



**Times after SS 8**  
**Tempos depois PE 8**  
**Vinhos de Lisboa - 5,230 km.**

TRRS

| STAGE SS 8<br>ESPECIAL PE 8 |  |                  |                         |               |     | OVERALL CLASSIFICATION<br>CLASSIFICAÇÃO GERAL |  |                  |                          |                    |
|-----------------------------|--|------------------|-------------------------|---------------|-----|---|--|------------------|--------------------------|--------------------|
| N                           | DRIV / CODR / VEH<br>PIL / NAV / VIAT                      | CL<br>GR         | TIME<br>TEMPO<br>(KM/H) | DIFF<br>DIF   | POS | N   | DRIV / CODR / VEH<br>PIL / NAV / VIAT                      | CL<br>GR         | TIME<br>TEMPO<br>(PENAL) | DIFF<br>DIF        |
| 41                          | S. Pajari<br>E. Malkonen<br>MITSUBISHI LANCER EVOLUTION IX | 1 / 14<br>1 / X3 | 2:54.8<br>(107,71)      | +0.0<br>+0.0  | 1   | 41  | S. Pajari<br>E. Malkonen<br>MITSUBISHI LANCER EVOLUTION IX | 1 / 14<br>1 / X3 | 47:22.2                  | +0.0<br>+0.0       |
| 42                          | C. Fernandes<br>P. Afonso<br>MITSUBISHI LANCER EVO VI      | 1 / 7<br>1 / P3  | 2:56.6<br>(106,61)      | +1.8<br>+1.8  | 2   | 40  | A. Cabeças<br>I. Santos<br>MITSUBISHI MIRAGE EVO           | 1 / 17<br>1 / X6 | 48:36.0                  | +1:13.8<br>+1:13.8 |
| 40                          | A. Cabeças<br>I. Santos<br>MITSUBISHI MIRAGE EVO           | 1 / 17<br>1 / X6 | 3:01.8<br>(103,56)      | +7.0<br>+5.2  | 3   | 42  | C. Fernandes<br>P. Afonso<br>MITSUBISHI LANCER EVO VI      | 1 / 7<br>1 / P3  | 48:46.2                  | +1:24.0<br>+10.2   |
| 43                          | G. Figueiroa<br>J. Janela<br>FORD ESCORT MK II             | 1 / 11<br>1 / X2 | 3:02.3<br>(103,28)      | +7.5<br>+0.5  | 4   | 15  | J. Rodrigues<br>M. Santos<br>PEUGEOT 106                   | 1 / 9<br>1 / X1  | 49:59.5                  | +2:37.3<br>+1:13.3 |
| 55                          | R. Borges<br>L. Ribeiro<br>MITSUBISHI LANCER EVOLUTION IX  | 2 / 14<br>2 / X3 | 3:02.7<br>(103,05)      | +7.9<br>+0.4  | 5   | 43  | G. Figueiroa<br>J. Janela<br>FORD ESCORT MK II             | 1 / 11<br>1 / X2 | 50:27.0                  | +3:04.8<br>+27.5   |
| 15                          | J. Rodrigues<br>M. Santos<br>PEUGEOT 106                   | 1 / 9<br>1 / X1  | 3:03.4<br>(102,66)      | +8.6<br>+0.7  | 6   | 11  | G. Boaventura<br>R. Silva<br>PEUGEOT 106 RALLYE S2         | 2 / 9<br>2 / X1  | 51:21.2                  | +3:59.0<br>+54.2   |
| 48                          | D. Ferreira<br>R. Pinheiro<br>MITSUBISHI CARISMA GT        | 2 / 7<br>2 / P3  | 3:04.0<br>(102,33)      | +9.2<br>+0.6  | 7   | 51  | J. Gomes<br>M. Vilas<br>MITSUBISHI LANCER EVO IX           | 2 / 14<br>2 / X3 | 51:23.5                  | +4:01.3<br>+2.3    |
| 53                          | N. Carujo<br>P. Silva<br>MITSUBISHI LANCER EVOLUTION VI    | 3 / 7<br>3 / P3  | 3:04.3<br>(102,16)      | +9.5<br>+0.3  | 8   | 46  | P. Leone<br>B. Ramos<br>FORD ESCORT RS COSWORTH            | 2 / 7<br>2 / P3  | 51:36.4                  | +4:14.2<br>+12.9   |
| 51                          | J. Gomes<br>M. Vilas<br>MITSUBISHI LANCER EVO IX           | 3 / 14<br>3 / X3 | 3:06.0<br>(101,23)      | +11.2<br>+1.7 | 9   | 55  | R. Borges<br>L. Ribeiro<br>MITSUBISHI LANCER EVOLUTION IX  | 3 / 14<br>3 / X3 | 51:39.0                  | +4:16.8<br>+2.6    |
| 11                          | G. Boaventura<br>R. Silva<br>PEUGEOT 106 RALLYE S2         | 2 / 9<br>2 / X1  | 3:09.0<br>(99,62)       | +14.2<br>+3.0 | 10  | 12  | P. Lança<br>A. José<br>CITROEN SAXO                        | 3 / 9<br>3 / X1  | 51:48.3                  | +4:26.1<br>+9.3    |
| 86                          | T. Garcia<br>M. Pereira<br>PEUGEOT 309                     | 1 / 10<br>2 / X2 | 3:09.0<br>(99,62)       | +14.2<br>+0.0 | 11  | 60  | R. Rijo<br>M. Afonso<br>MITSUBISHI LANCER EVO VIII MR      | 3 / 7<br>3 / P3  | 52:02.7                  | +4:40.5<br>+14.4   |
| 52                          | L. Mota<br>H. Maia<br>MITSUBISHI LANCER EVO VII            | 4 / 7<br>4 / P3  | 3:10.1<br>(99,04)       | +15.3<br>+1.1 | 12  | 52  | L. Mota<br>H. Maia<br>MITSUBISHI LANCER EVO VII            | 4 / 7<br>4 / P3  | 52:43.0                  | +5:20.8<br>+40.3   |
| 46                          | P. Leone<br>B. Ramos<br>FORD ESCORT RS COSWORTH            | 5 / 7<br>5 / P3  | 3:10.6<br>(98,78)       | +15.8<br>+0.5 | 13  | 74  | M. Reis<br>V. Velykyy<br>MITSUBISHI LANCER EVO VII         | 5 / 7<br>5 / P3  | 52:43.9<br>00:00:10      | +5:21.7<br>+0.9    |
| 60                          | R. Rijo<br>M. Afonso<br>MITSUBISHI LANCER EVO VIII MR      | 6 / 7<br>6 / P3  | 3:11.0<br>(98,58)       | +16.2<br>+0.4 | 14  | 14  | P. Baiona<br>B. Malhão<br>PEUGEOT 106                      | 4 / 9<br>4 / X1  | 52:48.7                  | +5:26.5<br>+4.8    |
| 12                          | P. Lança<br>A. José<br>CITROEN SAXO                        | 3 / 9<br>3 / X1  | 3:12.5<br>(97,81)       | +17.7<br>+1.5 | 15  | 86  | T. Garcia<br>M. Pereira<br>PEUGEOT 309                     | 1 / 10<br>2 / X2 | 53:13.9                  | +5:51.7<br>+25.2   |
| 47                          | A. Nunes<br>A. Lopes<br>MITSUBISHI LANCER EVO V            | 4 / 14<br>4 / X3 | 3:15.2<br>(96,45)       | +20.4<br>+2.7 | 16  | 53  | N. Carujo<br>P. Silva<br>MITSUBISHI LANCER EVOLUTION VI    | 6 / 7<br>6 / P3  | 53:28.7<br>00:00:10      | +6:06.5<br>+14.8   |
| 14                          | P. Baiona<br>B. Malhão<br>PEUGEOT 106                      | 4 / 9<br>4 / X1  | 3:15.3<br>(96,41)       | +20.5<br>+0.1 | 17  | 49  | F. Teotónio<br>L. Morgadinho<br>MITSUBISHI LANCER EVO X    | 4 / 14<br>4 / X3 | 53:41.7                  | +6:19.5<br>+13.0   |



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TRRS

| STAGE SS 8<br>ESPECIAL PE 8 |   |                   |                         |               |     | OVERALL CLASSIFICATION<br>CLASSIFICAÇÃO GERAL |   |                  |                          |                     |
|-----------------------------|---|-------------------|-------------------------|---------------|-----|---|---|------------------|--------------------------|---------------------|
| N                           | DRIV / CODR / VEH<br>PIL / NAV / VIAT                       | CL<br>GR          | TIME<br>TEMPO<br>(KM/H) | DIFF<br>DIF   | POS | N   | DRIV / CODR / VEH<br>PIL / NAV / VIAT                       | CL<br>GR         | TIME<br>TEMPO<br>(PENAL) | DIFF<br>DIF         |
| 64                          | A. Almeida<br>P. Henriques<br>BMW 325 (E30)                 | 2 / 11<br>3 / X2  | 3:15.7<br>(96,21)       | +20.9<br>+0.4 | 18  | 47  | A. Nunes<br>A. Lopes<br>MITSUBISHI LANCER EVO V             | 5 / 14<br>5 / X3 | 54:11.3                  | +6:49.1<br>+29.6    |
| 77                          | J. Colaço<br>R. Santos<br>RENAULT CLIO R.S (VRA5/4)         | 3 / 11<br>4 / X2  | 3:16.6<br>(95,77)       | +21.8<br>+0.9 | 19  | 58  | N. Venâncio<br>P. Santos<br>MITSUBISHI LANCER EVOLUTION VII | 6 / 14<br>6 / X3 | 54:39.9                  | +7:17.7<br>+28.6    |
| 49                          | F. Teotónio<br>L. Morgadinho<br>MITSUBISHI LANCER EVO X     | 5 / 14<br>5 / X3  | 3:18.7<br>(94,76)       | +23.9<br>+2.1 | 20  | 71  | G. Horta<br>D. Ferreira<br>RENAULT CLIO 2 SPORT             | 2 / 10<br>3 / X2 | 54:55.6<br>00:00:10      | +7:33.4<br>+15.7    |
| 71                          | G. Horta<br>D. Ferreira<br>RENAULT CLIO 2 SPORT             | 2 / 10<br>5 / X2  | 3:19.9<br>(94,19)       | +25.1<br>+1.2 | 21  | 77  | J. Colaço<br>R. Santos<br>RENAULT CLIO R.S (VRA5/4)         | 2 / 11<br>4 / X2 | 54:56.4                  | +7:34.2<br>+0.8     |
| 74                          | M. Reis<br>V. Velykyy<br>MITSUBISHI LANCER EVO VII          | 7 / 7<br>7 / P3   | 3:23.5<br>(92,52)       | +28.7<br>+3.6 | 22  | 78  | M. Martins<br>R. Vilaça<br>PEUGEOT 206 GTI                  | 5 / 9<br>5 / X1  | 56:52.8                  | +9:30.6<br>+1:56.4  |
| 87                          | P. Sousa<br>A. Alexandre<br>VOLKSWAGEN GOLF MK3 VR6         | 4 / 11<br>6 / X2  | 3:23.9<br>(92,34)       | +29.1<br>+0.4 | 23  | 87  | P. Sousa<br>A. Alexandre<br>VOLKSWAGEN GOLF MK3 VR6         | 3 / 11<br>5 / X2 | 57:00.6                  | +9:38.4<br>+7.8     |
| 78                          | M. Martins<br>R. Vilaça<br>PEUGEOT 206 GTI                  | 5 / 9<br>5 / X1   | 3:26.9<br>(91,00)       | +32.1<br>+3.0 | 24  | 50  | V. Tintim<br>F. Tintim<br>SUBARU IMPREZA WRX STI            | 7 / 7<br>7 / P3  | 57:20.0                  | +9:57.8<br>+19.4    |
| 58                          | N. Venâncio<br>P. Santos<br>MITSUBISHI LANCER EVOLUTION VII | 6 / 14<br>6 / X3  | 3:27.3<br>(90,82)       | +32.5<br>+0.4 | 25  | 88  | J. Almeida<br>J. Lopes<br>FORD ESCORT RS 2000               | 3 / 10<br>6 / X2 | 57:31.0<br>00:01:10      | +10:08.8<br>+11.0   |
| 59                          | C. Nóbrega<br>A. Nóbrega<br>NISSAN DATSUN 1200 (2.0 L)      | 1 / 12<br>7 / X2  | 3:27.4<br>(90,78)       | +32.6<br>+0.1 | 26  | 63  | A. Alcobia<br>J. Serrão<br>PEUGEOT 306                      | 4 / 10<br>7 / X2 | 57:44.7                  | +10:22.5<br>+13.7   |
| 50                          | V. Tintim<br>F. Tintim<br>SUBARU IMPREZA WRX STI            | 8 / 7<br>8 / P3   | 3:28.7<br>(90,22)       | +33.9<br>+1.3 | 27  | 67  | N. Stuerken<br>M. Feio<br>FORD ESCORT                       | 5 / 10<br>8 / X2 | 57:51.4                  | +10:29.2<br>+6.7    |
| 72                          | I. Gameiro<br>F. Bento<br>LANCIA DELTA INTEGRALE 16V        | 7 / 14<br>7 / X3  | 3:29.7<br>(89,79)       | +34.9<br>+1.0 | 28  | 30  | M. Rodrigues<br>H. Costa<br>CITROEN SAXO                    | 6 / 9<br>6 / X1  | 57:59.5                  | +10:37.3<br>+8.1    |
| 25                          | R. Pinheiro<br>J. Santos<br>PEUGEOT 205 GTI                 | 3 / 10<br>8 / X2  | 3:30.5<br>(89,44)       | +35.7<br>+0.8 | 29  | 28  | P. Santos<br>J. Marques<br>PEUGEOT 206                      | 7 / 9<br>7 / X1  | 58:14.1                  | +10:51.9<br>+14.6   |
| 79                          | T. Pedro<br>P. Pedro<br>PEUGEOT 106 XSI                     | 1 / 8<br>6 / X1   | 3:31.3<br>(89,11)       | +36.5<br>+0.8 | 30  | 79  | T. Pedro<br>P. Pedro<br>PEUGEOT 106 XSI                     | 1 / 8<br>8 / X1  | 58:40.2                  | +11:18.0<br>+26.1   |
| 28                          | P. Santos<br>J. Marques<br>PEUGEOT 206                      | 6 / 9<br>7 / X1   | 3:31.9<br>(88,85)       | +37.1<br>+0.6 | 31  | 27  | J. Sarmiento<br>C. Sarmiento<br>TOYOTA COROLLA              | 8 / 9<br>9 / X1  | 59:00.5<br>00:00:10      | +11:38.3<br>+20.3   |
| 63                          | A. Alcobia<br>J. Serrão<br>PEUGEOT 306                      | 4 / 10<br>9 / X2  | 3:33.0<br>(88,39)       | +38.2<br>+1.1 | 32  | 72  | I. Gameiro<br>F. Bento<br>LANCIA DELTA INTEGRALE 16V        | 7 / 14<br>7 / X3 | 59:05.7<br>00:00:10      | +11:43.5<br>+5.2    |
| 30                          | M. Rodrigues<br>H. Costa<br>CITROEN SAXO                    | 7 / 9<br>8 / X1   | 3:34.0<br>(87,98)       | +39.2<br>+1.0 | 33  | 61  | S. Brás<br>S. Mouta<br>PEUGEOT 306 MAXI                     | 6 / 10<br>9 / X2 | 59:10.0                  | +11:47.8<br>+4.3    |
| 67                          | N. Stuerken<br>M. Feio<br>FORD ESCORT                       | 5 / 10<br>10 / X2 | 3:34.0<br>(87,98)       | +39.2<br>+0.0 | 34  | 31  | A. Ramos<br>S. Ramos<br>PEUGEOT 106 XSI                     | 9 / 9<br>10 / X1 | 1:00:36.0                | +13:13.8<br>+1:26.0 |



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TRRS

| STAGE SS 8<br>ESPECIAL PE 8 |  |                    |                         |                    | OVERALL CLASSIFICATION<br>CLASSIFICAÇÃO GERAL |    |  |                    |                          |                        |
|-----------------------------|--|--------------------|-------------------------|--------------------|---|----|--|--------------------|--------------------------|------------------------|
| N                           | DRIV / CODR / VEH<br>PIL / NAV / VIAT              | CL<br>GR           | TIME<br>TEMPO<br>(KM/H) | DIFF<br>DIF        | POS   | N  | DRIV / CODR / VEH<br>PIL / NAV / VIAT                  | CL<br>GR           | TIME<br>TEMPO<br>(PENAL) | DIFF<br>DIF            |
| 88                          | J. Almeida<br>J. Lopes<br>FORD ESCORT RS 2000      | 6 / 10<br>11 / X2  | 3:34.5<br>(87,78)       | +39.7<br>+0.5      | 35  | 25 | R. Pinheiro<br>J. Santos<br>PEUGEOT 205 GTI            | 7 / 10<br>10 / X2  | 1:00:41.5<br>00:01:30    | +13:19.3<br>+5.5       |
| 27                          | J. Sarmiento<br>C. Sarmiento<br>TOYOTA COROLLA     | 8 / 9<br>9 / X1    | 3:36.4<br>(87,01)       | +41.6<br>+1.9      | 36  | 32 | A. Correia<br>F. Neto<br>PEUGEOT 206 GTI               | 10 / 9<br>11 / X1  | 1:01:12.1                | +13:49.9<br>+30.6      |
| 61                          | S. Brás<br>S. Mouta<br>PEUGEOT 306 MAXI            | 7 / 10<br>12 / X2  | 3:38.3<br>(86,25)       | +43.5<br>+1.9      | 37  | 90 | J. Luis<br>L. Cavalinhos<br>OPEL CORSA - B GSI         | 8 / 10<br>11 / X2  | 1:01:57.8<br>00:00:10    | +14:35.6<br>+45.7      |
| 80                          | R. Barradas<br>M. Barradas<br>FORD FOCUS           | 8 / 10<br>13 / X2  | 3:38.9<br>(86,01)       | +44.1<br>+0.6      | 38  | 81 | J. Barreto<br>O. Matias<br>SEAT LEON                   | 1 / 15<br>1 / X4   | 1:02:27.8                | +15:05.6<br>+30.0      |
| 90                          | J. Luis<br>L. Cavalinhos<br>OPEL CORSA - B GSI     | 9 / 10<br>14 / X2  | 3:43.2<br>(84,35)       | +48.4<br>+4.3      | 39  | 48 | D. Ferreira<br>R. Pinheiro<br>MITSUBISHI CARISMA GT    | 8 / 7<br>8 / P3    | 1:02:53.9<br>00:00:40    | +15:31.7<br>+26.1      |
| 32                          | A. Correia<br>F. Neto<br>PEUGEOT 206 GTI           | 9 / 9<br>10 / X1   | 3:47.2<br>(82,87)       | +52.4<br>+4.0      | 40  | 23 | M. Antunes<br>J. Alves<br>FIAT STILO                   | 4 / 11<br>12 / X2  | 1:04:12.2                | +16:50.0<br>+1:18.3    |
| 31                          | A. Ramos<br>S. Ramos<br>PEUGEOT 106 XSI            | 10 / 9<br>11 / X1  | 3:48.6<br>(82,36)       | +53.8<br>+1.4      | 41  | 70 | V. Calisto<br>M. Calisto<br>FORD ESCORT MK I           | 9 / 10<br>13 / X2  | 1:04:57.9<br>00:00:10    | +17:35.7<br>+45.7      |
| 81                          | J. Barreto<br>O. Matias<br>SEAT LEON               | 1 / 15<br>1 / X4   | 3:49.6<br>(82,00)       | +54.8<br>+1.0      | 42  | 36 | A. Albuquerque<br>J. Santos<br>FIAT PUNTOHGT           | 10 / 10<br>14 / X2 | 1:05:14.3                | +17:52.1<br>+16.4      |
| 84                          | C. Santos<br>R. Valente<br>VOLKSWAGEN CORRADO G60  | 2 / 12<br>15 / X2  | 3:50.3<br>(81,75)       | +55.5<br>+0.7      | 43  | 9  | Edumo<br>J. Monteiro<br>PEUGEOT 208                    | 5 / 11<br>15 / X2  | 1:05:49.3<br>00:00:10    | +18:27.1<br>+35.0      |
| 23                          | M. Antunes<br>J. Alves<br>FIAT STILO               | 5 / 11<br>16 / X2  | 3:53.1<br>(80,77)       | +58.3<br>+2.8      | 44  | 80 | R. Barradas<br>M. Barradas<br>FORD FOCUS               | 11 / 10<br>16 / X2 | 1:05:56.7<br>00:05:00    | +18:34.5<br>+7.4       |
| 70                          | V. Calisto<br>M. Calisto<br>FORD ESCORT MK I       | 10 / 10<br>17 / X2 | 3:56.5<br>(79,61)       | +1:01.7<br>+3.4    | 45  | 59 | C. Nóbrega<br>A. Nóbrega<br>NISSAN DATSUN 1200 (2.0 L) | 1 / 12<br>17 / X2  | 1:09:48.0                | +22:25.8<br>+3:51.3    |
| 36                          | A. Albuquerque<br>J. Santos<br>FIAT PUNTOHGT       | 11 / 10<br>18 / X2 | 4:01.7<br>(77,90)       | +1:06.9<br>+5.2    | 46  | 85 | M. Domingues<br>B. Baltazar<br>RENAULT 5 TS(TURBO)     | 6 / 11<br>18 / X2  | 1:10:55.9                | +23:33.7<br>+1:07.9    |
| 9                           | Edumo<br>J. Monteiro<br>PEUGEOT 208                | 6 / 11<br>19 / X2  | 4:02.5<br>(77,64)       | +1:07.7<br>+0.8    | 47  | 34 | C. Pereira<br>L. Bento<br>MINI 1000                    | 2 / 8<br>12 / X1   | 1:11:43.6                | +24:21.4<br>+47.7      |
| 35                          | F. Silva<br>L. Teixeira<br>PEUGEOT 106 XSI         | 2 / 8<br>12 / X1   | 4:16.9<br>(73,29)       | +1:22.1<br>+14.4   | 48  | 35 | F. Silva<br>L. Teixeira<br>PEUGEOT 106 XSI             | 3 / 8<br>13 / X1   | 1:12:39.4<br>00:00:20    | +25:17.2<br>+55.8      |
| 34                          | C. Pereira<br>L. Bento<br>MINI 1000                | 3 / 8<br>13 / X1   | 4:35.8<br>(68,27)       | +1:41.0<br>+18.9   | 49  | 91 | M. Duarte<br>L. Simões<br>FIAT UNO                     | 4 / 8<br>14 / X1   | 1:16:24.0<br>00:00:40    | +29:01.8<br>+3:44.6    |
| 91                          | M. Duarte<br>L. Simões<br>FIAT UNO                 | 4 / 8<br>14 / X1   | 6:10.2<br>(50,86)       | +3:15.4<br>+1:34.4 | 50  | 64 | A. Almeida<br>P. Henriques<br>BMW 325 (E30)            | 7 / 11<br>19 / X2  | 1:45:02.1<br>00:01:50    | +57:39.9<br>+28:38.1   |
| 85                          | M. Domingues<br>B. Baltazar<br>RENAULT 5 TS(TURBO) | 7 / 11<br>20 / X2  | 9:17.3<br>(33,78)       | +6:22.5<br>+3:07.1 | 51  | 84 | C. Santos<br>R. Valente<br>VOLKSWAGEN CORRADO G60      | 2 / 12<br>20 / X2  | 2:12:23.1                | +1:25:00.9<br>+27:21.0 |



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| STAGE SS 8<br>ESPECIAL PE 8        |   |          |                           |                          | OVERALL CLASSIFICATION<br>CLASSIFICAÇÃO GERAL |   |                                       |          |                          |             |
|------------------------------------|---|----------|---------------------------|--------------------------|---|---|---------------------------------------|----------|--------------------------|-------------|
| N                                  | DRIV / CODR / VEH<br>PIL / NAV / VIAT                   | CL<br>GR | TIME<br>TEMPO<br>(KM/H)   | DIFF<br>DIF              | POS   | N | DRIV / CODR / VEH<br>PIL / NAV / VIAT | CL<br>GR | TIME<br>TEMPO<br>(PENAL) | DIFF<br>DIF |
| <b>RETIREMENTS<br/>DESISTENTES</b> |   |          | <b>Stage<br/>Especial</b> | <b>Reason<br/>Motivo</b> |   |   |                                       |          |                          |             |
| 3                                  | José M. Gomes<br>J. Gomes<br>F. Reis<br>RENAULT CLIO R3 | 10<br>X2 | 8                         | WITHDRAWN<br>ABANDONO    |   |   |                                       |          |                          |             |

[www.atodomotor.com](http://www.atodomotor.com)

Subject to confirmation  
Sujeto a confirmação