b>	<b>10 -</b> 32.369 191.8	1:45.577	37.391 156.9	<b>2:55.337</b>
<b>5 -</b> 33.314 192.1		1:47.000		37.240 152.1	<b>2:57.554</b>	<b>11 -</b> 33.717 167.9	1:47.279	36.477 <b>161.4</b>	<b>2:57.473</b>
<b>6 -</b> 32.622 197.8		1:48.305		37.555 158.5	<b>2:58.482</b>	<b>12 -</b> 31.872 186.5	1:45.162	36.725 161.1	<b>2:53.759</b>
<b>77</b>	<b>Kenneth CHAN</b>		<b>HKG</b>		<b>Honda Integra</b>				
<b>1 -</b>		<b>2:57.046</b>		154.2	<b>3:36.385</b>	<b>7 -</b> 30.504 213.0	1:44.484	37.743 158.5	<b>2:52.731</b>
<b>2 -</b> 1:25.361		2:26.873		1:11.414	X:00.000	<b>8 -</b> 30.637 207.6	1:45.227	36.843 158.5	<b>2:52.707</b>
<b>3 -</b> 1:15.247 133.0		2:03.945		37.279 157.2	<b>3:56.471</b>	<b>9 -</b> 30.975 204.9	1:45.063	38.640 158.5	<b>2:54.678</b>
<b>4 -</b> 31.135 210.9		1:46.119		36.970 154.7	<b>2:54.224</b>	<b>10 -</b> 31.237 201.8	1:46.497	37.041 <b>160.0</b>	<b>2:54.775</b>
<b>5 -</b> 31.533 213.4		1:43.924		37.459 156.0	<b>2:52.916</b>	<b>11 -</b> 30.934 197.8	1:45.460	36.846 158.3	<b>2:53.240</b>
<b>6 -</b> 30.465 <b>214.2</b>		1:55.298		36.911 158.1	<b>3:02.674</b>	<b>12 -</b> 31.427 194.2	1:46.603	37.254 157.4	<b>2:55.284</b>
<b>88</b>	<b>Manual Ao YEUNG</b>		<b>MAC</b>		<b>Honda Integra</b>				
<b>1 -</b> 48.663 194.5		2:15.025		49.656 131.8	<b>3:53.344</b>	<b>7 -</b> 32.636 <b>195.6</b>	1:48.808	38.610 153.1	<b>3:00.054</b>
<b>2 -</b> 1:15.274		2:26.518		1:12.818	<b>4:54.610</b>	<b>8 -</b> 32.598 194.9	1:50.040	40.462 155.8	<b>3:03.100</b>
<b>3 -</b> 1:18.581		2:00.346		38.982 155.8	<b>3:57.909</b>	<b>9 -</b> 33.191 191.1	1:48.707	38.503 <b>157.4</b>	<b>3:00.401</b>
<b>4 -</b> 34.590 188.4		1:53.878		40.789 152.1	<b>3:09.257</b>	<b>10 -</b> 32.649 182.1	1:51.237	38.497 156.9	<b>3:02.383</b>
<b>5 -</b> 32.708 191.1		1:50.075		38.424 155.6	<b>3:01.207</b>	<b>11 -</b> 32.579 190.1	1:49.313	38.671 156.5	<b>3:00.563</b>
<b>6 -</b> 32.662 193.2		1:48.586		38.415 155.8	<b>2:59.663</b>	<b>12 -</b> 32.603 193.5	1:48.691	38.239 156.9	<b>2:59.533</b>

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

<b>1</b>	<b>C NATTAUDE</b>			<b>THA</b>	<b>Peugeot 306</b>			
<b>1 -</b>	2:43.271			<b>3:27.531</b>	<b>7 -</b> 28.974 210.5	1:40.039	35.344 164.1	<b>2:44.357</b>
<b>2 -</b> 1:25.351	2:26.241	1:14.793		<b>X:00.000</b>	<b>8 -</b> 28.882 218.6	1:40.075	35.442 163.8	<b>2:44.399</b>
<b>3 -</b> 1:13.462	2:03.903	41.326 160.0		<b>3:58.691</b>	<b>9 -</b> 28.751 219.0	1:40.001	36.157 163.3	<b>2:44.909</b>
<b>4 -</b> 29.741 122.7	1:44.889	35.637 163.1		<b>2:50.267</b>	<b>10 -</b> 28.894 204.5	1:40.777	35.287 165.3	<b>2:44.958</b>
<b>5 -</b> 29.188 219.5	1:41.453	35.515 163.8		<b>2:46.156</b>	<b>11 -</b> 30.038 216.0	1:39.961	35.211 <b>165.6</b>	<b>2:45.210</b>
<b>6 -</b> 28.972 <b>220.8</b>	1:39.901	35.466 162.6		<b>2:44.339</b>	<b>12 -</b> 29.568 208.0	1:40.789	35.292 162.4	<b>2:45.649</b>
<b>2</b>	<b>Steve SOPER</b>			<b>GBR</b>	<b>Peugeot 306</b>			
<b>1 -</b>	<b>2:41.604</b>			<b>3:26.044</b>	<b>4 -</b> 28.633 <b>229.7</b>	1:39.766	35.270 <b>165.1</b>	<b>2:43.669</b>
<b>2 -</b> 1:23.382	2:27.303	1:14.425		<b>X:00.000</b>	<b>5 -</b> 28.718 <b>229.7</b>	1:38.726	36.358	<b>2:43.802</b>
<b>3 -</b> 1:13.435	2:04.807	41.465 164.3		<b>3:59.707</b>				
<b>3</b>	<b>Franz ENGSTLER</b>			<b>GER</b>	<b>BMW 320i</b>			
<b>1 -</b>	2:52.855	138.9		<b>3:32.375</b>	<b>7 -</b> 29.691 222.6	1:39.784	35.613 <b>164.3</b>	<b>2:45.088</b>
<b>2 -</b> 1:26.188	2:27.258	1:13.028		<b>X:00.000</b>	<b>8 -</b> 29.361 221.7	1:40.333	35.928 156.5	<b>2:45.622</b>
<b>3 -</b> 1:15.614 130.1	2:03.144	37.552 162.8		<b>3:56.310</b>	<b>9 -</b> 29.606 222.2	1:38.021	35.661 <b>164.3</b>	<b>2:43.288</b>
<b>4 -</b> 29.445 220.8	1:40.389	35.384 164.1		<b>2:45.218</b>	<b>10 -</b> 29.137 223.6	1:41.039	37.022 163.3	<b>2:47.198</b>
<b>5 -</b> 29.104 <b>225.4</b>	1:39.575	35.454 163.6		<b>2:44.133</b>	<b>11 -</b> 31.545 201.1	1:42.536	35.732 163.1	<b>2:49.813</b>
<b>6 -</b> 30.151 221.3	1:39.144	35.629 163.1		<b>2:44.924</b>	<b>12 -</b> 29.758 220.4	1:39.984	36.040 156.2	<b>2:45.782</b>
<b>4</b>	<b>MAK Ka Lok</b>			<b>MAC</b>	<b>Honda Integra</b>			
<b>1 -</b>	<b>3:01.214</b>	147.5		<b>3:46.775</b>	<b>7 -</b> 31.217 <b>210.1</b>	1:44.513	37.287 157.6	<b>2:53.017</b>
<b>2 -</b> 1:19.066	2:26.957	1:11.844		<b>4:57.867</b>	<b>8 -</b> 31.176 201.8	1:44.772	38.594 157.2	<b>2:54.542</b>
<b>3 -</b> 1:19.237	2:00.060	37.644 157.2		<b>3:56.941</b>	<b>9 -</b> 31.473 208.4	1:44.353	38.940 156.7	<b>2:54.766</b>
<b>4 -</b> 31.523 197.8	1:45.954	37.653 155.6		<b>2:55.130</b>	<b>10 -</b> 31.483 183.3	1:47.412	37.288 157.2	<b>2:56.183</b>
<b>5 -</b> 31.907 199.6	1:45.465	37.595 156.5		<b>2:54.967</b>	<b>11 -</b> 31.175 204.1	1:44.951	36.960 <b>158.1</b>	<b>2:53.086</b>
<b>6 -</b> 31.362	1:49.193	38.152 157.2		<b>2:58.707</b>	<b>12 -</b> 31.677 202.2	1:46.395	38.109 152.3	<b>2:56.181</b>
<b>5</b>	<b>Paul CHAN</b>			<b>HKG</b>	<b>BMW 320i</b>			
<b>1 -</b>	<b>2:48.360</b>	117.7		<b>3:29.440</b>	<b>7 -</b> 31.562 209.3	1:43.400	36.377 159.2	<b>2:51.339</b>
<b>2 -</b> 1:26.809	2:24.815	1:15.533		<b>X:00.000</b>	<b>8 -</b> 31.379 208.8	1:42.852	36.402 159.5	<b>2:50.633</b>
<b>3 -</b> 1:15.555 119.7	2:01.593	39.750 159.5		<b>3:56.898</b>	<b>9 -</b> 31.613 209.3	1:43.299	37.930 158.5	<b>2:52.842</b>
<b>4 -</b> 30.566 <b>214.7</b>	1:43.573	36.092 159.2		<b>2:50.231</b>	<b>10 -</b> 32.168 192.5	1:45.616	36.344 159.5	<b>2:54.128</b>
<b>5 -</b> 31.082	1:43.196	36.156 160.0		<b>2:50.434</b>	<b>11 -</b> 31.630 207.2	1:42.883	36.280 159.7	<b>2:50.793</b>
<b>6 -</b> 31.419 210.1	1:42.613	36.122 160.0		<b>2:50.154</b>	<b>12 -</b> 32.278	1:43.614	35.928 <b>160.7</b>	<b>2:51.820</b>
<b>6</b>	<b>Duncan HUISMAN</b>			<b>NED</b>	<b>BMW 320i</b>			
<b>1 -</b>	2:37.500	118.1		<b>3:22.616</b>	<b>7 -</b> 28.825 223.1	1:37.969	34.866 166.1	<b>2:41.660</b>
<b>2 -</b> 1:21.357	2:28.251	1:15.110		<b>X:00.000</b>	<b>8 -</b> 28.859 222.6	1:38.698	34.903 166.1	<b>2:42.460</b>
<b>3 -</b> 1:11.215 123.4	2:07.022	43.088 165.1		<b>4:01.325</b>	<b>9 -</b> 28.814 <b>225.0</b>	1:38.063	35.494 165.8	<b>2:42.371</b>
<b>4 -</b> 28.945 215.5	1:38.844	34.783 <b>166.6</b>		<b>2:42.572</b>	<b>10 -</b> 28.822 224.0	1:39.940	35.512 164.1	<b>2:44.274</b>
<b>5 -</b> 29.188 220.8	1:38.203	34.897 166.1		<b>2:42.288</b>	<b>11 -</b> 29.987 200.0	1:44.323	35.713 164.6	<b>2:50.023</b>
<b>6 -</b> 28.720 220.8	1:38.067	34.909 166.1		<b>2:41.696</b>	<b>12 -</b> 30.797 192.5	1:44.708	37.377 119.8	<b>2:52.882</b>
<b>7</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>BMW 320i</b>			
<b>1 -</b>	2:36.025	115.8		<b>3:21.498</b>	<b>6 -</b> 28.937 222.2	1:37.824	34.997 165.3	<b>2:41.758</b>
<b>2 -</b> 1:20.350	2:29.799	1:14.002		<b>X:00.000</b>	<b>7 -</b> 29.041 222.2	1:37.917	35.020 163.6	<b>2:41.978</b>
<b>3 -</b> 1:12.160 122.4	2:06.827	43.630 163.8		<b>4:02.617</b>	<b>8 -</b> 29.010 219.5	1:38.259	34.979 164.3	<b>2:42.248</b>
<b>4 -</b> 29.188 207.6	1:38.456	34.769 <b>166.4</b>		<b>2:42.413</b>	<b>9 -</b> 28.897 223.1	1:37.846	35.466 163.3	<b>2:42.209</b>
<b>5 -</b> 29.011 222.6	1:37.897	34.857 165.8		<b>2:41.765</b>				

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>8</b>	<b>Markus GEDLICH</b>		<b>GER</b>		<b>BMW 320i</b>			
<b>1 -</b>	3:02.708		144.7	<b>3:49.075</b>	<b>7 -</b> 29.351 212.5	1:39.073	36.058 159.2	<b>2:44.482</b>
<b>2 -</b> 1:17.656	2:27.594		1:11.610	<b>4:56.860</b>	<b>8 -</b> 29.564	1:39.265	35.696 162.6	<b>2:44.525</b>
<b>3 -</b> 1:18.725	2:01.036		37.461 161.9	<b>3:57.222</b>	<b>9 -</b> 29.387 211.7	1:39.149	36.028 <b>164.3</b>	<b>2:44.564</b>
<b>4 -</b> 29.668 204.5	1:42.015		36.102 163.8	<b>2:47.785</b>	<b>10 -</b> 29.259 193.5	1:40.146	35.386 163.6	<b>2:44.791</b>
<b>5 -</b> 29.548 <b>219.9</b>	1:39.318		35.769 163.1	<b>2:44.635</b>	<b>11 -</b> 29.136 208.4	1:39.464	35.407 <b>164.3</b>	<b>2:44.007</b>
<b>6 -</b> 29.644 214.7	1:39.337		35.579 162.8	<b>2:44.560</b>	<b>12 -</b> 28.997 219.5	1:40.407	35.423 162.8	<b>2:44.827</b>
<b>10</b>	<b>Manabu ORIDO</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	2:38.796			<b>3:23.350</b>	<b>7 -</b> 29.323 <b>223.6</b>	1:39.030	35.877 159.7	<b>2:44.230</b>
<b>2 -</b> 1:21.861	2:28.538		1:14.285	<b>X:00.000</b>	<b>8 -</b> 29.489 214.7	1:39.119	35.849 <b>160.4</b>	<b>2:44.457</b>
<b>3 -</b> 1:11.776 122.4	2:06.948		42.673 159.0	<b>4:01.397</b>	<b>9 -</b> 29.385 217.3	1:39.951	36.436 160.2	<b>2:45.772</b>
<b>4 -</b> 29.624 213.4	1:39.544		35.775 160.0	<b>2:44.943</b>	<b>10 -</b> 29.314 216.4	1:39.665	36.039 159.7	<b>2:45.018</b>
<b>5 -</b> 30.192 222.2	1:39.990		35.980 160.2	<b>2:46.162</b>	<b>11 -</b> 29.713 218.1	1:39.904	36.249 157.6	<b>2:45.866</b>
<b>6 -</b> 29.373 219.5	1:39.812		36.097 160.2	<b>2:45.282</b>	<b>12 -</b> 29.720 219.5	1:40.845	36.359 156.7	<b>2:46.924</b>
<b>11</b>	<b>Nobuteru TANIGUCHI</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	2:42.439			<b>3:26.630</b>	<b>7 -</b> 29.283 218.1	1:40.056	35.708 159.7	<b>2:45.047</b>
<b>2 -</b> 1:23.808	2:26.986		1:14.995	<b>X:00.000</b>	<b>8 -</b> 29.438 219.5	1:40.143	36.895 150.4	<b>2:46.476</b>
<b>3 -</b> 1:13.265	2:04.689		41.913 154.0	<b>3:59.867</b>	<b>9 -</b> 29.796 <b>223.6</b>	1:39.264	36.135 160.4	<b>2:45.195</b>
<b>4 -</b> 29.672 119.8	1:41.037		35.779 <b>160.7</b>	<b>2:46.488</b>	<b>10 -</b> 29.635 210.9	1:40.105	35.975 160.0	<b>2:45.715</b>
<b>5 -</b> 29.663 170.8	1:40.275		35.640 160.4	<b>2:45.578</b>	<b>11 -</b> 29.761 213.0	1:39.567	35.761 159.2	<b>2:45.089</b>
<b>6 -</b> 29.532 216.4	1:39.604		35.813 159.7	<b>2:44.949</b>	<b>12 -</b> 29.765 219.5	1:41.556	36.210 144.9	<b>2:47.531</b>
<b>12</b>	<b>Mitsuhiro KINOSHITA</b>		<b>JPN</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	<b>2:40.680</b>			<b>3:25.239</b>	<b>7 -</b> 29.988 213.8	1:41.663	36.589 156.2	<b>2:48.240</b>
<b>2 -</b> 1:22.244	2:28.209		1:14.539 136.7	<b>X:00.000</b>	<b>8 -</b> 29.707 212.5	1:42.576	38.833 153.8	<b>2:51.116</b>
<b>3 -</b> 1:13.776 211.7	2:04.848		41.788 155.6	<b>4:00.412</b>	<b>9 -</b> 30.230 212.5	1:41.233	38.065 155.8	<b>2:49.528</b>
<b>4 -</b> 30.844 <b>220.4</b>	1:40.920		36.220 <b>157.8</b>	<b>2:47.984</b>	<b>10 -</b> 30.110 208.8	1:44.470	37.149 155.3	<b>2:51.729</b>
<b>5 -</b> 29.621 215.5	1:43.520		36.536 157.4	<b>2:49.677</b>	<b>11 -</b> 30.089 213.0	1:42.401	36.686 157.2	<b>2:49.176</b>
<b>6 -</b> 29.882 201.4	1:41.221		36.738 154.2	<b>2:47.841</b>	<b>12 -</b> 30.106 215.1	1:42.525	36.671 155.6	<b>2:49.302</b>
<b>13</b>	<b>Adrian FU</b>		<b>HKG</b>		<b>Peugeot 306</b>			
<b>1 -</b> 49.824 205.7	2:15.712		49.472 138.2	<b>3:55.008</b>	<b>7 -</b> 31.379 201.4	1:48.814	38.172 150.8	<b>2:58.365</b>
<b>2 -</b> 1:15.392	2:27.309		1:12.967	<b>4:55.668</b>	<b>8 -</b> 31.966 208.0	1:48.322	40.918 150.4	<b>3:01.206</b>
<b>3 -</b> 1:17.960	2:00.712		39.033 148.1	<b>3:57.705</b>	<b>9 -</b> 31.995 <b>210.9</b>	1:47.998	38.196 150.4	<b>2:58.189</b>
<b>4 -</b> 35.529 180.6	1:51.189		39.479 151.6	<b>3:06.197</b>	<b>10 -</b> 32.199 186.8	1:49.028	37.922 151.2	<b>2:59.149</b>
<b>5 -</b> 31.930 203.7	1:46.836		38.131 151.2	<b>2:56.897</b>	<b>11 -</b> 31.558 210.5	1:46.982	38.070 149.3	<b>2:56.610</b>
<b>6 -</b> 32.522 204.5	1:49.101		38.015 <b>152.7</b>	<b>2:59.638</b>	<b>12 -</b> 31.692 <b>210.9</b>	1:48.106	38.061 147.7	<b>2:57.859</b>
<b>15</b>	<b>Simon HARRISON</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1 -</b> 1:00.079 199.2	2:12.447		47.284 131.8	<b>3:59.810</b>	<b>7 -</b> 29.522 220.4	1:43.884	36.281 <b>163.8</b>	<b>2:49.687</b>
<b>2 -</b> 1:13.340	2:29.287		1:12.500	<b>4:55.127</b>	<b>8 -</b> 29.862	1:40.866	35.563 163.1	<b>2:46.291</b>
<b>3 -</b> 1:16.597 207.6	2:01.305		37.361 162.8	<b>3:55.263</b>	<b>9 -</b> 29.408 220.4	1:39.556	37.166 163.3	<b>2:46.130</b>
<b>4 -</b> 33.479 203.0	1:46.534		36.230 161.4	<b>2:56.243</b>	<b>10 -</b> 29.532 217.7	1:41.316	35.601 163.3	<b>2:46.449</b>
<b>5 -</b> 29.756 214.7	1:41.533		35.858 163.1	<b>2:47.147</b>	<b>11 -</b> 30.079 219.9	1:42.523	35.673 163.3	<b>2:48.275</b>
<b>6 -</b> 29.332 <b>220.8</b>	1:48.144		37.015 162.4	<b>2:54.491</b>	<b>12 -</b> 31.295 205.3	1:42.772	36.161 163.1	<b>2:50.228</b>

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>16</b>	<b>Richard MEINS</b>		<b>GBR</b>		<b>Ford Focus</b>			
<b>1 -</b>	2:59.509		146.3	<b>3:43.411</b>	<b>5 -</b> 30.993 204.5	1:43.828	36.361 160.4	<b>2:51.182</b>
<b>2 -</b> 1:20.373	2:27.933		1:11.252	<b>4:59.558</b>	<b>6 -</b> 30.854 203.0	1:55.047	38.154 <b>162.1</b>	<b>3:04.055</b>
<b>3 -</b> 1:19.090 122.7	2:00.179		38.141 158.1	<b>3:57.410</b>	<b>7 -</b> 31.701 <b>204.9</b>	1:44.178	36.683 159.2	<b>2:52.562</b>
<b>4 -</b> 31.738 203.7	1:44.677		36.830 159.7	<b>2:53.245</b>				
<b>18</b>	<b>Ratanakul PRUTIRAT</b>		<b>THA</b>		<b>Ford Focus</b>			
<b>1 -</b> 1:01.913 <b>177.6</b>	2:12.634		48.007 <b>133.0</b>	<b>4:02.554</b>	<b>2 -</b> 1:15.371	2:28.398	1:13.326	<b>4:57.095P</b>
<b>21</b>	<b>Ricardo A A LOPES</b>		<b>MAC</b>		<b>Honda Integra</b>			
<b>1 -</b> 52.509 175.0	2:13.800		49.192 126.1	<b>3:55.501</b>	<b>7 -</b> 31.864 190.1	1:45.820	36.208 <b>161.6</b>	<b>2:53.892</b>
<b>2 -</b> 1:15.471	2:27.486		1:14.346	<b>4:57.303</b>	<b>8 -</b> 31.000 192.5	1:46.532	37.937 159.2	<b>2:55.469</b>
<b>3 -</b> 1:16.688	2:01.211		38.225 159.7	<b>3:56.124</b>	<b>9 -</b> 30.953 190.1	1:46.079	37.130 161.1	<b>2:54.162</b>
<b>4 -</b> 33.126 180.3	1:50.260		37.400 158.8	<b>3:00.786</b>	<b>10 -</b> 31.167 177.6	1:49.036	37.326 160.2	<b>2:57.529</b>
<b>5 -</b> 31.956 <b>195.6</b>	1:48.248		36.987 156.5	<b>2:57.191</b>	<b>11 -</b> 31.596 187.5	1:46.331	36.689 <b>161.6</b>	<b>2:54.616</b>
<b>6 -</b> 31.996 187.8	1:52.602		38.783 160.2	<b>3:03.381</b>	<b>12 -</b> 31.151 185.2	1:46.677	37.071 160.4	<b>2:54.899</b>
<b>22</b>	<b>Paul POON</b>		<b>HKG</b>		<b>Honda Integra</b>			
<b>1 -</b> 50.602 203.3	2:13.778		49.464 130.5	<b>3:53.844</b>	<b>7 -</b> 31.979 208.0	1:47.719	37.361 <b>156.2</b>	<b>2:57.059</b>
<b>2 -</b> 1:15.675	2:26.810		1:13.145	<b>4:55.630</b>	<b>8 -</b> 32.662 203.0	1:51.168	39.300 154.0	<b>3:03.130</b>
<b>3 -</b> 1:17.935	2:00.749		37.961 155.6	<b>3:56.645</b>	<b>9 -</b> 32.754 206.5	1:47.985	38.107 154.9	<b>2:58.846</b>
<b>4 -</b> 34.509 186.2	1:49.136		37.868 <b>156.2</b>	<b>3:01.513</b>	<b>10 -</b> 32.366 195.2	1:48.220	37.582 155.1	<b>2:58.168</b>
<b>5 -</b> 32.142 <b>210.5</b>	1:47.020		37.654 154.0	<b>2:56.816</b>	<b>11 -</b> 31.469 204.9	1:48.038	37.266 155.3	<b>2:56.773</b>
<b>6 -</b> 32.325 201.8	1:47.939		37.702 154.9	<b>2:57.966</b>	<b>12 -</b> 32.673 201.1	1:48.050	38.662 148.3	<b>2:59.385</b>
<b>26</b>	<b>Kenneth LOOK</b>		<b>HKG</b>		<b>Honda Integra</b>			
<b>1 -</b>	<b>2:57.730</b>		153.1	<b>3:40.664</b>	<b>7 -</b> 32.170 <b>211.7</b>	1:46.873	38.784 156.7	<b>2:57.827</b>
<b>2 -</b> 1:21.118	2:27.335		1:12.093	<b>X:00.000</b>	<b>8 -</b> 31.955 <b>211.7</b>	1:46.174	37.192 157.2	<b>2:55.321</b>
<b>3 -</b> 1:15.392 142.2	2:03.615		37.526 158.1	<b>3:56.533</b>	<b>9 -</b> 31.685 205.7	1:47.541	37.194 157.2	<b>2:56.420</b>
<b>4 -</b> 40.968 153.4	2:31.108		48.823	<b>4:00.899P</b>	<b>10 -</b> 32.000 207.2	1:45.689	37.143 <b>159.0</b>	<b>2:54.832</b>
<b>5 -</b> 2:38.405 173.6	1:54.253		41.818 154.2	<b>X:00.000</b>	<b>11 -</b> 32.822 188.8	1:48.055	38.262	<b>2:59.139</b>
<b>6 -</b> 33.055 206.5	1:48.553		37.692 157.2	<b>2:59.300</b>				
<b>31</b>	<b>LAM Wai Hung</b>		<b>HKG</b>		<b>Alfa 156</b>			
<b>1 -</b>	<b>2:54.328</b>			<b>4:35.975</b>	<b>3 -</b> 1:16.187	2:11.314	1:04.457	<b>4:31.958P</b>
<b>2 -</b> 45.288 <b>128.2</b>	2:25.276		1:09.422	<b>4:19.986</b>				
<b>32</b>	<b>Kenny LO</b>		<b>HKG</b>		<b>Alfa 156</b>			
<b>1 -</b>	<b>2:58.581</b>		156.0	<b>3:41.481</b>	<b>7 -</b> 30.906 208.8	1:44.087	36.433 158.5	<b>2:51.426</b>
<b>2 -</b> 1:21.344 117.6	2:27.659		1:11.611	<b>X:00.000</b>	<b>8 -</b> 30.684 206.1	1:43.803	36.340 160.9	<b>2:50.827</b>
<b>3 -</b> 1:19.264 126.6	2:00.002		37.005 160.4	<b>3:56.271</b>	<b>9 -</b> 30.584 213.0	1:42.302	37.795 160.4	<b>2:50.681</b>
<b>4 -</b> 31.382 <b>213.4</b>	1:44.844		38.577 160.7	<b>2:54.803</b>	<b>10 -</b> 30.917 178.8	1:44.942	36.233 <b>161.1</b>	<b>2:52.092</b>
<b>5 -</b> 30.644 213.0	1:43.010		36.394 158.3	<b>2:50.048</b>	<b>11 -</b> 30.983 206.1	1:44.205	36.544 160.4	<b>2:51.732</b>
<b>6 -</b> 30.397 209.3	1:55.211		36.591 160.0	<b>3:02.199</b>	<b>12 -</b> 31.193 204.1	1:44.516	37.419 155.8	<b>2:53.128</b>
<b>35</b>	<b>Angelo BARRETO</b>		<b>PHI</b>		<b>Toyota Altezza</b>			
<b>1 -</b>	<b>2:52.399</b>		136.8	<b>3:31.860</b>	<b>4 -</b> 30.647 210.1	1:44.012	35.912 160.2	<b>2:50.571</b>
<b>2 -</b> 1:25.846 170.8	2:27.188		1:12.687	<b>X:00.000</b>	<b>5 -</b> 29.825 <b>213.0</b>	1:44.810	36.542 <b>160.7</b>	<b>2:51.177</b>
<b>3 -</b> 1:14.998 113.9	2:03.932		37.830 157.8	<b>3:56.760</b>	<b>6 -</b> 29.671 197.0	2:04.606	1:03.439	<b>3:37.716P</b>

**STDM Guia Race  
SECTOR ANALYSIS - LEG 2**

(contd.)

<b>51</b>	<b>Henry LEE Jnr</b>		<b>HKG</b>		<b>BMW 320i</b>				
<b>1 -</b>		<b>2:47.713</b>		129.4	<b>3:28.842</b>	<b>7 -</b> 29.486 221.3	1:42.423	35.251 164.1	<b>2:47.160</b>
<b>2 -</b> 1:25.824		2:25.350		1:15.510	X:00.000	<b>8 -</b> 29.665 220.4	1:40.248	35.461 163.3	<b>2:45.374</b>
<b>3 -</b> 1:15.131 120.1		2:01.842		40.263 <b>164.8</b>	<b>3:57.236</b>	<b>9 -</b> 29.524 218.6	1:40.407	35.869 158.8	<b>2:45.800</b>
<b>4 -</b> 29.929 130.2		1:42.231		35.075 164.1	<b>2:47.235</b>	<b>10 -</b> 29.728 219.5	1:40.705	35.118 163.3	<b>2:45.551</b>
<b>5 -</b> 29.335 223.6		1:43.040		35.317 162.8	<b>2:47.692</b>	<b>11 -</b> 29.428 216.4	1:40.265	35.372 163.1	<b>2:45.065</b>
<b>6 -</b> 29.409 222.2		1:40.029		35.426 162.6	<b>2:44.864</b>	<b>12 -</b> 29.300 <b>224.0</b>	1:49.107	41.003 127.0	<b>2:59.410</b>
<b>76</b>	<b>LO Ka Fai</b>		<b>HKG</b>		<b>Honda Integra</b>				
<b>1 -</b> 56.091 158.1		2:15.139		47.927 128.4	<b>3:59.157</b>	<b>7 -</b> 32.119 197.4	1:44.544	36.197 160.7	<b>2:52.860</b>
<b>2 -</b> 1:12.940		2:28.001		1:13.934	<b>4:54.875</b>	<b>8 -</b> 31.273 <b>202.2</b>	1:44.031	37.619 160.7	<b>2:52.923</b>
<b>3 -</b> 1:16.456		2:01.375		38.084 148.9	<b>3:55.915</b>	<b>9 -</b> 31.499 200.3	1:45.131	37.395 155.6	<b>2:54.025</b>
<b>4 -</b> 35.682 181.5		1:50.059		37.966 153.8	<b>3:03.707</b>	<b>10 -</b> 32.369 191.8	1:45.577	37.391 156.9	<b>2:55.337</b>
<b>5 -</b> 33.314 192.1		1:47.000		37.240 152.1	<b>2:57.554</b>	<b>11 -</b> 33.717 167.9	1:47.279	36.477 <b>161.4</b>	<b>2:57.473</b>
<b>6 -</b> 32.622 197.8		1:48.305		37.555 158.5	<b>2:58.482</b>	<b>12 -</b> 31.872 186.5	1:45.162	36.725 161.1	<b>2:53.759</b>
<b>77</b>	<b>Kenneth CHAN</b>		<b>HKG</b>		<b>Honda Integra</b>				
<b>1 -</b>		<b>2:57.046</b>		154.2	<b>3:36.385</b>	<b>7 -</b> 30.504 213.0	1:44.484	37.743 158.5	<b>2:52.731</b>
<b>2 -</b> 1:25.361		2:26.873		1:11.414	X:00.000	<b>8 -</b> 30.637 207.6	1:45.227	36.843 158.5	<b>2:52.707</b>
<b>3 -</b> 1:15.247 133.0		2:03.945		37.279 157.2	<b>3:56.471</b>	<b>9 -</b> 30.975 204.9	1:45.063	38.640 158.5	<b>2:54.678</b>
<b>4 -</b> 31.135 210.9		1:46.119		36.970 154.7	<b>2:54.224</b>	<b>10 -</b> 31.237 201.8	1:46.497	37.041 <b>160.0</b>	<b>2:54.775</b>
<b>5 -</b> 31.533 213.4		1:43.924		37.459 156.0	<b>2:52.916</b>	<b>11 -</b> 30.934 197.8	1:45.460	36.846 158.3	<b>2:53.240</b>
<b>6 -</b> 30.465 <b>214.2</b>		1:55.298		36.911 158.1	<b>3:02.674</b>	<b>12 -</b> 31.427 194.2	1:46.603	37.254 157.4	<b>2:55.284</b>
<b>88</b>	<b>Manual Ao YEUNG</b>		<b>MAC</b>		<b>Honda Integra</b>				
<b>1 -</b> 48.663 194.5		2:15.025		49.656 131.8	<b>3:53.344</b>	<b>7 -</b> 32.636 <b>195.6</b>	1:48.808	38.610 153.1	<b>3:00.054</b>
<b>2 -</b> 1:15.274		2:26.518		1:12.818	<b>4:54.610</b>	<b>8 -</b> 32.598 194.9	1:50.040	40.462 155.8	<b>3:03.100</b>
<b>3 -</b> 1:18.581		2:00.346		38.982 155.8	<b>3:57.909</b>	<b>9 -</b> 33.191 191.1	1:48.707	38.503 <b>157.4</b>	<b>3:00.401</b>
<b>4 -</b> 34.590 188.4		1:53.878		40.789 152.1	<b>3:09.257</b>	<b>10 -</b> 32.649 182.1	1:51.237	38.497 156.9	<b>3:02.383</b>
<b>5 -</b> 32.708 191.1		1:50.075		38.424 155.6	<b>3:01.207</b>	<b>11 -</b> 32.579 190.1	1:49.313	38.671 156.5	<b>3:00.563</b>
<b>6 -</b> 32.662 193.2		1:48.586		38.415 155.8	<b>2:59.663</b>	<b>12 -</b> 32.603 193.5	1:48.691	38.239 156.9	<b>2:59.533</b>

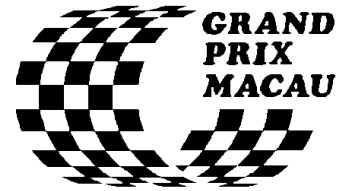
# STDM Guia Race

## BEST SECTOR TIMES

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	2	SOPER	28.633	7	CORONEL	1:37.824	7	CORONEL	34.769	1	6	HUISMAN	2:41.472	2:41.660	0.188
2	6	HUISMAN	28.720	6	HUISMAN	1:37.969	6	HUISMAN	34.783	2	7	CORONEL	2:41.490	2:41.758	0.268
3	1	NATTAVUDE	28.751	3	ENGSTLER	1:38.021	51	LEE Jnr	35.075	3	3	ENGSTLER	2:42.509	2:43.288	0.779
4	7	CORONEL	28.897	2	SOPER	1:38.726	1	NATTAVUDE	35.211	4	2	SOPER	2:42.629	2:43.669	1.040
5	8	GEDLICH	28.997	10	ORIDO	1:39.030	2	SOPER	35.270	5	8	GEDLICH	2:43.456	2:44.007	0.551
6	3	ENGSTLER	29.104	8	GEDLICH	1:39.073	3	ENGSTLER	35.384	6	1	NATTAVUDE	2:43.863	2:44.339	0.476
7	11	TANIGUCHI	29.283	11	TANIGUCHI	1:39.264	8	GEDLICH	35.386	7	10	ORIDO	2:44.119	2:44.230	0.111
8	51	LEE Jnr	29.300	15	HARRISON	1:39.556	15	HARRISON	35.563	8	11	TANIGUCHI	2:44.187	2:44.949	0.762
9	10	ORIDO	29.314	1	NATTAVUDE	1:39.901	11	TANIGUCHI	35.640	9	51	LEE Jnr	2:44.404	2:44.864	0.460
10	15	HARRISON	29.332	51	LEE Jnr	1:40.029	10	ORIDO	35.775	10	15	HARRISON	2:44.451	2:46.130	1.679
11	12	KINOSHITA	29.621	12	KINOSHITA	1:40.920	35	BARRETO	35.912	11	12	KINOSHITA	2:46.761	2:47.841	1.080
12	35	BARRETO	29.671	32	LO_	1:42.302	5	CHAN	35.928	12	32	LO_	2:48.932	2:50.048	1.116
13	32	LO_	30.397	5	CHAN	1:42.613	76	LO_ Ka Fai	36.197	13	5	CHAN	2:49.107	2:50.154	1.047
14	77	CHAN	30.465	16	MEINS	1:43.828	21	LOPES	36.208	14	35	BARRETO	2:49.595	2:50.571	0.976
15	5	CHAN	30.566	77	CHAN	1:43.924	12	KINOSHITA	36.220	15	16	MEINS	2:51.043	2:51.182	0.139
16	16	MEINS	30.854	35	BARRETO	1:44.012	32	LO_	36.233	16	77	CHAN	2:51.232	2:52.707	1.475
17	21	LOPES	30.953	76	LO_ Ka Fai	1:44.031	16	MEINS	36.361	17	76	LO_ Ka Fai	2:51.501	2:52.860	1.359
18	4	MAK Ka Lok	31.175	4	MAK Ka Lok	1:44.353	77	CHAN	36.843	18	4	MAK Ka Lok	2:52.488	2:53.017	0.529
19	76	LO_ Ka Fai	31.273	26	LOOK	1:45.689	4	MAK Ka Lok	36.960	19	21	LOPES	2:52.981	2:53.892	0.911
20	13	FU_	31.379	21	LOPES	1:45.820	26	LOOK	37.143	20	26	LOOK	2:54.517	2:54.832	0.315
21	22	POON	31.469	13	FU_	1:46.836	22	POON	37.266	21	22	POON	2:55.755	2:56.773	1.018
22	26	LOOK	31.685	22	POON	1:47.020	13	FU_	37.922	22	13	FU_	2:56.137	2:56.610	0.473
23	88	YEUNG	32.579	88	YEUNG	1:48.586	88	YEUNG	38.239	23	88	YEUNG	2:59.404	2:59.533	0.129
24	31	LAM Wai Hung	45.288	31	LAM Wai Hung	2:11.314	18	PRUTIRAT	48.007	24	31	LAM Wai Hung	4:01.059	4:19.986	18.927
25	18	PRUTIRAT	1:01.913	18	PRUTIRAT	2:12.634	31	LAM Wai Hung	1:04.457	25	18	PRUTIRAT	4:02.554	4:02.554	0.000
													Perfect Lap		2:41.226

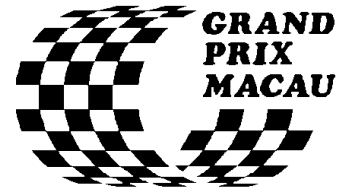
Circuito Da Guia  
 Circuit Length = 6.120 kilometre  
 Start: 13:18 End: 13:55

MST sports timing



**STDM Guia Race**  
**SPEED TRAP - LEG 2 - FINISH LINE**

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Duncan HUISMAN	NED	BMW 320i	166.6
2	7		Tom CORONEL	NED	BMW 320i	166.4
3	1	A	C NATTAVUDE	THA	Peugeot 306	165.6
4	2		Steve SOPER	GBR	Peugeot 306	165.1
5	51		Henry LEE Jnr	HKG	BMW 320i	164.8
6	8		Markus GEDLICH	GER	BMW 320i	164.3
7	3		Franz ENGSTLER	GER	BMW 320i	164.3
8	15		Simon HARRISON	GBR	Ford Focus	163.8
9	16		Richard MEINS	GBR	Ford Focus	162.1
10	21		Ricardo A A LOPES	MAC	Honda Integra	161.6
11	76	A	LO Ka Fai	HKG	Honda Integra	161.4
12	32	A	Kenny LO	HKG	Alfa 156	161.1
13	5	A	Paul CHAN	HKG	BMW 320i	160.7
14	35	A	Angelo BARRETO	PHI	Toyota Altezza	160.7
15	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	160.7
16	10		Manabu ORIDO	JPN	Toyota Altezza	160.4
17	77		Kenneth CHAN	HKG	Honda Integra	160.0
18	26		Kenneth LOOK	HKG	Honda Integra	159.0
19	4		MAK Ka Lok	MAC	Honda Integra	158.1
20	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	157.8
21	88		Manual Ao YEUNG	MAC	Honda Integra	157.4
22	22		Paul POON	HKG	Honda Integra	156.2
23	13	A	Adrian FU	HKG	Peugeot 306	152.7
24	18		Ratanakul PRUTIRAT	THA	Ford Focus	133.0

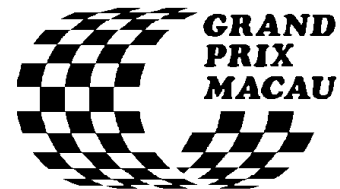


**STDM Guia Race  
SPEED TRAP - LEG 2 - SECTOR 1**

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Steve SOPER	GBR	Peugeot 306	229.7
2	3		Franz ENGSTLER	GER	BMW 320i	225.4
3	6		Duncan HUISMAN	NED	BMW 320i	225.0
4	7		Tom CORONEL	NED	BMW 320i	224.5
5	51		Henry LEE Jnr	HKG	BMW 320i	224.0
6	11		Nobuteru TANIGUCHI	JPN	Toyota Altezza	223.6
7	10		Manabu ORIDO	JPN	Toyota Altezza	223.6
8	15		Simon HARRISON	GBR	Ford Focus	220.8
9	1	A	C NATTAUDE	THA	Peugeot 306	220.8
10	12		Mitsuhiro KINOSHITA	JPN	Toyota Altezza	220.4
11	8		Markus GEDLICH	GER	BMW 320i	219.9
12	5	A	Paul CHAN	HKG	BMW 320i	214.7
13	77		Kenneth CHAN	HKG	Honda Integra	214.2
14	32	A	Kenny LO	HKG	Alfa 156	213.4
15	35	A	Angelo BARRETO	PHI	Toyota Altezza	213.0
16	26		Kenneth LOOK	HKG	Honda Integra	211.7
17	13	A	Adrian FU	HKG	Peugeot 306	210.9
18	22		Paul POON	HKG	Honda Integra	210.5
19	4		MAK Ka Lok	MAC	Honda Integra	210.1
20	16		Richard MEINS	GBR	Ford Focus	204.9
21	76	A	LO Ka Fai	HKG	Honda Integra	202.2
22	88		Manual Ao YEUNG	MAC	Honda Integra	195.6
23	21		Ricardo A A LOPES	MAC	Honda Integra	195.6
24	18		Ratanakul PRUTIRAT	THA	Ford Focus	177.6
25	31	A	LAM Wai Hung	HKG	Alfa 156	128.2

**BULLETIN TK133**



**STDM Guia Race  
SPEED TRAP - LEG 2 - SECTOR 2**

(contd.)

POS NO CL DRIVER

NAT CAR

KPH

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**Weather / Track : Sunny / Dry**

**MST Sports Timing**

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

Circuito Da Guia  
Circuit Length = 6.1200 km.  
Start: 13:18 End: 13:55  
*Issued - 14:05 Sunday, 18 November 2001*