



# CAMPEONATO BRASILEIRO DE STOCK CAR



Curitiba (3.695 km)

16 - 18 outubro 2015

2º Treino, 17/10/2015 8:00

Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
<b>No. 0, Cacá Bueno, P 3</b>					3	20.475	33.645	26.951	1:21.071	12	-	33.875	26.575	1:38.929
1	-	-	-	PIT	4	20.572	33.391	26.397	1:20.360	13	20.294	33.102	26.299	1:19.695
2	-	34.907	26.961	1:39.256	5	20.334	33.544	26.365	1:20.243	14	23.656	37.255	2:37.23	PIT
3	22.257	34.880	26.483	1:23.620	6	20.382	33.757	4:49.15	PIT	15	-	33.036	3:52.47	PIT
4	20.366	33.175	14:47.1	PIT	7	-	34.148	26.493	1:28.323	16	-	34.724	26.382	1:34.581
5	-	33.747	26.582	1:33.377	8	20.535	34.193	13:50.1	PIT	17	20.323	33.052	26.279	1:19.654
6	20.382	33.320	26.228	1:19.930	9	-	33.216	26.418	1:26.378	18	20.237	33.207	28.039	1:21.483
7	20.425	33.211	27.983	1:21.619	10	20.324	<b>33.175</b>	37.810	1:31.309	19	23.100	38.933	3:35.75	PIT
8	20.389	35.157	7:22.82	PIT	11	-	-	-	PIT	20	-	33.541	26.442	1:35.098
9	-	34.353	26.432	1:32.329	12	-	34.652	27.057	1:28.179	21	20.282	33.479	26.406	1:20.167
10	20.291	33.261	26.124	1:19.676	13	20.393	33.682	7:55.60	PIT	22	20.295	32.991	26.387	1:19.673
11	20.239	32.973	25.956	1:19.168	14	-	34.073	26.412	1:27.663	23	21.259	37.593	4:17.30	PIT
12	20.806	40.697	5:23.59	PIT	15	20.367	33.293	26.230	1:19.890	24	-	35.307	26.954	1:35.320
13	-	33.741	26.256	1:35.753	16	<b>20.238</b>	33.217	<b>26.180</b>	<b>1:19.635</b>	25	20.622	33.200	26.286	1:20.108
14	20.252	33.100	26.171	1:19.523	<b>No. 3, Bia Figueiredo, P 22</b>					26	<b>20.208</b>	32.978	26.137	1:19.323
15	20.286	32.989	26.165	1:19.440	1	-	36.652	28.380	1:54.868	27	20.306	<b>32.865</b>	<b>26.086</b>	<b>1:19.257</b>
16	22.486	47.687	6:26.20	PIT	2	21.052	33.677	26.950	1:21.679	<b>No. 5, Denis Navarro, P 17</b>				
17	-	33.968	26.339	1:30.417	3	20.653	33.527	26.506	1:20.686	1	-	-	-	PIT
18	20.271	33.032	26.089	1:19.392	4	20.725	33.435	26.426	1:20.586	2	-	1:30.86	9:51.93	PIT
19	20.329	32.938	26.076	1:19.343	5	20.456	33.304	26.318	1:20.078	3	-	36.490	28.473	1:33.727
20	24.946	41.940	26.894	1:33.780	6	20.424	<b>33.148</b>	26.551	1:20.123	4	20.797	33.400	26.782	1:20.979
21	<b>20.206</b>	<b>32.863</b>	<b>25.910</b>	<b>1:18.979</b>	7	20.433	33.431	6:03.67	PIT	5	20.414	33.349	26.505	1:20.268
22	24.809	47.956	-	-	8	-	34.817	26.873	1:32.542	6	20.383	33.211	26.536	1:20.130
<b>No. 1, Antonio Pizzonia, P 30</b>					9	21.510	33.758	26.687	1:21.955	7	20.415	33.159	26.348	1:19.922
1	-	-	-	PIT	10	20.452	33.246	26.114	1:19.812	8	21.331	36.498	5:10.19	PIT
2	-	42.246	30.502	1:50.057	11	20.423	33.167	26.206	1:19.796	9	-	34.876	3:43.87	PIT
3	25.159	38.351	27.895	1:31.405	12	20.483	33.343	6:48.44	PIT	10	-	35.614	26.752	1:31.808
4	1:59.134	41.142	4:12.76	PIT	13	-	33.752	26.753	1:28.545	11	21.792	33.704	26.520	1:22.016
5	-	34.212	27.048	1:29.815	14	21.251	34.560	26.572	1:22.383	12	20.463	33.350	26.361	1:20.174
6	20.585	35.391	29.444	1:25.420	15	20.562	33.190	4:47.99	PIT	13	20.378	33.156	26.235	1:19.769
7	20.738	33.926	26.712	1:21.376	16	-	34.338	26.722	1:29.723	14	20.296	33.139	<b>26.215</b>	1:19.650
8	20.508	33.408	26.699	1:20.615	17	<b>20.347</b>	33.220	26.306	1:19.873	15	20.291	33.100	26.261	1:19.652
9	20.376	33.473	26.757	1:20.606	18	20.614	33.264	26.278	1:20.156	16	21.407	37.620	4:35.72	PIT
10	20.495	34.166	4:36.76	PIT	19	20.403	33.156	5:09.09	PIT	17	-	37.080	27.057	1:38.338
11	-	38.272	27.861	1:40.835	20	-	34.762	26.826	1:31.896	18	20.926	37.820	4:36.53	PIT
12	20.745	34.438	27.050	1:22.233	21	20.702	33.688	26.638	1:21.028	19	-	35.838	27.520	1:35.028
13	20.556	37.814	4:42.89	PIT	22	20.395	33.639	26.253	1:20.287	20	20.791	34.073	27.182	1:22.046
14	-	34.996	26.916	1:33.038	23	20.434	33.208	<b>26.104</b>	<b>1:19.746</b>	21	<b>20.257</b>	33.046	26.289	1:19.592
15	20.958	34.049	26.787	1:21.794	24	21.010	35.558	2:07.60	PIT	22	<b>20.257</b>	<b>33.008</b>	26.276	<b>1:19.541</b>
16	23.348	38.917	27.917	1:30.182	25	-	33.411	26.239	1:27.068	23	20.385	38.063	29.995	1:28.443
17	20.546	33.594	<b>26.423</b>	1:20.563	26	20.387	33.316	26.326	1:20.029	24	20.826	44.170	28.404	1:33.400
18	20.388	33.357	26.428	1:20.173	27	20.439	33.267	26.334	1:20.040	25	20.378	33.085	26.556	1:20.019
19	<b>20.358</b>	33.801	3:35.60	PIT	<b>No. 4, Julio Campos, P 10</b>					<b>No. 8, Rafael Suzuki, P 23</b>				
20	-	34.051	26.691	1:30.493	1	-	36.298	29.500	2:10.961	1	-	36.872	27.702	1:46.119
21	20.396	33.498	26.640	1:20.534	2	25.207	37.455	28.110	1:30.772	2	21.092	33.720	26.748	1:21.560
22	20.684	34.264	6:53.71	PIT	3	20.629	33.355	26.620	1:20.604	3	20.683	33.341	26.535	1:20.559
23	-	34.496	26.464	1:30.408	4	20.609	33.212	26.715	1:20.536	4	20.585	33.362	26.285	1:20.232
24	20.434	<b>33.243</b>	26.445	<b>1:20.122</b>	5	20.485	33.220	26.516	1:20.221	5	20.567	33.600	26.666	1:20.833
25	20.420	33.256	26.962	1:20.638	6	20.400	33.361	3:20.13	PIT	6	20.536	33.416	26.465	1:20.417
26	21.109	33.792	1:47.63	PIT	7	-	33.665	26.641	1:33.393	7	20.541	33.349	4:55.26	PIT
27	-	33.717	26.428	1:27.453	8	20.499	33.298	26.455	1:20.252	8	-	36.041	27.487	1:32.495
<b>No. 2, Raphael Matos, P 21</b>					9	20.338	33.300	3:51.75	PIT	9	20.582	33.468	26.438	1:20.488
1	-	35.109	27.189	1:53.450	10	-	40.919	28.887	1:43.852	10	20.517	33.239	26.224	1:19.980
2	20.753	34.180	26.669	1:21.602	11	25.619	38.962	1:45.57	PIT	11	20.432	33.198	26.357	1:19.987





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Curitiba (3.695 km)

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2º Treino, 17/10/2015 8:00

Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
<b>No. 8, Rafael Suzuki, P 23</b>					8	21.163	33.510	26.294	1:20.967	5	20.368	33.115	3:23.62	PIT
12	20.752	33.726	3:18.75	PIT	9	20.392	33.000	26.009	1:19.401	6	-	33.306	26.484	1:27.041
13	-	34.604	26.941	1:31.802	10	22.243	35.998	26.231	1:24.472	7	20.424	33.065	26.437	1:19.926
14	20.593	33.408	26.435	1:20.436	11	20.371	33.095	26.022	1:19.488	8	20.452	33.186	26.300	1:19.938
15	20.400	33.156	<b>26.206</b>	<b>1:19.762</b>	12	20.302	33.094	6:24.90	PIT	9	20.510	33.663	4:23.24	PIT
16	21.823	34.120	26.600	1:22.543	13	-	33.359	26.042	1:26.644	10	-	33.711	26.513	1:30.895
17	20.479	33.159	26.334	1:19.972	14	20.381	33.108	26.109	1:19.598	11	20.484	33.082	4:26.37	PIT
18	21.202	34.012	5:37.93	PIT	15	20.300	33.225	6:37.27	PIT	12	-	33.514	26.769	1:27.976
19	-	33.835	26.388	1:29.657	16	-	33.272	26.138	1:28.021	13	20.425	34.024	26.608	1:21.057
20	20.870	33.627	26.431	1:20.928	17	20.270	32.940	26.083	1:19.293	14	20.442	33.246	7:11.10	PIT
21	20.553	<b>33.111</b>	26.213	1:19.877	18	27.184	36.266	26.691	1:30.141	15	-	35.464	26.892	1:30.848
22	20.478	33.126	26.306	1:19.910	19	20.529	33.064	3:20.50	PIT	16	23.767	34.657	28.070	1:26.494
23	<b>20.382</b>	33.732	3:24.58	PIT	20	-	34.814	28.034	1:32.479	17	20.435	33.142	26.374	1:19.951
24	-	33.674	26.473	1:27.861	21	21.165	33.471	26.212	1:20.848	18	20.269	32.968	26.365	1:19.602
25	21.343	33.683	2:36.08	PIT	22	20.318	32.943	26.029	1:19.290	19	20.313	32.908	<b>26.160</b>	1:19.381
26	-	34.769	26.728	1:38.323	23	23.194	36.326	26.246	1:25.766	20	20.227	32.947	26.234	1:19.408
27	20.618	33.910	26.834	1:21.362	24	20.222	<b>32.799</b>	26.017	<b>1:19.038</b>	21	20.563	33.552	6:42.68	PIT
28	21.403	35.796	-	-	25	20.193	44.153	3:13.00	PIT	22	-	33.372	26.345	1:27.429
<b>No. 9, Gustavo Lima, P 33</b>					26	-	33.063	25.991	1:25.740	23	20.254	33.221	26.864	1:20.339
1	-	-	-	PIT	27	20.192	32.917	<b>25.965</b>	1:19.074	24	20.250	32.994	1:26.70	PIT
2	-	37.191	27.967	1:35.086	28	<b>20.155</b>	33.135	-	-	25	-	35.775	26.648	1:30.498
3	21.426	34.196	27.113	1:22.735	<b>No. 11, Cesar Ramos, P 29</b>					26	<b>20.185</b>	<b>32.899</b>	26.226	<b>1:19.310</b>
4	20.939	33.885	27.064	1:21.888	1	-	-	-	PIT	<b>No. 14, Luciano Burti, P 16</b>				
5	1:46.207	37.266	5:05.48	PIT	2	-	35.108	27.287	1:32.292	1	-	-	-	PIT
6	-	34.306	27.229	1:29.444	3	21.415	34.627	26.962	1:23.004	2	-	36.747	27.791	1:37.629
7	20.916	33.993	27.117	1:22.026	4	21.045	33.611	26.950	1:21.606	3	21.911	36.745	27.182	1:25.838
8	20.848	33.976	26.943	1:21.767	5	20.965	37.538	3:33.17	PIT	4	20.762	33.610	27.641	1:22.013
9	20.769	33.771	27.048	1:21.588	6	-	36.749	27.395	1:35.455	5	20.555	33.441	5:22.80	PIT
10	20.850	35.031	4:26.66	PIT	7	22.044	34.518	26.398	1:22.960	6	-	36.067	27.718	1:35.260
11	-	35.315	27.842	1:32.662	8	20.651	33.606	26.390	1:20.647	7	21.578	35.513	26.552	1:23.643
12	21.112	34.273	27.806	1:23.191	9	20.592	33.532	26.362	1:20.486	8	20.608	33.166	26.125	1:19.899
13	20.958	33.895	27.271	1:22.124	10	20.559	33.475	26.256	1:20.290	9	20.434	33.204	26.335	1:19.973
14	21.078	33.769	4:46.84	PIT	11	20.588	33.487	8:54.49	PIT	10	20.415	33.200	<b>26.068</b>	1:19.683
15	-	33.979	27.216	1:28.210	12	-	42.274	27.220	1:37.295	11	21.755	34.918	3:32.98	PIT
16	20.782	33.944	27.412	1:22.138	13	20.770	33.455	26.427	1:20.652	12	-	34.624	26.711	1:30.342
17	20.869	33.777	4:02.90	PIT	14	20.588	33.518	26.368	1:20.474	13	20.568	33.290	26.484	1:20.342
18	-	42.260	27.523	1:38.091	15	20.726	33.407	5:31.25	PIT	14	20.337	33.050	26.171	1:19.558
19	20.902	34.081	27.618	1:22.601	16	-	36.047	27.010	1:30.376	15	21.614	35.189	7:55.10	PIT
20	21.190	33.971	9:12.64	PIT	17	20.798	34.359	26.633	1:21.790	16	-	38.425	29.219	1:37.160
21	-	36.205	27.970	1:34.001	18	20.745	33.508	26.374	1:20.627	17	23.453	34.727	26.591	1:24.771
22	20.969	33.721	26.871	1:21.561	19	20.624	34.276	3:38.11	PIT	18	20.444	33.447	26.361	1:20.252
23	20.608	33.503	26.740	1:20.851	20	-	38.484	28.338	1:38.084	19	20.337	33.144	26.261	1:19.742
24	20.619	<b>33.351</b>	<b>26.569</b>	<b>1:20.539</b>	21	22.091	34.026	26.281	1:22.398	20	21.626	35.341	28.096	1:25.063
25	20.680	33.826	26.722	1:21.228	22	20.562	33.447	26.430	1:20.439	21	20.507	33.265	26.323	1:20.095
26	<b>20.563</b>	33.509	26.810	1:20.882	23	20.620	33.212	<b>26.251</b>	1:20.083	22	21.799	34.254	8:17.89	PIT
27	20.692	33.513	26.684	1:20.889	24	20.494	<b>33.008</b>	26.528	<b>1:20.030</b>	23	-	35.171	27.208	1:33.129
<b>No. 10, Ricardo Zonta, P 6</b>					25	21.464	37.240	3:20.42	PIT	24	21.364	33.624	26.578	1:21.566
1	-	37.202	28.182	1:56.403	26	-	34.633	26.402	1:49.995	25	20.350	33.109	26.301	1:19.760
2	21.768	33.972	26.456	1:22.196	27	<b>20.441</b>	33.286	26.340	1:20.067	26	<b>20.246</b>	<b>33.022</b>	26.248	<b>1:19.516</b>
3	20.582	33.434	26.379	1:20.395	<b>No. 12, Lucas Foresti, P 11</b>					27	21.663	37.278	-	-
4	20.795	33.393	26.345	1:20.533	1	-	36.283	27.562	1:41.047	<b>No. 16, Mauro Giallombardo, P 32</b>				
5	20.542	33.328	26.345	1:20.215	2	20.868	33.343	26.472	1:20.683	1	-	-	-	PIT
6	21.205	33.974	4:17.91	PIT	3	20.443	33.209	26.341	1:19.993	2	-	43.655	28.514	1:46.916
7	-	34.703	26.722	1:31.431	4	20.479	33.040	26.469	1:19.988	3	21.163	33.960	26.880	1:22.003





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Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
<b>No. 16, Mauro Giallombardo, P 32</b>					7	20.498	33.243	26.539	1:20.280	7	20.476	33.200	26.249	1:19.925
4	20.677	33.740	26.459	1:20.876	8	20.470	33.185	26.588	1:20.243	8	20.407	33.257	26.270	1:19.934
5	20.640	-	-	PIT	9	20.468	33.436	26.517	1:20.421	9	20.415	33.251	7:50.35	PIT
6	-	34.509	27.878	1:33.754	10	20.461	33.924	5:42.97	PIT	10	-	34.100	27.397	1:31.601
7	21.489	38.113	27.322	1:26.924	11	-	39.037	27.748	1:37.964	11	20.947	34.450	26.635	1:22.032
8	20.918	33.514	26.586	1:21.018	12	20.829	33.372	26.473	1:20.674	12	2:21.471	42.475	5:06.56	PIT
9	24.241	39.306	9:58.21	PIT	13	20.416	33.318	3:53.97	PIT	13	-	37.450	27.191	1:36.263
10	-	34.455	27.289	1:38.344	14	-	34.757	26.730	1:30.652	14	20.601	33.330	27.151	1:21.082
11	20.651	33.694	26.605	1:20.950	15	20.461	33.277	26.388	1:20.126	15	20.496	33.276	26.212	1:19.984
12	20.681	33.729	26.530	1:20.940	16	20.410	33.291	26.340	1:20.041	16	20.613	34.528	27.566	1:22.707
13	20.518	37.952	7:04.12	PIT	17	20.382	34.217	27.729	1:22.328	17	20.614	33.272	13:17.0	PIT
14	-	35.139	3:31.92	PIT	18	20.590	34.323	7:17.22	PIT	18	-	37.808	27.976	1:39.052
15	-	34.026	27.014	1:34.086	19	-	33.561	26.567	1:27.067	19	22.254	34.814	26.317	1:23.385
16	22.274	36.643	27.477	1:26.394	20	20.458	33.333	4:56.18	PIT	20	20.372	33.303	26.256	1:19.931
17	20.548	33.304	26.483	1:20.335	21	-	35.197	27.031	1:31.785	21	20.299	33.096	26.225	1:19.620
18	21.845	41.477	31.526	1:34.848	22	20.540	33.403	26.443	1:20.386	22	20.408	33.145	-	-
19	20.496	33.439	26.446	1:20.381	23	20.270	33.323	26.239	1:19.832	<b>No. 29, Daniel Serra, P 7</b>				
20	21.163	36.303	-	-	24	20.297	33.138	-	-	1	-	38.910	29.456	2:05.062
<b>No. 21, Thiago Camilo, P 9</b>					<b>No. 26, Raphael Abbate, P 27</b>					2	22.204	36.731	28.383	1:27.318
1	-	36.120	28.945	2:02.160	1	-	36.064	28.024	2:18.991	3	20.593	33.260	26.274	1:20.127
2	22.937	36.466	28.525	1:27.928	2	21.037	34.222	27.845	1:23.104	4	20.377	33.210	26.342	1:19.929
3	22.552	37.223	26.511	1:26.286	3	21.010	33.656	26.528	1:21.194	5	20.452	33.167	26.161	1:19.780
4	22.316	36.092	26.360	1:24.768	4	20.683	33.519	26.392	1:20.594	6	25.563	35.316	26.237	1:27.116
5	20.558	33.367	26.285	1:20.210	5	20.614	33.524	26.530	1:20.668	7	20.267	33.178	26.089	1:19.534
6	20.514	33.217	26.186	1:19.917	6	20.535	33.458	26.454	1:20.447	8	20.300	34.552	7:12.78	PIT
7	20.356	33.112	26.058	1:19.526	7	20.611	33.481	26.359	1:20.451	9	-	37.971	26.431	1:33.758
8	22.213	36.254	3:52.40	PIT	8	21.641	34.770	5:51.81	PIT	10	20.343	33.230	26.185	1:19.758
9	-	33.903	26.156	1:29.017	9	-	34.735	26.628	1:32.221	11	1:05.662	42.860	2:48.61	PIT
10	20.301	34.089	26.111	1:20.501	10	20.721	33.654	26.314	1:20.689	12	-	34.599	26.729	1:32.247
11	20.329	33.243	25.976	1:19.548	11	20.541	33.645	26.415	1:20.601	13	20.264	33.294	26.186	1:19.744
12	22.054	36.822	5:32.16	PIT	12	21.164	37.807	4:55.64	PIT	14	20.386	37.230	30.839	1:28.455
13	-	33.968	26.165	1:28.991	13	-	34.091	26.855	1:30.626	15	20.442	34.454	27.637	1:22.533
14	20.347	33.309	26.031	1:19.687	14	20.544	33.566	26.487	1:20.597	16	20.467	34.989	9:54.07	PIT
15	20.356	33.237	26.051	1:19.644	15	20.672	33.425	26.308	1:20.405	17	-	33.358	26.887	1:29.429
16	21.876	34.775	6:08.86	PIT	16	20.499	33.544	5:35.55	PIT	18	23.627	36.126	6:45.65	PIT
17	-	34.677	26.135	1:30.015	17	-	34.535	27.002	1:31.743	19	-	33.280	1:22.63	PIT
18	20.478	33.314	26.018	1:19.810	18	20.602	33.520	26.250	1:20.372	20	-	36.341	26.906	1:36.293
19	21.705	34.780	5:43.89	PIT	19	20.552	33.531	26.220	1:20.303	21	20.478	33.363	26.077	1:19.918
20	-	36.297	28.142	1:34.186	20	20.424	33.431	26.413	1:20.268	22	20.224	33.002	25.886	1:19.112
21	21.178	33.351	26.136	1:20.665	21	20.819	34.324	5:00.07	PIT	23	22.113	33.870	26.152	1:22.135
22	20.267	35.107	26.938	1:22.312	22	-	37.712	28.034	1:39.217	24	20.341	33.089	26.017	1:19.447
23	20.213	33.132	25.943	1:19.288	23	21.192	33.932	26.463	1:21.587	<b>No. 46, Vitor Genz, P 19</b>				
24	20.764	33.581	1:30.90	PIT	24	20.606	33.238	26.042	1:19.886	1	-	36.899	30.016	2:12.747
25	-	34.963	27.400	1:32.951	25	20.340	33.275	26.299	1:19.914	2	21.766	36.895	26.996	1:25.657
26	21.325	33.404	25.970	1:20.699	26	20.511	33.555	26.337	1:20.403	3	20.569	33.211	26.660	1:20.440
27	20.223	33.136	25.851	1:19.210	27	20.786	33.603	1:16.51	PIT	4	20.385	33.319	26.438	1:20.142
28	20.186	33.123	-	-	28	-	33.585	26.375	1:30.566	5	20.473	34.021	2:56.24	PIT
<b>No. 25, Tuka Rocha, P 26</b>					<b>No. 28, Galid Osman, P 20</b>					6	-	36.325	27.096	1:32.059
1	-	-	-	PIT	1	-	-	-	PIT	7	20.513	33.307	26.475	1:20.295
2	-	36.449	2:04.79	PIT	2	-	39.277	29.847	1:42.805	8	20.426	33.184	26.306	1:19.916
3	-	33.790	26.684	1:28.066	3	23.143	36.099	29.182	1:28.424	9	20.482	34.666	11:02.2	PIT
4	20.734	37.575	4:40.26	PIT	4	23.900	38.006	26.665	1:28.571	10	-	33.660	26.546	1:28.007
5	-	34.384	26.653	1:28.625	5	20.468	38.326	4:48.18	PIT	11	20.473	33.403	26.373	1:20.249
6	20.500	33.360	26.373	1:20.233	6	-	35.901	26.861	1:34.192	12	20.468	33.124	26.568	1:20.160



# CAMPEONATO BRASILEIRO DE STOCK CAR



Curitiba (3.695 km)

16 - 18 outubro 2015

2º Treino, 17/10/2015 8:00

Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
<b>No. 46, Vitor Genz, P 19</b>					21	20.353	34.795	4:54.74	PIT	18	-	34.432	26.540	1:32.316
13	20.547	34.480	6:15.19	PIT	22	-	37.377	26.969	1:33.874	19	20.512	33.131	26.156	1:19.799
14	-	34.124	26.705	1:29.615	23	20.206	1:01.73	26.207	1:48.148	20	20.370	33.072	26.072	1:19.514
15	20.415	33.145	26.400	1:19.960	24	20.247	<b>32.862</b>	<b>25.904</b>	<b>1:19.013</b>	21	22.259	35.163	4:24.09	PIT
16	20.394	33.517	26.392	1:20.303	25	<b>20.200</b>	51.547	27.813	1:39.560	22	-	37.567	27.897	1:37.013
17	20.392	33.118	26.455	1:19.965	26	20.355	34.283	-	-	23	20.563	33.291	26.167	1:20.021
18	20.327	33.218	26.358	1:19.903	<b>No. 66, Felipe Guimarães, P 24</b>					24	20.423	33.040	26.032	1:19.495
19	20.444	34.239	5:23.18	PIT	1	-	-	-	PIT	25	25.371	41.189	26.760	1:33.320
20	-	34.301	26.710	1:30.774	2	-	37.687	28.583	1:47.916	26	20.392	33.139	26.004	1:19.535
21	20.398	33.376	26.316	1:20.090	3	22.770	36.033	29.066	1:27.869	27	20.406	33.111	-	-
22	20.405	33.166	<b>26.154</b>	1:19.725	4	21.059	33.715	26.779	1:21.553	<b>No. 73, Sergio Jimenez, P 14</b>				
23	20.362	33.012	26.233	1:19.607	5	20.857	38.162	4:47.92	PIT	1	-	-	-	PIT
24	20.342	<b>32.969</b>	26.376	1:19.687	6	-	37.503	26.892	1:34.994	2	-	36.221	27.522	1:33.933
25	<b>20.323</b>	32.998	26.311	1:19.632	7	20.931	33.504	26.531	1:20.966	3	20.957	33.753	26.877	1:21.587
26	20.337	33.330	-	-	8	20.684	33.715	26.455	1:20.854	4	21.014	33.508	26.474	1:20.996
<b>No. 51, Áttila Abreu, P 12</b>					9	20.735	33.506	26.566	1:20.807	5	20.533	33.375	26.477	1:20.385
1	-	-	-	PIT	10	20.643	33.478	26.520	1:20.641	6	22.803	35.230	4:43.96	PIT
2	-	37.598	27.215	1:36.520	11	20.698	33.662	26.433	1:20.793	7	-	33.585	26.507	1:27.243
3	20.732	33.553	26.501	1:20.786	12	20.621	33.978	26.738	1:21.337	8	20.501	33.400	26.364	1:20.265
4	22.736	33.887	7:47.87	PIT	13	20.936	33.985	26.537	1:21.458	9	20.684	33.461	27.971	1:22.116
5	-	33.971	26.548	1:29.064	14	20.746	33.782	26.562	1:21.090	10	28.939	37.712	27.287	1:33.938
6	20.409	33.416	26.493	1:20.318	15	20.722	33.709	8:24.57	PIT	11	20.486	33.284	26.453	1:20.223
7	20.535	33.386	4:56.23	PIT	16	-	35.698	27.223	1:32.789	12	23.932	34.977	6:42.82	PIT
8	-	34.223	26.613	1:30.346	17	20.920	33.721	26.598	1:21.239	13	-	33.568	26.577	1:30.291
9	20.542	33.331	26.416	1:20.289	18	20.559	33.503	26.422	1:20.484	14	20.623	33.529	26.359	1:20.511
10	20.496	33.343	26.391	1:20.230	19	20.619	33.796	26.491	1:20.906	15	38.848	41.583	13:50.0	PIT
11	20.542	34.020	7:01.53	PIT	20	20.462	33.517	26.503	1:20.482	16	-	34.383	26.791	1:33.386
12	-	36.403	27.239	1:33.574	21	20.569	33.441	26.552	1:20.562	17	20.739	33.362	26.331	1:20.432
13	20.500	-	-	PIT	22	20.606	33.529	26.337	1:20.472	18	20.468	36.030	4:38.67	PIT
14	-	38.818	26.752	1:34.922	23	20.604	33.673	10:01.7	PIT	19	-	35.971	27.984	1:35.036
15	20.601	33.781	26.253	1:20.635	24	-	36.339	27.189	1:35.191	20	20.576	33.329	26.223	1:20.128
16	<b>20.233</b>	<b>32.907</b>	<b>26.170</b>	<b>1:19.310</b>	25	20.886	33.480	26.327	1:20.693	21	20.351	33.191	26.051	1:19.593
17	20.422	34.109	-	-	26	<b>20.347</b>	<b>33.222</b>	<b>26.213</b>	<b>1:19.782</b>	22	<b>20.279</b>	<b>33.045</b>	<b>26.040</b>	<b>1:19.364</b>
<b>No. 65, Max Wilson, P 4</b>					27	20.398	33.270	26.353	1:20.021	23	20.313	33.281	-	-
1	-	-	-	PIT	28	20.556	33.383	26.217	1:20.156	<b>No. 74, Popó Bueno, P 28</b>				
2	-	41.844	27.610	1:42.286	29	20.545	33.317	-	-	1	-	-	-	PIT
3	23.780	34.484	26.531	1:24.795	<b>No. 70, Diego Nunes, P 15</b>					2	-	41.039	29.145	1:45.724
4	20.533	3:31.84	3:00.50	PIT	1	-	-	-	PIT	3	21.473	35.071	26.923	1:23.467
5	-	33.627	26.186	1:30.685	2	-	35.561	27.781	1:35.083	4	20.533	33.774	6:14.78	PIT
6	20.327	33.355	26.170	1:19.852	3	21.146	33.798	26.537	1:21.481	5	-	34.552	26.842	1:35.383
7	20.599	33.426	26.256	1:20.281	4	20.648	33.403	26.391	1:20.442	6	20.625	33.646	26.749	1:21.020
8	20.653	36.189	26.728	1:23.570	5	20.759	33.297	28.385	1:22.441	7	20.600	33.582	4:25.70	PIT
9	20.516	33.220	26.408	1:20.144	6	20.635	38.240	29.376	1:28.251	8	-	34.605	26.879	1:38.066
10	20.559	34.552	4:40.13	PIT	7	20.725	33.459	3:42.47	PIT	9	24.812	35.472	26.721	1:27.005
11	-	33.438	26.396	1:26.877	8	-	34.989	27.268	1:32.262	10	20.526	33.281	26.519	1:20.326
12	20.990	33.486	26.279	1:20.755	9	20.748	33.194	26.175	1:20.117	11	20.494	33.287	26.492	1:20.273
13	20.369	33.425	4:44.61	PIT	10	20.498	33.220	26.058	1:19.776	12	20.549	36.364	6:26.20	PIT
14	-	37.743	27.172	1:37.475	11	20.531	<b>33.011</b>	26.119	1:19.661	13	-	34.727	10:51.9	PIT
15	20.419	33.198	26.227	1:19.844	12	20.371	33.025	<b>25.985</b>	<b>1:19.381</b>	14	-	34.459	26.900	1:30.700
16	20.243	33.000	26.019	1:19.262	13	23.701	36.916	6:31.05	PIT	15	1:44.522	37.672	5:08.85	PIT
17	20.267	33.007	25.973	1:19.247	14	-	33.940	26.501	1:32.172	16	-	33.563	26.531	1:28.571
18	20.469	35.736	6:14.23	PIT	15	20.648	33.097	26.125	1:19.870	17	20.413	33.219	26.555	1:20.187
19	-	33.548	26.124	1:26.537	16	20.456	33.127	26.041	1:19.624	18	20.427	<b>33.120</b>	<b>26.459</b>	<b>1:20.006</b>
20	20.234	32.959	26.015	1:19.208	17	1:44.229	40.592	5:31.61	PIT	19	20.458	37.438	32.212	1:30.108





# CAMPEONATO BRASILEIRO DE STOCK CAR



Curitiba (3.695 km)

16 - 18 outubro 2015

2º Treino, 17/10/2015 8:00

Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
<b>No. 74, Popó Bueno, P 28</b>					21	-	35.097	26.876	1:38.031	4	20.491	33.174	26.418	1:20.083
20	20.851	37.552	27.402	1:25.805	22	20.895	33.561	26.178	1:20.634	5	20.322	33.119	26.430	1:19.871
21	<b>20.403</b>	33.166	26.496	1:20.065	23	<b>20.067</b>	32.881	25.951	1:18.899	6	21.226	34.176	3:50.76	PIT
22	23.860	40.158	-	-	24	20.095	<b>32.766</b>	<b>25.898</b>	<b>1:18.759</b>	7	-	33.780	26.216	1:29.365
					25	22.739	40.518	-	-	8	20.334	33.690	26.479	1:20.503
<b>No. 77, Valdeno Brito, P 13</b>					<b>No. 83, Gabriel Casagrande, P 25</b>					9	20.536	33.466	26.658	1:20.660
1	-	-	-	PIT	1	-	-	-	PIT	10	21.847	42.048	7:21.35	PIT
2	-	38.591	28.147	1:39.684	2	-	36.689	27.668	1:36.356	11	-	54.588	13:05.7	PIT
3	22.093	39.330	27.782	1:29.205	3	22.619	34.374	26.671	1:23.664	12	-	34.591	26.847	1:30.037
4	20.595	33.423	26.378	1:20.396	4	22.517	35.356	27.925	1:25.798	13	20.693	33.575	26.339	1:20.607
5	20.578	40.604	5:02.03	PIT	5	22.354	33.433	27.407	1:23.194	14	20.344	33.100	26.146	1:19.590
6	-	34.724	26.764	1:28.468	6	20.567	33.602	26.528	1:20.697	15	20.288	32.974	26.040	1:19.302
7	20.412	33.279	26.475	1:20.166	7	20.647	33.656	6:02.32	PIT	16	20.242	32.990	25.996	1:19.228
8	20.468	33.360	26.382	1:20.210	8	-	33.546	26.387	1:27.764	17	20.200	33.100	26.990	1:20.290
9	20.401	33.227	26.399	1:20.027	9	1:42.964	34.861	4:21.57	PIT	18	21.084	34.266	3:55.78	PIT
10	20.721	36.423	3:35.73	PIT	10	-	35.667	27.460	1:33.028	19	-	34.592	26.489	1:30.187
11	-	35.760	27.228	1:33.568	11	22.324	34.680	26.473	1:23.477	20	20.379	33.270	27.236	1:20.885
12	22.084	36.520	26.496	1:25.100	12	20.505	33.331	26.358	1:20.194	21	20.320	33.598	26.312	1:20.230
13	20.344	33.081	26.227	1:19.652	13	20.492	33.248	26.277	1:20.017	22	20.226	<b>32.943</b>	<b>25.974</b>	<b>1:19.143</b>
14	20.281	32.979	<b>26.087</b>	1:19.347	14	20.368	33.196	<b>26.243</b>	<b>1:19.807</b>	23	<b>20.135</b>	33.039	26.149	1:19.323
15	20.343	41.034	5:22.53	PIT	15	20.431	33.212	3:21.00	PIT	24	21.493	38.021	-	-
16	-	36.082	26.757	1:36.824	16	-	<b>33.141</b>	26.336	1:26.266	<b>No. 100, Allam Khodair, P 5</b>				
17	20.347	36.969	27.502	1:24.818	17	<b>20.357</b>	33.154	-	-	1	-	39.247	30.427	2:09.356
18	20.396	33.171	26.191	1:19.758	<b>No. 88, Felipe Fraga, P 2</b>					2	23.180	39.832	28.557	1:31.569
19	20.407	33.009	26.196	1:19.612	1	-	-	-	PIT	3	22.981	36.139	27.348	1:26.468
20	22.498	39.494	6:05.98	PIT	2	-	35.641	27.332	1:33.310	4	23.510	36.033	26.898	1:26.441
21	-	34.800	26.766	1:31.408	3	20.789	33.755	26.228	1:20.772	5	23.068	35.583	28.547	1:27.198
22	20.377	39.748	4:22.87	PIT	4	20.376	33.195	26.192	1:19.763	6	20.502	33.281	26.221	1:20.004
23	-	38.572	26.797	1:40.012	5	21.499	34.300	26.200	1:21.999	7	20.333	33.256	26.000	1:19.589
24	21.693	41.213	27.179	1:30.085	6	20.326	33.099	26.112	1:19.537	8	20.391	33.221	26.039	1:19.651
25	20.289	32.962	26.282	1:19.533	7	20.363	33.255	25.838	1:19.456	9	20.404	33.204	3:06.99	PIT
26	21.364	37.781	1:44.42	PIT	8	20.337	33.910	9:22.23	PIT	10	-	36.063	27.604	1:35.892
27	-	33.543	26.466	1:28.815	9	-	33.494	26.113	1:31.138	11	21.245	33.491	26.361	1:21.097
28	<b>20.278</b>	<b>32.827</b>	26.226	1:19.331	10	20.357	33.118	3:18.62	PIT	12	20.320	33.016	25.947	1:19.283
<b>No. 80, Marcos Gomes, P 1</b>					11	-	34.695	27.185	1:32.914	13	20.323	33.163	25.843	1:19.329
1	-	-	-	PIT	12	20.795	34.191	29.076	1:24.062	14	22.642	47.945	6:39.31	PIT
2	-	36.030	28.005	1:35.863	13	20.402	33.061	25.871	1:19.334	15	-	34.183	26.307	1:31.087
3	21.272	34.026	26.464	1:21.762	14	20.258	<b>32.881</b>	25.923	1:19.062	16	20.264	33.157	26.005	1:19.426
4	20.457	33.203	26.285	1:19.945	15	20.176	32.987	25.936	1:19.099	17	20.184	35.430	5:45.57	PIT
5	20.390	33.416	6:21.13	PIT	16	21.317	34.180	5:26.55	PIT	18	-	35.325	26.264	1:33.575
6	-	33.848	26.562	1:29.917	17	-	33.643	29.911	1:32.921	19	20.308	<b>33.013</b>	25.833	1:19.154
7	20.573	33.387	26.292	1:20.252	18	20.380	33.033	25.857	1:19.270	20	21.519	39.269	26.930	1:27.718
8	20.514	33.379	6:38.59	PIT	19	20.433	33.296	8:49.61	PIT	21	20.485	38.461	1:29.94	PIT
9	-	37.031	27.486	1:35.696	20	-	35.418	26.636	1:31.112	22	-	33.169	25.927	1:27.466
10	21.251	33.642	26.275	1:21.168	21	20.582	35.837	26.030	1:22.449	23	20.216	33.038	26.917	1:20.171
11	20.287	32.972	26.053	1:19.312	22	20.161	33.137	25.782	1:19.080	24	22.092	33.889	3:49.06	PIT
12	20.315	32.982	5:25.56	PIT	23	<b>20.075</b>	32.959	<b>25.768</b>	<b>1:18.802</b>	25	-	35.102	27.249	1:32.698
13	-	35.810	26.273	1:29.794	24	20.170	32.911	25.932	1:19.013	26	20.808	33.973	26.249	1:21.030
14	20.217	32.991	25.965	1:19.173	25	22.110	35.841	-	-	27	20.190	33.057	<b>25.826</b>	1:19.073
15	21.087	35.652	27.687	1:24.426	<b>No. 90, Ricardo Mauricio, P 8</b>					28	<b>20.136</b>	33.057	25.835	<b>1:19.028</b>
16	20.221	32.942	25.904	1:19.067	1	-	38.768	29.923	2:06.152	29	20.356	37.771	-	-
17	20.246	33.013	26.079	1:19.338	2	22.273	38.807	27.284	1:28.364	<b>No. 110, Felipe Lapenna, P 31</b>				
18	21.251	35.883	5:14.19	PIT	3	20.486	33.337	26.582	1:20.405	1	-	-	-	PIT
19	-	34.691	27.030	1:31.829						2	-	44.143	28.117	1:50.831
20	20.201	33.113	6:11.23	PIT										





# CAMPEONATO BRASILEIRO DE STOCK CAR



Curitiba (3.695 km)

16 - 18 outubro 2015

2º Treino, 17/10/2015 8:00

Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
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**No. 110, Felipe Lapenna, P 31**

3	21.042	34.038	26.581	1:21.661
4	20.640	33.468	26.555	1:20.663
5	1:50.876	41.206	4:35.21	PIT
6	-	35.282	28.429	1:33.685
7	23.594	36.759	26.641	1:26.994
8	20.618	33.303	26.350	1:20.271
9	20.550	33.315	26.409	1:20.274
10	20.503	33.329	26.367	1:20.199
11	20.579	<b>33.225</b>	<b>26.323</b>	<b>1:20.127</b>
12	22.142	35.516	5:06.96	PIT
13	-	41.984	3:27.35	PIT
14	-	38.507	26.672	1:32.798
15	20.535	33.245	26.390	1:20.170
16	22.329	35.088	4:14.93	PIT
17	-	33.511	26.566	1:27.010
18	<b>20.495</b>	33.435	26.445	1:20.375
19	20.544	33.545	9:14.74	PIT
20	-	35.592	27.076	1:32.342
21	20.653	33.285	26.513	1:20.451
22	20.585	33.261	26.481	1:20.327
23	20.498	34.819	-	-

**No. 111, Rubens Barrichello, P 18**

1	-	-	-	PIT
2	-	37.211	29.086	1:39.759
3	22.620	36.171	29.801	1:28.592
4	24.060	37.450	27.551	1:29.061
5	23.404	39.947	8:17.66	PIT
6	-	36.445	28.685	1:36.221
7	22.021	35.045	27.346	1:24.412
8	21.236	33.692	26.382	1:21.310
9	20.683	33.193	26.201	1:20.077
10	20.514	33.094	26.225	1:19.833
11	21.516	35.052	9:20.84	PIT
12	-	34.663	26.649	1:30.824
13	20.452	33.210	26.257	1:19.919
14	23.030	35.621	2:16.34	PIT
15	-	38.025	27.905	1:36.250
16	21.141	33.723	26.366	1:21.230
17	20.526	33.156	26.203	1:19.885
18	21.028	33.829	2:24.28	PIT
19	-	34.503	27.090	1:29.853
20	20.507	33.513	4:54.31	PIT
21	-	33.585	26.740	1:28.235
22	20.586	33.194	2:21.41	PIT
23	-	36.459	27.024	1:33.127
24	20.711	33.490	26.631	1:20.832
25	20.423	33.052	<b>26.113</b>	<b>1:19.588</b>
26	<b>20.330</b>	<b>32.944</b>	26.357	1:19.631





# CAMPEONATO BRASILEIRO DE STOCK CAR



Curitiba (3.695 km)

16 - 18 outubro 2015

2º Treino, 17/10/2015 8:00

Lap by lap

L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime	L	S1	S2	S3	Laptime
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Resultados sujeitos a verificações técnicas/desportivas

Start : 08:10, End : 10:23

Diretor de Prova:	Comissários:	Cronometragem:
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