

DTM Budapest

Hungaroring, length 4381 m

16. - 18.06.2017

FIA Formula 3 European Championship

Lap Analysis qualifying 1, 16.06.2017

FIA-Visa.No.: 4F3-HUN13062017

| 1 Joel Eriksson , Dallara F317 - Volkswagen / SWE | | | | | | | | | | theoretical besttime: 1:52.810 | | | | | | | | |
|---|-----------------|--------|-----|---------------|-----|---------------|-----|------|--|--------------------------------|----------|---------------|------------|--------|------------|--------|------------|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 5:18.208 | | 140 | 44.189 | 146 | 34.240 | 178 | | | 5 | 1:56.907 | 40.218 | 202 | 41.393 | 155 | | | 209 |
| 2 | 1:55.405 | 40.867 | 199 | 41.566 | 155 | | 177 | 208 | | 6 | 3:04.348 | 1:50.997 | 203 | 41.462 | 162 | 31.889 | 179 | |
| 3 | 1:53.564 | 40.334 | 199 | 41.180 | 162 | 32.050 | 175 | 209 | | 7 | 1:53.651 | 39.968 | 203 | 41.419 | 165 | 32.264 | 177 | 211 |
| 4 | 1:53.254 | 40.263 | 201 | 41.329 | 165 | 31.662 | 175 | 208 | | 8 | 1:55.485 | 40.519 | 203 | 41.452 | 166 | 33.514 | 173 | 211 |

| 3 Maximilian Günther , Dallara F317 - Mercedes-Benz / DEU | | | | | | | | | | theoretical besttime: 1:49.132 | | | | | | | | |
|---|----------|--------|-----|--------|------------|--------|-----|------|--|--------------------------------|-----------------|---------------|------------|---------------|-----|---------------|------------|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 2:14.935 | | 168 | 51.634 | 147 | 32.788 | 177 | | | 7 | 1:49.897 | 39.313 | 203 | 39.661 | 171 | 30.923 | 180 | 210 |
| 2 | 1:56.700 | 41.919 | 195 | 42.977 | 168 | 31.804 | 179 | 204 | | 8 | 1:49.461 | 39.229 | 204 | 39.561 | 173 | 30.671 | 180 | 210 |
| 3 | 1:52.401 | 40.349 | 198 | 40.855 | 171 | 31.197 | 179 | 206 | | 9 | 1:57.639 | 39.280 | 204 | 40.781 | 171 | 37.578 | 181 | 210 |
| 4 | 1:50.538 | 39.713 | 201 | 40.078 | 173 | 30.747 | 179 | 207 | | 10 | 1:49.369 | 39.279 | 204 | 39.651 | 172 | 30.439 | 180 | 210 |
| 5 | 1:50.674 | 39.510 | 201 | 40.003 | 174 | 31.161 | 180 | 208 | | 11 | 1:49.395 | 39.293 | 203 | 39.464 | 174 | 30.638 | 181 | 211 |
| 6 | 1:50.018 | 39.552 | 203 | 39.723 | 172 | 30.743 | 180 | 210 | | | | | | | | | | |

| 5 Pedro Piquet , Dallara F317 - Mercedes-Benz / BRA | | | | | | | | | | theoretical besttime: 1:49.906 | | | | | | | | |
|---|----------|--------|-----|--------|-----|--------|------------|------|--|--------------------------------|-----------------|---------------|------------|---------------|------------|---------------|-----|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 4:16.571 | | 176 | 44.744 | 152 | 33.590 | 175 | | | 6 | 1:50.922 | 39.603 | 202 | 40.284 | 164 | 31.035 | 180 | 210 |
| 2 | 1:54.778 | 40.900 | 194 | 42.256 | 161 | 31.622 | 179 | 205 | | 7 | 1:50.566 | 39.601 | 203 | 40.171 | 167 | 30.794 | 180 | 210 |
| 3 | 1:52.630 | 40.349 | 198 | 41.042 | 161 | 31.239 | 179 | 207 | | 8 | 1:50.485 | 39.312 | 204 | 40.177 | 163 | 30.996 | 180 | 210 |
| 4 | 1:51.959 | 40.260 | 199 | 40.618 | 165 | 31.081 | 179 | 209 | | 9 | 1:50.279 | 39.378 | 203 | 40.058 | 166 | 30.843 | 180 | 211 |
| 5 | 1:51.230 | 39.677 | 201 | 40.237 | 165 | 31.316 | 180 | 210 | | 10 | 1:50.181 | 39.390 | 203 | 39.800 | 164 | | 180 | 211 |

| 7 Ralf Aron , Dallara F317 - Mercedes-Benz / EST | | | | | | | | | | theoretical besttime: 1:50.206 | | | | | | | | |
|--|----------|--------|-----|--------|-----|--------|------------|------|--|--------------------------------|-----------------|---------------|------------|---------------|------------|---------------|-----|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 2:03.824 | | 166 | 44.570 | 161 | 33.193 | 175 | | | 7 | 1:50.750 | 39.460 | 201 | 40.080 | 167 | 31.210 | 181 | 212 |
| 2 | 1:55.952 | 41.519 | 192 | 42.162 | 167 | 32.271 | 176 | 205 | | 8 | 1:50.521 | 39.383 | 202 | 40.075 | 169 | 31.063 | 181 | 212 |
| 3 | 1:53.385 | 40.526 | 197 | 41.405 | 159 | 31.454 | 178 | 206 | | 9 | 1:55.538 | 39.200 | 204 | 44.006 | 146 | 32.332 | 180 | 213 |
| 4 | 1:52.310 | 39.870 | 199 | 41.239 | 169 | 31.201 | 180 | 208 | | 10 | 1:51.816 | 39.317 | 203 | 40.555 | 158 | 31.944 | 181 | 212 |
| 5 | 1:51.237 | 39.607 | 200 | 40.359 | 171 | 31.271 | 180 | 210 | | 11 | 1:50.381 | 39.212 | 204 | 40.238 | 172 | 30.931 | 179 | 213 |
| 6 | 1:50.618 | 39.395 | 201 | 40.272 | 166 | 30.951 | 181 | 211 | | | | | | | | | | |

| 8 Guanyu Zhou , Dallara F317 - Mercedes-Benz / CHN | | | | | | | | | | theoretical besttime: 1:50.296 | | | | | | | | |
|--|----------|--------|-----|--------|------------|--------|-----|------|--|--------------------------------|-----------------|---------------|------------|---------------|-----|---------------|------------|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 3:05.206 | | 151 | 44.536 | 164 | 32.450 | 177 | | | 6 | 1:51.243 | 39.988 | 202 | 40.257 | 166 | 30.998 | 181 | 210 |
| 2 | 1:56.196 | 41.827 | 183 | 42.365 | 170 | 32.004 | 179 | 205 | | 7 | 1:50.763 | 39.615 | 203 | 40.256 | 170 | 30.892 | 182 | 210 |
| 3 | 1:54.009 | 41.152 | 194 | 41.380 | 170 | 31.477 | 181 | 206 | | 8 | 1:50.310 | 39.310 | 204 | 40.140 | 169 | 30.860 | 181 | 211 |
| 4 | 1:52.479 | 40.164 | 199 | 40.798 | 172 | 31.517 | 181 | 208 | | 9 | 1:50.481 | 39.393 | 204 | 40.126 | 170 | | 181 | 212 |
| 5 | 1:51.536 | 39.997 | 201 | 40.349 | 170 | 31.190 | 181 | 210 | | 10 | 1:50.536 | 39.317 | 204 | 40.245 | 169 | 30.974 | 182 | 212 |

| 11 Tadasuke Makino , Dallara F317 - Mercedes-Benz / JPN | | | | | | | | | | theoretical besttime: 1:50.241 | | | | | | | | |
|---|----------|--------|-----|--------|------------|--------|------------|------|--|--------------------------------|-----------------|---------------|------------|---------------|-----|---------------|-----|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 2:41.024 | | 175 | 44.021 | 164 | 32.952 | 176 | | | 7 | 1:51.658 | 39.809 | 202 | 41.028 | 167 | 30.821 | 180 | 210 |
| 2 | 1:56.449 | 42.173 | 195 | 42.246 | 159 | 32.030 | 177 | 205 | | 8 | 1:51.286 | 39.457 | 203 | 40.669 | 170 | 31.160 | 179 | 211 |
| 3 | 1:52.916 | 40.302 | 199 | 41.119 | 170 | 31.495 | 178 | 207 | | 9 | 1:52.226 | 39.629 | 203 | 40.628 | 169 | | 180 | 211 |
| 4 | 1:53.653 | 40.024 | 200 | 41.322 | 166 | 32.307 | 181 | 208 | | 10 | 1:51.205 | 39.569 | 204 | 40.412 | 169 | 31.224 | 179 | 211 |
| 5 | 1:52.054 | 39.984 | 201 | 40.523 | 166 | 31.547 | 180 | 210 | | 11 | 1:50.726 | 39.575 | 203 | 39.963 | 169 | 31.188 | 179 | 212 |
| 6 | 1:51.439 | 39.588 | 203 | 40.414 | 163 | | 180 | 211 | | | | | | | | | | |

| 17 Harrison Newey , Dallara F317 - Mercedes-Benz / GBR | | | | | | | | | | theoretical besttime: 1:50.090 | | | | | | | | |
|--|----------|--------|-----|--------|------------|--------|------------|------|--|--------------------------------|-----------------|---------------|------------|---------------|-----|---------------|-----|------------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 2:28.091 | | 151 | 48.846 | 152 | 34.777 | 174 | | | 7 | 1:50.757 | 39.673 | 203 | 40.031 | 171 | 31.053 | 181 | 210 |
| 2 | 1:55.864 | 41.712 | 187 | 42.010 | 159 | 32.142 | 176 | 204 | | 8 | 1:51.195 | 39.447 | 204 | 40.114 | 167 | | 180 | 211 |
| 3 | 1:53.431 | 40.679 | 199 | 41.140 | 168 | 31.612 | 178 | 206 | | 9 | 1:50.729 | 39.467 | 204 | 40.366 | 166 | 30.896 | 180 | 210 |
| 4 | 1:58.775 | 40.543 | 200 | 43.462 | 163 | 34.770 | 180 | 208 | | 10 | 1:50.771 | 39.335 | 203 | 40.255 | 168 | 31.181 | 181 | 212 |
| 5 | 1:51.388 | 39.907 | 201 | 40.291 | 168 | | 180 | 210 | | 11 | 1:50.336 | 39.581 | 203 | 39.864 | 166 | 30.891 | 181 | 212 |
| 6 | 1:50.984 | 39.736 | 202 | 39.991 | 172 | 31.257 | 181 | 209 | | | | | | | | | | |

| 25 Mick Schumacher , Dallara F317 - Mercedes-Benz Rookie / DEU | | | | | | | | | | theoretical besttime: 1:49.860 | | | | | | | | |
|--|----------|--------|-----|--------|-----|--------|-----|------|--|--------------------------------|-----------------|---------------|-----|--------|------------|---------------|------------|------|
| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
| 1 | 7:03.480 | | 185 | 44.202 | 167 | 33.912 | 179 | | | 5 | 1:50.500 | 39.411 | 203 | 40.368 | 171 | 30.721 | 181 | 210 |
| 2 | 1:52.899 | 40.860 | 199 | 40.827 | 167 | 31.212 | 179 | 207 | | 6 | 1:54.571 | 39.898 | 198 | 42.710 | 168 | 31.963 | 180 | 210 |
| 3 | 1:52.134 | 40.263 | 201 | 40.699 | 161 | 31.172 | 180 | 208 | | 7 | 1:50.345 | 39.598 | 203 | 40.142 | 172 | 30.605 | 181 | 210 |



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Hungaroring, length 4381 m

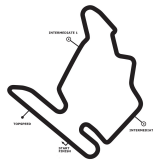
16. - 18.06.2017

FIA Formula 3 European Championship

Lap Analysis qualifying 1, 16.06.2017

FIA-Visa.No.: 4F3-HUN13062017

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|------------|--------|-----|--------|-----|------|-----|----------|--------|-----|---------------|-----|--------|-----|------------|
| 4 | 1:51.045 | 39.788 | 203 | 40.214 | 170 | 31.043 | 180 | 210 | 8 | 1:50.394 | 39.633 | 202 | 39.844 | 159 | 30.917 | 181 | 211 |



DTM Budapest

Hungaroring, length 4381 m

16. - 18.06.2017

FIA Formula 3 European Championship

Lap Analysis qualifying 1, 16.06.2017

FIA-Visa.No.: 4F3-HUN13062017

27 Jehan Daruvala , Dallara F317 - Volkswagen Rookie / IND theoretical besttime: 1:49.987

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|------------|------|-----|-----------------|---------------|------------|---------------|------------|---------------|-----|------------|
| 1 | 2:23.744 | | 166 | 45.018 | 161 | 33.144 | 176 | | 7 | 1:50.688 | 39.591 | 204 | 40.207 | 171 | 30.890 | 181 | 212 |
| 2 | 1:54.417 | 40.935 | 193 | 41.657 | 146 | | 177 | 206 | 8 | 1:52.864 | 41.127 | 204 | 40.903 | 171 | 30.834 | 180 | 213 |
| 3 | 1:53.833 | 40.510 | 200 | 42.068 | 162 | 31.255 | 178 | 206 | 9 | 1:50.641 | 39.507 | 204 | 40.235 | 171 | 30.899 | 180 | 213 |
| 4 | 1:58.321 | 43.602 | 162 | 41.370 | 168 | 33.349 | 181 | 210 | 10 | 1:50.343 | 39.413 | 204 | 40.069 | 173 | | 180 | 212 |
| 5 | 1:51.573 | 40.200 | 202 | 40.328 | 171 | 31.045 | 180 | 211 | 11 | 1:50.224 | 39.501 | 204 | 39.740 | 173 | 30.983 | 180 | 212 |
| 6 | 1:51.326 | 39.801 | 203 | 40.304 | 169 | 31.221 | 180 | 211 | | | | | | | | | |

31 Lando Norris , Dallara F317 - Volkswagen Rookie / GBR theoretical besttime: 1:50.290

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|-----|------|-----|-----------------|---------------|------------|---------------|------------|---------------|------------|------------|
| 1 | 3:22.269 | | 188 | 42.406 | 163 | 35.498 | 177 | | 6 | 1:51.653 | 39.793 | 204 | 40.553 | 170 | 31.307 | 178 | 211 |
| 2 | 1:54.656 | 41.093 | 193 | 42.004 | 157 | 31.559 | 177 | 206 | 7 | 2:00.752 | 39.748 | 204 | 40.651 | 156 | | | 210 |
| 3 | 1:53.149 | 40.357 | 202 | 41.354 | 160 | 31.438 | 179 | 207 | 8 | 3:19.682 | 2:05.953 | 204 | 40.717 | 169 | 33.012 | 181 | |
| 4 | 1:51.960 | 39.989 | 201 | 40.581 | 165 | 31.390 | 178 | 210 | 9 | 1:50.290 | 39.612 | 204 | 39.802 | 171 | 30.876 | 180 | 213 |
| 5 | 1:51.942 | 39.986 | 203 | 40.594 | 156 | | 179 | 210 | | | | | | | | | |

33 Marino Sato , Dallara F317 - Volkswagen Rookie / JPN theoretical besttime: 1:52.349

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|------------|--------|------------|------|-----|-----------------|---------------|------------|---------------|-----|---------------|-----|------------|
| 1 | 5:30.378 | | 163 | 45.785 | 161 | 33.309 | 176 | | 6 | 1:53.196 | 40.289 | 202 | 41.340 | 168 | 31.567 | 178 | 210 |
| 2 | 1:56.035 | 41.990 | 198 | 42.131 | 163 | 31.914 | 177 | 203 | 7 | 1:52.991 | 40.214 | 201 | 41.271 | 167 | 31.506 | 178 | 209 |
| 3 | 1:53.878 | 40.787 | 199 | 41.438 | 170 | 31.653 | 177 | 208 | 8 | 1:53.604 | 40.343 | 201 | 41.636 | 158 | 31.625 | 178 | 210 |
| 4 | 1:55.640 | 40.337 | 201 | 41.507 | 162 | 33.796 | 178 | 209 | 9 | 1:52.745 | 39.851 | 203 | 40.992 | 164 | 31.902 | 177 | 211 |
| 5 | 1:52.865 | 40.111 | 202 | 41.014 | 164 | 31.740 | 178 | 210 | | | | | | | | | |

34 Jake Hughes , Dallara F317 - Mercedes-Benz / GBR theoretical besttime: 1:50.224

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|------------|--------|------------|------|-----|-----------------|---------------|------------|---------------|-----|---------------|-----|------------|
| 1 | 1:53.239 | | 170 | 43.900 | 160 | 32.775 | 176 | | 7 | 1:52.092 | 40.247 | 201 | 40.612 | 169 | 31.233 | 179 | 212 |
| 2 | 1:55.285 | 41.167 | 190 | 42.042 | 157 | 32.076 | 176 | 204 | 8 | 1:53.246 | 40.262 | 203 | 41.482 | 169 | 31.502 | 178 | 211 |
| 3 | 1:54.454 | 40.611 | 195 | 41.573 | 170 | 32.270 | 179 | 206 | 9 | 1:52.095 | 39.864 | 204 | 40.930 | 156 | 31.301 | 179 | 210 |
| 4 | 1:53.439 | 40.276 | 199 | 40.940 | 166 | 32.223 | 179 | 208 | 10 | 1:54.581 | 39.886 | 204 | 40.655 | 169 | 34.040 | 177 | 212 |
| 5 | 1:52.969 | 40.564 | 202 | 40.895 | 169 | 31.510 | 180 | 210 | 11 | 1:50.224 | 39.523 | 203 | 39.524 | 170 | 31.177 | 179 | 210 |
| 6 | 1:52.266 | 40.026 | 203 | 41.014 | 170 | 31.226 | 180 | 210 | | | | | | | | | |

47 Keyvan Andres , Dallara F317 - Volkswagen / DEU theoretical besttime: 1:53.569

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|------------|------|-----|-----------------|---------------|------------|---------------|------------|---------------|-----|------------|
| 1 | 5:24.574 | | 164 | 44.444 | 165 | 32.376 | 176 | | 5 | 1:58.391 | 40.645 | 198 | 41.715 | 157 | | | 210 |
| 2 | 1:56.483 | 42.191 | 186 | 42.467 | 167 | 31.825 | 177 | 206 | 6 | 3:30.436 | 2:17.115 | 191 | 41.674 | 168 | 31.647 | 177 | |
| 3 | 1:54.797 | 41.151 | 193 | 41.701 | 163 | 31.945 | 177 | 208 | 7 | 1:54.260 | 40.403 | 197 | 41.767 | 150 | | 176 | 208 |
| 4 | 1:54.255 | 40.522 | 198 | 41.766 | 166 | 31.967 | 177 | 209 | 8 | 1:53.760 | 40.316 | 199 | 41.606 | 165 | 31.838 | 176 | 209 |

53 Callum Ilott , Dallara F317 - Mercedes-Benz / GBR theoretical besttime: 1:49.897

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|-----|------|-----|-----------------|---------------|------------|---------------|------------|---------------|------------|------------|
| 1 | 2:16.500 | | 165 | 47.380 | 162 | 32.876 | 177 | | 7 | 1:50.364 | 39.679 | 203 | 39.699 | 175 | 30.986 | 176 | 211 |
| 2 | 1:56.318 | 41.837 | 188 | 42.616 | 170 | 31.865 | 178 | 203 | 8 | 1:50.947 | 39.657 | 204 | 40.264 | 168 | 31.026 | 180 | 209 |
| 3 | 1:53.838 | 41.013 | 199 | 41.500 | 164 | 31.325 | 179 | 207 | 9 | 1:50.394 | 39.390 | 204 | 40.022 | 167 | 30.982 | 182 | 210 |
| 4 | 1:52.206 | 39.906 | 202 | 40.864 | 168 | 31.436 | 178 | 208 | 10 | 1:50.235 | 39.345 | 205 | 40.037 | 170 | 30.853 | 182 | 213 |
| 5 | 1:52.544 | 39.660 | 203 | 40.389 | 172 | 32.495 | 180 | 210 | 11 | 1:51.400 | 39.423 | 205 | 40.193 | 169 | 31.784 | 182 | 213 |
| 6 | 1:50.668 | 39.496 | 204 | 40.067 | 168 | | 180 | 210 | | | | | | | | | |

55 David Beckmann , Dallara F317 - Volkswagen / DEU theoretical besttime: 1:51.364

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|-----|------|-----|-----------------|---------------|------------|---------------|------------|---------------|------------|------------|
| 1 | 5:20.556 | | 177 | 44.837 | 156 | 33.239 | 172 | | 5 | 1:54.636 | 40.584 | 200 | 41.528 | 165 | 32.524 | 176 | 209 |
| 2 | 1:57.084 | 42.507 | 193 | 41.937 | 149 | | 177 | 189 | 6 | 1:58.769 | 40.612 | 201 | 41.600 | 165 | | | 207 |
| 3 | 1:55.428 | 40.904 | 197 | 41.849 | 163 | 32.675 | 176 | 207 | 7 | 3:39.947 | 2:27.183 | 199 | 41.340 | 168 | 31.424 | 179 | |
| 4 | 1:55.656 | 40.740 | 199 | 41.964 | 158 | 32.952 | 176 | 208 | 8 | 1:51.374 | 39.746 | 202 | 40.194 | 166 | 31.434 | 179 | 210 |

62 Ferdinand Habsburg , Dallara F317 - Volkswagen / AUT theoretical besttime: 1:50.462

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|-----|------|-----|-----------------|---------------|------------|---------------|------------|---------------|------------|------------|
| 1 | 2:53.739 | | 186 | 42.485 | 161 | 32.222 | 175 | | 6 | 1:51.139 | 39.765 | 203 | 40.235 | 169 | 31.139 | 180 | 210 |
| 2 | 1:54.205 | 40.836 | 197 | 41.735 | 164 | 31.634 | 177 | 205 | 7 | 1:55.480 | 39.645 | 204 | 40.876 | 151 | 34.959 | 179 | 212 |
| 3 | 1:59.143 | 40.094 | 200 | 44.059 | 154 | 34.990 | 179 | 208 | 8 | 1:50.651 | 39.630 | 204 | 40.126 | 169 | 30.895 | 180 | 210 |
| 4 | 1:52.262 | 39.894 | 201 | 40.952 | 160 | 31.416 | 179 | 209 | 9 | 1:50.790 | 39.441 | 204 | 40.294 | 170 | 31.055 | 177 | 212 |
| 5 | 1:51.184 | 39.933 | 201 | 40.145 | 169 | 31.106 | 179 | 210 | 10 | 1:50.858 | 39.479 | 204 | 40.374 | 170 | 31.005 | 179 | 211 |



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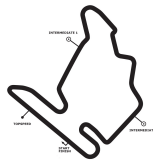
Hungaroring, length 4381 m

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Lap Analysis qualifying 1, 16.06.2017

FIA-Visa.No.: 4F3-HUN13062017



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FIA Formula 3 European Championship

Lap Analysis qualifying 1, 16.06.2017

FIA-Visa.No.: 4F3-HUN13062017

96 Joey Mawson , Dallara F317 - Mercedes-Benz Rookie / AUS **theoretical besttime: 1:49.502**

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|-----|------|-----|-----------------|---------------|------------|---------------|------------|---------------|------------|------------|
| 1 | 3:12.813 | | 129 | 44.172 | 163 | 38.106 | 175 | | 6 | 1:50.725 | 39.386 | 204 | 40.553 | 167 | 30.786 | 181 | 210 |
| 2 | 1:55.025 | 41.293 | 196 | 41.574 | 153 | 32.158 | 176 | 204 | 7 | 1:50.746 | 39.453 | 204 | 40.117 | 169 | 31.176 | 179 | 211 |
| 3 | 1:58.845 | 47.117 | 192 | 40.766 | 169 | | 179 | 205 | 8 | 1:49.721 | 39.538 | 204 | 39.658 | 173 | 30.525 | 179 | 210 |
| 4 | 1:51.233 | 39.981 | 202 | 40.217 | 169 | 31.035 | 180 | 208 | 9 | 1:50.075 | 39.319 | 204 | 39.844 | 171 | 30.912 | 180 | 211 |
| 5 | 1:59.542 | 44.947 | 164 | 43.465 | 153 | 31.130 | 180 | 210 | 10 | 1:50.070 | 39.413 | 204 | 40.009 | 165 | | 181 | 211 |

99 Nikita Mazepin , Dallara F317 - Mercedes-Benz / RUS **theoretical besttime: 1:50.426**

| Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax | Lap | Time | S1 | V1 | S2 | V2 | S3 | V3 | Vmax |
|-----|----------|--------|-----|--------|-----|--------|-----|------|-----|-----------------|---------------|------------|---------------|------------|---------------|------------|------------|
| 1 | 4:45.426 | | 193 | 42.334 | 147 | 32.274 | 177 | | 6 | 1:51.198 | 40.039 | 203 | 39.985 | 169 | | 180 | 210 |
| 2 | 1:53.312 | 40.916 | 197 | 40.711 | 169 | 31.685 | 178 | 207 | 7 | 1:51.271 | 39.798 | 203 | 40.362 | 171 | 31.111 | 180 | 211 |
| 3 | 1:51.430 | 40.334 | 200 | | 170 | | 178 | 208 | 8 | 1:52.866 | 40.050 | 200 | 41.206 | 169 | 31.610 | 180 | 212 |
| 4 | 1:52.041 | 40.038 | 201 | 40.438 | 164 | 31.565 | 179 | 210 | 9 | 1:50.759 | 39.475 | 203 | 40.187 | 171 | 31.097 | 181 | 212 |
| 5 | 1:54.104 | 41.070 | 197 | 41.735 | 168 | 31.299 | 180 | 210 | 10 | 1:50.513 | 39.562 | 204 | 39.871 | 172 | 31.080 | 179 | 212 |