

FITXA TÈCNICA GRUP C 2023

Cursa: 2a GRUP C - 23 i 24 març 2023

	PILOT	MODEL	PES CARR.	CARROSS ELEMENTS	XASSIS SLOT IT?	CLIMA SIT 0,0?	SUSPENSIONS			Llanta TAPACUDES	PINYO MAT	DENTS PINYO	CORONA MAT	DENTS CORONA	RPM 9.692	UMS 4,00	ALT	PES TOTAL	RPM REALS	RÀTIO	RENDIMENT		
																					RPM	UMS	COMBINAT
1	Enrique	Nissan R90c	18,10	ok	ok	ok	o	m	m	ok	brn	12	plt	26	9.060	2,60	ok	76,30	19.630	2,166667	93,48%	65,00%	79,24%
2	Domi	Jaguar XR10	18,10	ok	ok	ok	m	o	m	ok	erg	12	plt	26	8.800	3,40	ok	74,90	19.067	2,166667	90,79%	85,00%	87,90%
3	Óscar	Porsche IMSA	18,00	ok	ok	ok	o	o	i	ok	erg	12	plt	26	9.480	3,20	ok	70,60	20.540	2,166667	97,81%	80,00%	88,90%
4	JuanMa	Porsche IMSA	18,00	ok	ok	ok	o	o	i	ok	erg	12	plt	26	9.180	3,20	ok	73,20	19.890	2,166667	94,71%	80,00%	87,36%
5	Jóse	Nissan R90c	18,10	ok	ok	ok	o	o	i	ok	erg	12	plt	26	8.940	3,60	ok	74,40	19.370	2,166667	92,24%	90,00%	91,12%
6	Faura	Jaguar XR10	18,20	ok	ok	ok	m	o	m	ok	erg	12	plt	26	9.220	3,20	ok	72,90	19.977	2,166667	95,13%	80,00%	87,56%
7	David	Jaguar XR10	18,00	ok	ok	ok	o	o	m	ok	erg	12	plt	26	9.330	2,70	ok	75,80	20.215	2,166667	96,26%	67,50%	81,88%
8	Ricard	Nissan R90c	18,00	ok	ok	ok	o	m	i	ok	brn	12	plt	26	8.990	3,60	ok	72,50	19.478	2,166667	92,75%	90,00%	91,38%
D	Vilà	Jaguar XR10	18,00	ok	ok	ok	m	o	m	ok	nyl	12	plt	25	9.720	3,50	ok	74,10	20.250	2,083333	96,43%	87,50%	91,96%
1	Josete	Nissan R90c	18,00	ok	ok	ok	o	o	m	ok	brn	12	plt	26	9.500	3,10	ok	72,90	20.583	2,166667	98,02%	77,50%	87,76%
2	Pipo	Nissan R90c	18,10	ok	ok	ok	m	o	m	ok	erg	12	plt	26	9.600	3,50	ok	71,40	20.800	2,166667	99,05%	87,50%	93,27%
3	Valeri	Jaguar XR10	18,10	ok	ok	ok	o	o	i	ok	nyl	12	erg	26	9.570	2,70	ok	73,70	20.735	2,166667	98,74%	67,50%	83,12%
4	Roset	Nissan R90c	18,00	ok	ok	ok	o	o	i	ok	brn	12	plt	26	9.090	3,20	ok	74,40	19.695	2,166667	93,79%	80,00%	86,89%
5	Enric	Jaguar XR10	18,20	ok	ok	ok	o	i	m	ok	erg	12	plt	26	9.570	2,60	ok	72,40	20.735	2,166667	98,74%	65,00%	81,87%
6	Criado	Jaguar XR10	18,10	ok	ok	ok	o	o	m	ok	erg	12	plt	26	9.660	2,90	ok	73,10	20.930	2,166667	99,67%	72,50%	86,08%
7	Marc	Jaguar XR10	18,10	ok	ok	ok	m	o	m	ok	erg	12	plt	26	9.580	2,80	ok	74,10	20.757	2,166667	98,84%	70,00%	84,42%
8	Sans	Jaguar XR10	18,10	ok	ok	ok	m	o	m	ok	erg	12	plt	26	8.970	3,50	ok	72,00	19.435	2,166667	92,55%	87,50%	90,02%
1	Ray	Jaguar XR10	18,00	ok	ok	ok	o	m	i	ok	erg	12	plt	26	9.300	3,00	ok	75,70	20.150	2,166667	95,95%	75,00%	85,48%
2	Rafa	Jaguar XR10	18,10	ok	ok	ok	o	m	m	ok	ste	12	plt	26	9.180	3,50	ok	75,90	19.890	2,166667	94,71%	87,50%	91,11%
3	Quim	Jaguar XR10	18,00	ok	ok	ok	o	o	i	ok	nyl	12	erg	27	9.300	3,10	ok	74,90	20.925	2,250000	99,64%	77,50%	88,57%
4	Jaume	Jaguar XR10	18,00	ok	ok	ok	o	o	m	ok	erg	12	plt	26	9.120	2,80	ok	73,60	19.760	2,166667	94,10%	70,00%	82,05%
5	Cesc	Jaguar XR10	18,00	ok	ok	ok	o	o	i	ok	nyl	12	plt	25	9.980	3,30	ok	74,80	20.792	2,083333	99,01%	82,50%	90,75%
6	Xavi R.	Nissan R90c	18,00	ok	ok	ok	o	o	m	ok	brn	12	plt	26	9.330	3,20	ok	76,00	20.215	2,166667	96,26%	80,00%	88,13%
7	Fochs	Porsche IMSA	18,00	ok	ok	ok	o	o	m	ok	ste	12	plt	26	9.390	3,30	ok	74,40	20.345	2,166667	96,88%	82,50%	89,69%
8	Manu	Jaguar XR10	18,10	ok	ok	ok	o	o	m	ok	brn	12	plt	26	9.450	2,60	ok	76,50	20.475	2,166667	97,50%	65,00%	81,25%
1	Dani	Nissan R90c	18,00	ok	ok	ok	m	o	m	ok	ste	12	plt	25	9.480	3,50	ok	70,80	19.750	2,083333	94,05%	87,50%	90,77%
2	Cabeza	Jaguar XR10	18,10	ok	ok	ok	o	o	m	ok	ste	12	plt	25	9.000	3,50	ok	74,10	18.750	2,083333	89,29%	87,50%	88,39%
3	Andi	Jaguar XR10	18,00	ok	ok	ok	o	o	i	ok	ste	12	plt	25	9.600	3,00	ok	72,80	20.000	2,083333	95,24%	75,00%	85,12%
4	Cánovas	Jaguar XR10	18,00	ok	ok	ok	o	o	i	ok	erg	12	plt	25	9.660	3,20	ok	72,60	20.125	2,083333	95,83%	80,00%	87,92%
5	Palanca	Jaguar XR10	18,00	ok	ok	ok	o	o	i	ok	erg	12	plt	26	9.440	3,30	ok	74,20	20.453	2,166667	97,40%	82,50%	89,95%
6	Gómez	Porsche IMSA	18,10	ok	ok	ok	o	o	i	ok	erg	12	plt	26	9.173	3,40	ok	73,70	19.875	2,166667	94,64%	85,00%	89,82%
7	Dani JR	Jaguar XR10	18,30	ok	ok	ok	o	i	i	ok	erg	12	plt	26	9.360	3,10	ok	76,60	20.280	2,166667	96,57%	77,50%	87,04%
8	Roger	Nissan R90c	18,20	ok	ok	ok	o	o	i	ok	brn	12	plt	26	9.240	3,10	ok	74,00	20.020	2,166667	95,33%	77,50%	86,42%