



Times after SS 2
Tempos depois PE 2
Sobral de Monte Agraço 1 · 14,900 km.

START

| STAGE SS 2 ESPECIAL PE 2 | | | | | | OVERALL CLASSIFICATION CLASSIFICAÇÃO GERAL | | | | |
|-----------------------------|--|------------------|-------------------------|------------------|-----|---|--|------------------|--------------------------|------------------|
| N | DRIV / CODR / VEH PIL / NAV / VIAT | CL GR | TIME TEMPO (KM/H) | DIFF DIF | POS | N | DRIV / CODR / VEH PIL / NAV / VIAT | CL GR | TIME TEMPO (PENAL) | DIFF DIF |
| 15 | J. Rodrigues M. Santos PEUGEOT 106 | 1 / 9 1 / X1 | 8:08.9 (109,72) | +0.0 +0.0 | 1 | 15 | J. Rodrigues M. Santos PEUGEOT 106 | 1 / 9 1 / X1 | 14:54.3 | +0.0 +0.0 |
| 3 | J. Gomes F. Reis RENAULT CLIO R3 | 1 / 10 1 / X2 | 8:17.6 (107,80) | +8.7 +8.7 | 2 | 3 | J. Gomes F. Reis RENAULT CLIO R3 | 1 / 10 1 / X2 | 14:55.6 | +1.3 +1.3 |
| 11 | G. Boaventura R. Silva PEUGEOT 106 RALLYE S2 | 2 / 9 2 / X1 | 8:28.5 (105,49) | +19.6 +10.9 | 3 | 11 | G. Boaventura R. Silva PEUGEOT 106 RALLYE S2 | 2 / 9 2 / X1 | 15:16.6 | +22.3 +21.0 |
| 12 | P. Lança A. José CITROEN SAXO | 3 / 9 3 / X1 | 8:39.0 (103,35) | +30.1 +10.5 | 4 | 12 | P. Lança A. José CITROEN SAXO | 3 / 9 3 / X1 | 15:25.8 | +31.5 +9.2 |
| 14 | P. Baiona B. Malhão PEUGEOT 106 | 4 / 9 4 / X1 | 8:39.1 (103,33) | +30.2 +0.1 | 5 | 14 | P. Baiona B. Malhão PEUGEOT 106 | 4 / 9 4 / X1 | 15:44.3 | +50.0 +18.5 |
| 6 | F. Castro A. Gaspar OPEL ADAM | 1 / 2 1 / P1 | 8:42.5 (102,66) | +33.6 +3.4 | 6 | 6 | F. Castro A. Gaspar OPEL ADAM | 1 / 2 1 / P1 | 15:51.4 | +57.1 +7.1 |
| 18 | P. Fiúza N. Batalha PEUGEOT 309 GTI 16V | 2 / 10 2 / X2 | 8:44.8 (102,21) | +35.9 +2.3 | 7 | 2 | V. Martins G. Palmeira PEUGEOT 208 VTI (R2B) | 2 / 2 2 / P1 | 15:55.2 | +1:00.9 +3.8 |
| 2 | V. Martins G. Palmeira PEUGEOT 208 VTI (R2B) | 2 / 2 2 / P1 | 8:46.4 (101,90) | +37.5 +1.6 | 8 | 18 | P. Fiúza N. Batalha PEUGEOT 309 GTI 16V | 2 / 10 2 / X2 | 15:56.9 | +1:02.6 +1.7 |
| 29 | J. Serrão J. Pires PEUGEOT 106 | 5 / 9 5 / X1 | 8:52.4 (100,75) | +43.5 +6.0 | 9 | 29 | J. Serrão J. Pires PEUGEOT 106 | 5 / 9 5 / X1 | 16:13.0 | +1:18.7 +16.1 |
| 4 | P. Anselmo A. Silva BMW 316 I (3C) COMPACT | 1 / 11 3 / X2 | 8:56.6 (99,96) | +47.7 +4.2 | 10 | 4 | P. Anselmo A. Silva BMW 316 I (3C) COMPACT | 1 / 11 3 / X2 | 16:16.2 | +1:21.9 +3.2 |
| 1 | L. Nascimento L. Madeira OPEL CORSA | 3 / 10 4 / X2 | 9:03.3 (98,73) | +54.4 +6.7 | 11 | 1 | L. Nascimento L. Madeira OPEL CORSA | 3 / 10 4 / X2 | 16:25.9 | +1:31.6 +9.7 |
| 17 | M. Teixeira C. Teixeira RENAULT CLIO 2.0 RS | 4 / 10 5 / X2 | 9:15.5 (96,56) | +1:06.6 +12.2 | 12 | 17 | M. Teixeira C. Teixeira RENAULT CLIO 2.0 RS | 4 / 10 5 / X2 | 16:43.0 | +1:48.7 +17.1 |
| 26 | F. Luís S. White VOLKSWAGEN GOLF GTI | 5 / 10 6 / X2 | 9:24.9 (94,95) | +1:16.0 +9.4 | 13 | 25 | R. Pinheiro J. Santos PEUGEOT 205 GTI | 5 / 10 6 / X2 | 17:07.2 | +2:12.9 +24.2 |
| 30 | M. Rodrigues H. Costa CITROEN SAXO | 6 / 9 6 / X1 | 9:27.2 (94,57) | +1:18.3 +2.3 | 14 | 26 | F. Luís S. White VOLKSWAGEN GOLF GTI | 6 / 10 7 / X2 | 17:09.3 | +2:15.0 +2.1 |
| 25 | R. Pinheiro J. Santos PEUGEOT 205 GTI | 6 / 10 7 / X2 | 9:28.8 (94,30) | +1:19.9 +1.6 | 15 | 5 | D. Costa J. Costa BMW 325 I (E30) | 2 / 11 8 / X2 | 17:09.9 | +2:15.6 +0.6 |
| 27 | J. Sarmiento C. Sarmiento TOYOTA COROLLA | 7 / 9 7 / X1 | 9:31.5 (93,86) | +1:22.6 +2.7 | 16 | 30 | M. Rodrigues H. Costa CITROEN SAXO | 6 / 9 6 / X1 | 17:15.3 | +2:21.0 +5.4 |
| 5 | D. Costa J. Costa BMW 325 I (E30) | 2 / 11 8 / X2 | 9:37.3 (92,92) | +1:28.4 +5.8 | 17 | 27 | J. Sarmiento C. Sarmiento TOYOTA COROLLA | 7 / 9 7 / X1 | 17:24.3 | +2:30.0 +9.0 |



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|-----------------------------|---|-------------------|---------------------------|-----------------------------|-----------|---|---|-------------------|----------------------------|-----------------------------|
| N | DRIV / CODR / VEH PIL / NAV / VIAT | CL GR | TIME TEMPO (KM/H) | DIFF DIF | POS | N | DRIV / CODR / VEH PIL / NAV / VIAT | CL GR | TIME TEMPO (PENAL) | DIFF DIF |
| 28 | P. Santos J. Marques PEUGEOT 206 | 8 / 9 8 / X1 | 9:37.7 (92,85) | +1:28.8 +0.4 | 18 | 28 | P. Santos J. Marques PEUGEOT 206 | 8 / 9 8 / X1 | 17:30.2 | +2:35.9 +5.9 |
| 32 | A. Correia F. Neto PEUGEOT 206 GTI | 9 / 9 9 / X1 | 9:49.9 (90,93) | +1:41.0 +12.2 | 19 | 32 | A. Correia F. Neto PEUGEOT 206 GTI | 9 / 9 9 / X1 | 18:02.9 | +3:08.6 +32.7 |
| 36 | A. Albuquerque J. Santos FIAT PUNTOHGT | 7 / 10 9 / X2 | 10:26.8 (85,58) | +2:17.9 +36.9 | 20 | 7 | L. Reis C. Reis RENAULT 11 | 7 / 10 9 / X2 | 18:51.3 | +3:57.0 +48.4 |
| 9 | Edumo J. Monteiro PEUGEOT 208 | 3 / 11 10 / X2 | 10:28.5 (85,35) | +2:19.6 +1.7 | 21 | 23 | M. Antunes J. Alves FIAT STILO | 3 / 11 10 / X2 | 18:59.7 | +4:05.4 +8.4 |
| 21 | J. Falcão R. Assunção MAZDA 323 | 8 / 10 11 / X2 | 10:29.9 (85,16) | +2:21.0 +1.4 | 22 | 36 | A. Albuquerque J. Santos FIAT PUNTOHGT | 8 / 10 11 / X2 | 19:05.3 | +4:11.0 +5.6 |
| 23 | M. Antunes J. Alves FIAT STILO | 4 / 11 12 / X2 | 10:30.6 (85,06) | +2:21.7 +0.7 | 23 | 9 | Edumo J. Monteiro PEUGEOT 208 | 4 / 11 12 / X2 | 19:15.4 00:00:10 | +4:21.1 +10.1 |
| 7 | L. Reis C. Reis RENAULT 11 | 9 / 10 13 / X2 | 10:39.5 (83,88) | +2:30.6 +8.9 | 24 | 21 | J. Falcão R. Assunção MAZDA 323 | 9 / 10 13 / X2 | 19:30.1 | +4:35.8 +14.7 |
| 8 | P. Franco V. Sousa FORD ESCORT MK1 | 10 / 9 10 / X1 | 10:43.2 (83,40) | +2:34.3 +3.7 | 25 | 8 | P. Franco V. Sousa FORD ESCORT MK1 | 10 / 9 10 / X1 | 19:43.8 | +4:49.5 +13.7 |
| 35 | F. Silva L. Teixeira PEUGEOT 106 XSI | 1 / 8 11 / X1 | 10:58.5 (81,46) | +2:49.6 +15.3 | 26 | 31 | A. Ramos S. Ramos PEUGEOT 106 XSI | 11 / 9 11 / X1 | 20:03.4 | +5:09.1 +19.6 |
| 34 | C. Pereira L. Bento MINI 1000 | 2 / 8 12 / X1 | 11:17.0 (79,23) | +3:08.1 +18.5 | 27 | 35 | F. Silva L. Teixeira PEUGEOT 106 XSI | 1 / 8 12 / X1 | 20:13.4 | +5:19.1 +10.0 |
| 31 | A. Ramos S. Ramos PEUGEOT 106 XSI | 11 / 9 13 / X1 | 12:13.8 (73,10) | +4:04.9 +56.8 | 28 | 34 | C. Pereira L. Bento MINI 1000 | 2 / 8 13 / X1 | 20:46.8 | +5:52.5 +33.4 |
| 20 | B. Ramos P. Contente PEUGEOT 207 | 1 / 4 1 / P2 | 12:51.5 (69,53) | +4:42.6 +37.7 | 29 | 20 | B. Ramos P. Contente PEUGEOT 207 | 1 / 4 1 / P2 | 21:53.8 | +6:59.5 +1:07.0 |
| 10 | D. Mil-Homens P. Oliveira FIAT UNO | 3 / 8 14 / X1 | 48:30.8 (18,43) | +40:21.9 +35:39.3 | 30 | 10 | D. Mil-Homens P. Oliveira FIAT UNO | 3 / 8 14 / X1 | 56:44.2 | +41:49.9 +34:50.4 |

**RETIREMENTS
DESISTENTES**

**Stage
Especial**

**Reason
Motivo**

| | | | | |
|-----------|---|---------|----------|----------------------------------|
| 24 | Carlos Martins C. Martins R. Martins PEUGEOT 206 GTI | 2 P1 | 2 | ABAND. LIGAÇÃO ABAND. LIGAÇÃO |
|-----------|---|---------|----------|----------------------------------|