



CLASSIC TOURING CHALLENGE IMOLA CLASSIC QUALIFYING

Best Sector Times

SECTOR 1			SECTOR 2		SECTOR 3							
Pos	Driver	Time	Driver	Time	Driver	Time	Pos	Car	Cl	Ideal Lap	Best Lap	
1	22 F.STIPPLER	28.042	22 F.STIPPLER	43.595	14 J.SPIERS	1:01.398	1	14 Ford Mustang 289 1965	+2L	2:13.671	2:15.026 (1)	
2	14 J.SPIERS	28.121	14 J.SPIERS	44.152	181 K.TILLEY	1:02.308	2	22 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:13.970	2:16.655 (3)	
3	181 K.TILLEY	28.281	181 K.TILLEY	44.415	22 F.STIPPLER	1:02.333	3	181 Ford Cortina Lotus 1965	-2L	2:15.004	2:15.275 (2)	
4	140 S.PEREZ	28.530	140 S.PEREZ	44.519	79 A.HADDON	1:02.597	4	79 Ford Cortina Lotus 1965	-2L	2:16.089	2:18.327 (5)	
5	79 A.HADDON	28.720	79 A.HADDON	44.772	140 S.PEREZ	1:03.187	5	140 Alfa Romeo Giulia GTA 1965	-2L	2:16.236	2:16.692 (4)	
6	33 R.JACK	29.046	70 C.OLDENDORFF	45.141	43 P.PRALLER	1:03.986	6	43 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:18.671	2:18.671 (6)	
7	43 P.PRALLER	29.181	33 R.JACK	45.381	30 Y.VÖGELE	1:04.029	7	33 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:18.822	2:20.122 (8)	
8	30 Y.VÖGELE	29.374	43 P.PRALLER	45.504	33 R.JACK	1:04.395	8	70 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:19.222	2:19.222 (7)	
9	70 C.OLDENDORFF	29.664	40 M.ERLICH	46.045	70 C.OLDENDORFF	1:04.417	9	30 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:19.925	2:20.643 (9)	
10	89 P.MULACEK	29.682	30 C.VÖGELE	46.522	40 M.ERLICH	1:05.011	10	40 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:20.936	2:21.592 (10)	
11	40 M.ERLICH	29.880	89 P.MULACEK	46.919	69 M.GROSFILLIER	1:05.466	11	89 Ford Mustang 289 1965	+2L	2:22.256	2:26.496 (15)	
12	155 D.HAGER	30.388	155 D.HAGER	47.117	89 P.MULACEK	1:05.655	12	69 Chevrolet Corvette C1 Phase 2 1960	+2L	2:23.746	2:24.129 (11)	
13	69 M.GROSFILLIER	30.565	21 S.NOBI	47.300	21 S.NOBI	1:06.301	13	21 Austin Mini Cooper S 1275 1965	-2L	2:24.310	2:24.310 (12)	
14	4 C.ULRICH	30.694	69 M.GROSFILLIER	47.715	4 C.ULRICH	1:06.713	14	155 Alfa Romeo Giulia GTA 1965	-2L	2:24.503	2:24.726 (13)	
15	21 S.NOBI	30.709	4 C.ULRICH	47.742	155 D.HAGER	1:06.998	15	4 Alfa Romeo Giulia Sprint GTA 1965	-2L	2:25.149	2:25.499 (14)	