

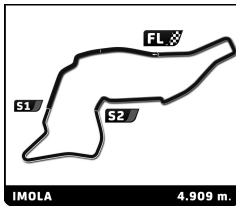
THE GENTLEMEN CHALLENGE

IMOLA CLASSIC

RACE 1

Sector Analysis

Lap under Red Flag																Invalidated Lap	Personal Best	Session Best	B Crossing the pit lane
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed				
5 Ferrari 250 GT SWB (C) 1961 1.Alexis de BEAUMONT E2								8 1 2:12.317 27.395 44.177 1:00.745 217.7 17:43.553											
2 1 2:23.295 29.636 47.262 1:06.397 206.5 4:49.282								9 1 2:12.201 27.492 44.048 1:00.661 207.7 19:55.754											
3 1 2:29.596 31.197 48.249 1:10.150 180.0 7:18.878								10 1 2:13.976 27.274 45.834 1:00.868 224.1 22:09.730											
4 1 2:25.863 32.015 47.281 1:06.567 179.1 9:44.741								11 1 4:31.004B 27.457 44.873 3:18.674 216.9 26:40.734											
5 1 2:23.491 30.645 47.521 1:05.325 190.8 12:08.232								12 1 2:32.805 45.947 45.291 1:01.567 152.3 29:13.539											
6 1 2:22.389 30.555 46.664 1:05.170 188.2 14:30.621								13 1 2:14.796 27.909 45.400 1:01.487 202.2 31:28.335											
7 1 2:21.800 29.817 47.202 1:04.781 201.5 16:52.421								14 1 2:16.202 29.261 44.702 1:02.239 186.5 33:44.537											
8 1 4:49.349B 30.124 46.889 3:32.336 191.8 21:41.770								15 1 2:13.964 27.899 44.798 1:01.267 207.7 35:58.501											
9 1 2:37.896 46.709 46.504 1:04.683 132.4 24:19.666								16 1 2:15.177 28.165 45.361 1:01.651 198.5 38:13.678											
10 1 2:22.203 30.329 46.628 1:05.246 188.2 26:41.869								17 1 2:15.867 27.669 44.969 1:03.229 211.8 40:29.545											
11 1 2:22.983 31.108 46.993 1:04.882 189.5 29:04.852								18 1 2:14.439 27.951 45.599 1:00.889 201.5 42:43.984											
12 1 2:23.003 30.014 47.243 1:05.746 195.3 31:27.855								19 1 2:12.618 27.355 44.512 1:00.751 213.9 44:56.602											
13 1 2:20.095 30.176 46.137 1:03.782 187.8 33:47.950								20 1 2:14.455 27.547 45.674 1:01.234 215.1 47:11.057											
14 1 2:19.496 29.638 46.057 1:03.801 200.0 36:07.446								26 Lister Jaguar Knobbly (C) 1960 1.Jacques SANDOZ E2											
15 1 2:22.869 31.260 46.596 1:05.013 189.8 38:30.315								1 1 2:29.855 34.848 48.476 1:06.531 2:29.855											
16 1 2:20.808 29.700 46.449 1:04.659 191.2 40:51.123								2 1 2:25.475 29.613 49.307 1:06.555 209.3 4:55.330											
17 1 2:20.749 29.466 46.395 1:04.888 191.5 43:11.872								3 1 2:23.709 29.697 47.336 1:06.676 194.2 7:19.039											
18 1 2:21.522 30.307 46.143 1:05.072 192.5 45:33.394								4 1 2:25.171 30.213 47.389 1:07.569 197.8 9:44.210											
19 1 2:21.844 30.055 46.751 1:05.038 187.8 47:55.238								5 1 2:23.782 30.245 48.021 1:05.516 194.2 12:07.992											
8 Alfa Romeo Giulietta SZ Coda Tronca 1965 1.Mathias KOERBER 2.Fabian KOERBER F								6 1 2:26.079 29.990 48.241 1:07.848 203.8 14:34.071											
1 1 2:35.965 36.896 50.593 1:08.476 2:35.965								7 1 2:25.636 30.226 48.503 1:06.907 201.1 16:59.707											
2 1 2:30.428 31.956 49.240 1:09.232 191.2 5:06.393								8 1 2:26.592 30.104 48.600 1:07.888 204.2 19:26.299											
3 1 2:31.130 32.040 50.411 1:08.679 203.0 7:37.523								9 1 5:00.814B 30.457 48.269 3:42.088 207.3 24:27.113											
4 1 2:28.601 31.661 48.655 1:08.285 190.8 10:06.124								10 1 2:48.651 51.570 48.208 1:08.873 123.9 27:15.764											
5 1 2:27.791 30.995 48.363 1:08.433 200.4 12:33.915								11 1 2:25.673 31.007 47.447 1:07.219 174.8 29:41.437											
6 1 2:27.198 30.917 48.340 1:07.941 193.2 15:01.113								12 1 2:24.093 29.266 47.927 1:06.900 213.4 32:05.530											
7 1 2:27.035 30.689 48.427 1:07.919 193.9 17:28.148								13 1 2:25.149 29.221 48.224 1:07.704 206.9 34:30.679											
8 1 2:27.868 31.482 48.425 1:07.961 203.8 19:56.016								14 1 2:24.821 29.646 47.948 1:07.227 209.3 36:55.500											
9 1 4:54.277B 30.760 48.899 3:34.618 195.3 24:50.293								15 1 2:26.780 31.782 48.246 1:06.752 181.8 39:22.280											
10 2 2:41.053 45.678 48.078 1:07.297 131.2 27:31.346								16 1 2:25.579 29.744 48.203 1:07.632 209.7 41:47.859											
11 2 2:27.187 30.899 48.895 1:07.393 201.5 29:58.533								17 1 2:26.248 29.611 48.075 1:08.562 204.5 44:14.107											
12 2 2:25.025 30.417 48.020 1:06.588 200.7 32:23.558								18 1 2:26.464 29.780 48.782 1:07.902 209.7 46:40.571											
13 2 2:23.615 29.956 47.232 1:06.427 202.6 34:47.173								19 1 2:26.308 29.464 48.240 1:08.604 210.9 49:06.879											
14 2 2:22.427 29.686 46.890 1:05.851 204.5 37:09.600								27 Austin-Healey 100-4 BN1 1955 1.Luc BOUSQUET 2.Cole TRICKLE E2											
15 2 2:22.421 29.523 46.822 1:06.076 204.5 39:32.021								1 1 2:41.195 40.481 50.371 1:10.343 2:41.195											
16 2 2:25.092 31.019 47.135 1:06.938 200.4 41:57.113								2 1 2:30.863 32.137 48.950 1:09.776 168.5 5:12.058											
17 2 2:52.937 30.183 46.765 1:35.989 201.9 44:50.050								3 1 2:30.602 31.820 49.805 1:08.977 174.5 7:42.660											
18 2 2:24.884 29.831 46.314 1:08.739 203.8 47:14.934								4 1 2:28.844 31.575 48.320 1:08.949 179.4 10:11.504											
11 Cooper T38 1955 1.Frederic WAKEMAN 2.Patrick BLAKENEY-EDWAR E1								5 1 2:29.462 31.290 48.475 1:09.697 179.7 12:40.966											
1 1 2:14.277 29.108 45.045 1:00.124 2:14.277								6 1 2:29.479 31.430 48.812 1:09.237 181.5 15:10.445											
2 1 2:13.000 27.541 44.955 1:00.504 223.1 4:27.277								7 1 2:29.792 31.251 49.286 1:09.255 182.1 17:40.237											
3 1 2:12.547 27.898 43.873 1:00.776 208.5 6:39.824								8 1 2:29.967 31.471 48.749 1:09.747 180.3 20:10.204											
4 1 2:13.556 27.885 45.280 1:00.391 221.8 8:53.380								9 1 2:30.901 31.266 49.380 1:10.255 180.9 22:41.105											
5 1 2:12.351 27.316 44.560 1:00.475 218.2 11:05.731								10 1 5:00.504B 31.718 49.337 3:39.449 180.0 27:41.609											
6 1 2:12.870 28.034 44.557 1:00.279 213.9 13:18.601								11 2 2:53.777 47.062 53.693 1:13.022 125.6 30:35.386											
7 1 2:12.635 27.569 44.332 1:00.734 213.9 15:31.236								12 2 2:41.876 34.633 52.978 1:14.265 168.0 33:17.262											
								13 2 2:39.804 35.460 52.682 1:11.662 175.3 35:57.066											
								14 2 2:42.834 33.709 53.227 1:15.898 165.4 38:39.900											
								15 2 2:37.373 33.999 51.930 1:11.444 162.2 41:17.273											



THE GENTLEMEN CHALLENGE

IMOLA CLASSIC

RACE 1

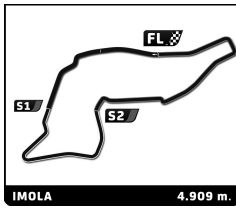
Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
16	2	2:34.965	32.999	51.431	1:10.535	174.8	43:52.238	5	1	2:29.784	31.556	48.825	1:09.403	176.8	12:44.528
17	2	2:34.792	32.406	50.792	1:11.594	179.4	46:27.030	6	1	2:29.306	31.377	48.578	1:09.351	177.6	15:13.834
18	2	2:38.526	32.837	52.068	1:13.621	178.2	49:05.556	7	1	2:29.934	31.451	48.887	1:09.596	176.2	17:43.768
28 Lotus Elite S2 1961 1.Roland JORDAN E2								8	1	2:30.750	31.382	49.821	1:09.547	186.2	20:14.518
1	1	2:35.075	36.267	50.180	1:08.628		2:35.075	9	1	4:53.798 B	31.715	49.221	3:32.862	176.5	25:08.316
2	1	2:30.100	31.712	49.562	1:08.826	181.8	5:05.175	10	1	2:43.979	44.774	49.415	1:09.790	126.6	27:52.295
3	1	2:29.210	31.742	49.004	1:08.464	201.9	7:34.385	11	1	2:31.214	31.812	49.374	1:10.028	174.8	30:23.509
4	1	2:28.614	31.408	49.171	1:08.035	201.5	10:02.999	12	1	2:31.038	31.826	49.440	1:09.772	170.3	32:54.547
5	1	2:28.475	31.414	48.893	1:08.168	197.4	12:31.474	13	1	2:32.078	32.654	49.289	1:10.135	176.8	35:26.625
6	1	2:26.556	30.945	48.447	1:07.164	198.2	14:58.030	14	1	2:33.298	32.066	50.872	1:10.360	174.2	37:59.923
7	1	2:26.930	31.056	48.367	1:07.507	200.7	17:24.960	15	1	2:33.496	31.753	49.139	1:12.604	176.2	40:33.419
8	1	4:53.975 B	30.922	48.993	3:34.060	200.0	22:18.935	16	1	2:30.359	31.856	49.085	1:09.418	177.3	43:03.778
9	1	2:44.542	47.188	49.237	1:08.117	120.8	25:03.477	17	1	2:29.932	31.642	48.762	1:09.528	177.9	45:33.710
10	1	2:27.551	31.095	48.396	1:08.060	197.4	27:31.028	18	1	2:30.431	31.631	48.846	1:09.954	174.5	48:04.141
11	1	2:28.968	30.902	50.025	1:08.041	200.0	29:59.996	44 Allard J2 1951 1.Michel GROSFILIER E1							
12	1	2:26.218	30.563	48.179	1:07.476	198.2	32:26.214	1	1	3:04.952 B	41.433	51.065	1:32.454		3:04.952
13	1	2:25.969	31.161	47.539	1:07.269	201.9	34:52.183	2	1	3:21.836	1:19.215	50.845	1:11.776	127.1	6:26.788
14	1	2:25.842	30.484	47.789	1:07.569	201.9	37:18.025	3	1	2:39.119	34.249	53.554	1:11.316	162.9	9:05.907
15	1	2:28.001	30.705	49.569	1:07.727	198.9	39:46.026	4	1	2:37.537	34.263	50.957	1:12.317	163.9	11:43.444
16	1	2:27.381	31.450	48.781	1:07.150	188.2	42:13.407	5	1	2:40.159	37.351	51.276	1:11.532	137.8	14:23.603
17	1	2:27.112	31.168	47.551	1:08.393	194.6	44:40.519	6	1	3:04.561 B	35.598	55.990	1:32.973	154.5	17:28.164
18	1	2:27.133	31.420	48.542	1:07.171	177.3	47:07.652	7	1	7:07.237	5:06.101	50.448	1:10.688	127.1	24:35.401
31 Austin-Healey 3000 Mk II 1965 1.Paul ANCELIN F								8	1	2:36.994	33.527	51.506	1:11.961	170.6	27:12.395
1	1	2:27.351	32.003	49.336	1:06.012		2:27.351	9	1	3:06.093 B	34.629	53.512	1:37.952	153.2	30:18.488
2	1	2:22.862	29.492	47.008	1:06.362	196.7	4:50.213	10	1	6:39.357	4:33.484	52.069	1:13.804	121.9	36:57.845
3	1	2:24.322	30.387	48.537	1:05.398	199.3	7:14.535	11	1	2:35.999	33.658	50.588	1:11.753	168.2	39:33.844
4	1	2:20.628	29.219	46.572	1:04.837	203.0	9:35.163	12	1	3:11.713 B	35.868	53.649	1:42.196	170.6	42:45.557
5	1	2:21.172	29.500	46.582	1:05.090	197.1	11:56.335	57 Morgan SLR 1965 1.John EMBERSON F							
6	1	2:22.264	29.521	46.639	1:06.104	198.9	14:18.599	1	1	2:23.293	31.106	46.735	1:05.452		2:23.293
7	1	2:21.689	29.688	46.598	1:05.403	206.1	16:40.288	2	1	2:21.767	29.544	46.651	1:05.572	208.9	4:45.060
8	1	2:21.329	29.536	46.740	1:05.053	200.7	19:01.617	3	1	2:21.111	29.558	46.360	1:05.193	206.9	7:06.171
9	1	2:22.651	29.935	47.161	1:05.555	189.8	21:24.268	4	1	2:21.274	29.718	46.145	1:05.411	198.2	9:27.445
10	1	4:31.102 B	29.382	46.743	3:14.977	198.5	25:55.370	5	1	2:21.010	29.686	46.024	1:05.300	202.2	11:48.455
11	1	2:43.847	52.161	46.810	1:04.876	134.3	28:39.217	6	1	2:21.301	30.149	46.085	1:05.067	197.1	14:09.756
12	1	2:21.402	29.516	46.688	1:05.198	193.5	31:00.619	7	1	2:20.581	29.587	46.209	1:04.785	212.2	16:30.337
13	1	2:22.200	29.565	46.868	1:05.767	196.4	33:22.819	8	1	2:20.976	29.188	46.203	1:05.585	209.7	18:51.313
14	1	2:21.609	29.694	46.774	1:05.141	188.2	35:44.428	9	1	2:20.840	29.543	46.430	1:04.867	205.7	21:12.153
15	1	2:21.975	29.512	46.790	1:05.673	192.5	38:06.403	10	1	4:40.076 B	29.214	46.194	3:24.668	210.1	25:52.229
16	1	2:23.788	29.341	46.910	1:07.537	200.7	40:30.191	11	1	2:37.051	45.047	46.730	1:05.274	142.3	28:29.280
17	1	2:24.257	31.980	46.754	1:05.523	180.0	42:54.448	12	1	2:21.205	29.793	46.172	1:05.240	198.5	30:50.485
18	1	2:22.322	30.396	46.573	1:05.353	188.2	45:16.770	13	1	2:21.924	29.537	46.269	1:06.118	203.4	33:12.409
19	1	2:21.849	29.515	46.830	1:05.504	202.2	47:38.619	14	1	2:20.361	29.449	45.663	1:05.249	200.7	35:32.770
40 Porsche 356 (B) S 75 Hardtop-Coupé T 5 1961 1.Marc JULLY E2								15	1	2:21.641	29.900	46.625	1:05.116	200.7	37:54.411
1	1	2:40.573	39.509	50.955	1:10.109		2:40.573	16	1	2:19.838	29.489	45.876	1:04.473	207.3	40:14.249
2	1	2:30.803	31.945	49.408	1:09.450	177.0	5:11.376	17	1	2:20.212	29.432	45.951	1:04.829	207.7	42:34.461
3	1	2:33.137	31.795	51.455	1:09.887	176.5	7:44.513	18	1	2:20.686	29.703	46.005	1:04.978	203.0	44:55.147
4	1	2:30.231	31.420	49.159	1:09.652	178.2	10:14.744	19	1	2:21.748	31.322	45.659	1:04.767	199.3	47:16.895







THE GENTLEMEN CHALLENGE

IMOLA CLASSIC

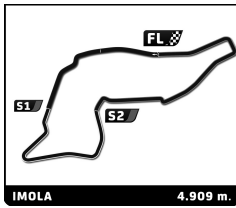
RACE 1

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
88 Lister Costin Jaguar 1959 1. John SPIERS 2. Nigel GREENSALL E2								5	1	2:17.102	28.656	44.527	1:03.919	209.7	11:44.707
1	1	2:15.270	29.181	45.669	1:00.420		2:15.270	6	1	2:17.040	28.443	44.989	1:03.608	210.9	14:01.747
2	1	2:13.060	27.761	44.425	1:00.874	217.3	4:28.330	7	1	2:15.121	28.528	44.239	1:02.354	206.9	16:16.868
3	1	2:12.862	27.675	44.228	1:00.959	213.4	6:41.192	8	1	2:14.826	28.683	43.857	1:02.286	208.5	18:31.694
4	1	2:13.386	27.759	44.988	1:00.639	209.7	8:54.578	9	1	2:16.828	28.534	44.920	1:03.374	209.3	20:48.522
5	1	2:12.956	27.565	44.475	1:00.916	209.3	11:07.534	10	1	4:28.055 B	28.347	44.531	3:15.177	206.1	25:16.577
6	1	2:12.954	27.561	44.810	1:00.583	222.7	13:20.488	11	1	2:35.550	44.546	45.937	1:05.067	129.2	27:52.127
7	1	2:13.849	27.296	45.132	1:01.421	223.1	15:34.337	12	1	2:33.610 B	29.609	45.273	1:18.728	189.5	30:25.737
8	1	2:14.428	27.423	44.564	1:02.441	228.3	17:48.765	13	1	2:30.964	43.733	44.382	1:02.849	130.6	32:56.701
9	1	2:14.373	27.629	44.782	1:01.962	224.1	20:03.138	14	1	2:29.782	29.254	44.411	1:16.117	207.3	35:26.483
10	1	2:16.287	28.145	45.277	1:02.865	210.5	22:19.425	15	1	2:20.892	31.204	45.893	1:03.795	191.5	37:47.375
11	1	4:40.431 B	28.452	44.827	3:27.152	202.2	26:59.856	16	1	2:17.290	29.435	44.544	1:03.311	206.9	40:04.665
12	2	2:29.354	42.918	45.094	1:01.342	153.8	29:29.210	17	1	2:17.862	28.789	45.078	1:03.995	207.3	42:22.527
13	2	2:13.222	27.291	44.036	1:01.895	208.5	31:42.432	18	1	2:17.070	28.452	45.690	1:02.928	206.5	44:39.597
14	2	2:13.914	29.109	43.571	1:01.234	192.9	33:56.346	19	1	2:16.103	28.645	44.504	1:02.954	208.1	46:55.700
15	2	2:12.444	27.338	44.144	1:00.962	202.6	36:08.790	20	1	2:22.053	29.467	45.668	1:06.918	203.0	49:17.753
16	2	2:14.146	28.794	44.449	1:00.903	185.2	38:22.936	177 Lotus Elite S2 1961 1. Robin ELLIS E2							
17	2	2:11.405	27.416	43.629	1:00.360	200.7	40:34.341	1	1	2:33.879	35.731	49.230	1:08.918		2:33.879
18	2	2:11.689	27.647	43.861	1:00.181	199.6	42:46.030	2	1	2:25.930	30.512	47.524	1:07.894	194.2	4:59.809
19	2	2:10.837	27.457	43.356	1:00.024	196.7	44:56.867	3	1	2:26.737	30.768	48.317	1:07.652	194.2	7:26.546
20	2	2:14.530	28.768	44.459	1:01.303	190.5	47:11.397	4	1	2:26.773	30.570	48.153	1:08.050	191.2	9:53.319
100 Tojeiro EE 1965 1. Dr Afschin FATEMI F								5	1	2:28.621	31.255	48.402	1:08.964	188.8	12:21.940
1	1	2:12.401	28.020	43.758	1:00.623		2:12.401	6	1	2:28.296	30.968	48.771	1:08.557	185.9	14:50.236
2	1	2:11.134	27.288	43.665	1:00.181	207.7	4:23.535	7	1	2:30.661	31.452	48.687	1:10.522	181.2	17:20.897
3	1	2:11.231	27.352	43.514	1:00.365	213.4	6:34.766	8	1	5:55.963 B	33.248	50.221	4:32.494	162.7	23:16.860
4	1	2:11.480	27.668	43.860	59.952	206.1	8:46.246	9	1	7:47.064 B	46.944	51.816	6:08.304	119.2	31:03.924
5	1	2:11.236	27.885	43.161	1:00.190	221.8	10:57.482	10	1	2:42.826	46.093	48.730	1:08.003	131.1	33:46.750
6	1	2:11.101	27.519	42.649	1:00.933	211.4	13:08.583	11	1	2:29.820	31.871	50.114	1:07.835	177.3	36:16.570
7	1	2:11.325	27.406	43.453	1:00.466	210.5	15:19.908	12	1	2:32.340	31.697	49.316	1:11.327	173.6	38:48.910
8	1	2:10.967	27.696	43.144	1:00.127	204.5	17:30.875	13	1	6:21.327 B	35.314	51.439	4:54.574	149.0	45:10.237
9	1	4:33.918 B	28.185	44.805	3:20.928	206.9	22:04.793	220 Austin-Healey 3000 Mk II 1962 1. Jean-Pascal CUEREL F							
10	1	2:29.192	45.679	43.169	1:00.344	162.4	24:33.985	1	1	2:26.506	32.560	47.750	1:06.196		2:26.506
11	1	2:10.889	27.350	43.429	1:00.110	220.4	26:44.874	2	1	2:24.576	30.034	48.466	1:06.076	201.9	4:51.082
12	1	2:12.849	27.670	43.488	1:01.691	210.5	28:57.723	3	1	2:25.472	32.246	47.122	1:06.104	191.8	7:16.554
13	1	2:10.935	27.124	43.904	59.907	221.3	31:08.658	4	1	2:22.398	30.144	46.507	1:05.747	202.6	9:38.952
14	1	2:11.209	27.935	43.347	59.927	203.4	33:19.867	5	1	2:22.877	30.016	46.725	1:06.136	204.9	12:01.829
15	1	2:14.236	30.171	43.837	1:00.228	191.8	35:34.103	6	1	2:23.068	29.870	47.205	1:05.993	203.8	14:24.897
16	1	2:12.696	28.203	43.491	1:01.002	194.9	37:46.799	7	1	2:23.476	30.810	47.250	1:05.416	184.6	16:48.373
17	1	2:19.610	29.120	45.017	1:05.473	219.1	40:06.409	8	1	2:23.136	30.667	47.185	1:05.284	183.1	19:11.509
18	1	2:18.383	29.409	45.467	1:03.507	196.0	42:24.792	9	1	4:39.190 B	30.119	46.830	3:22.241	201.5	23:50.699
19	1	2:18.513	28.546	45.599	1:04.368	206.1	44:43.305	10	1	2:42.550	48.714	47.564	1:06.272	139.0	26:33.249
20	1	2:17.240	29.765	44.762	1:02.713	201.1	47:00.545	11	1	2:25.552	30.568	47.635	1:07.349	195.7	28:58.801
155 Alfa Romeo Giulia TZ2 1965 1. Christian OLDENDORFF F								12	1	2:23.545	30.478	47.127	1:05.940	199.6	31:22.346
1	1	2:31.924	38.034	47.289	1:06.601		2:31.924	13	1	2:23.096	30.154	47.067	1:05.875	207.7	33:45.442
2	1	2:18.940	28.567	45.713	1:04.660	210.1	4:50.864	14	1	2:23.935	30.223	47.133	1:06.579	204.2	36:09.377
3	1	2:20.632	29.927	47.021	1:03.684	207.7	7:11.496	15	1	2:23.238	30.541	47.320	1:05.377	185.6	38:32.615
4	1	2:16.109	28.637	44.553	1:02.919	210.1	9:27.605	16	1	2:22.934	30.156	47.060	1:05.718	212.2	40:55.549
								17	1	2:25.030	30.913	47.894	1:06.223	189.1	43:20.579
								18	1	2:27.804	32.283	47.520	1:08.001	190.5	45:48.383





THE GENTLEMEN CHALLENGE IMOLA CLASSIC RACE 1

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane																																																																
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																																	
19	1	2:27.252	31.545	47.655	1:08.052	168.7	48:15.635	10	1	2:45.977	34.189	52.389	1:19.399	161.7	29:01.217																																																	
400 Lotus Elite S2 1961 1.Markus BISCHOFBERGER E2								11								1	2:38.589	33.202	54.009	1:11.378	166.7	31:39.806	1	2:37.453	33.564	52.455	1:11.434	164.9	34:17.259	1	2:37.086	33.913	52.423	1:10.750	157.9	36:54.345	1	2:36.399	32.634	53.325	1:10.440	176.5	39:30.744	1	2:34.342	32.853	51.995	1:09.494	181.8	42:05.086	1	2:34.649	32.868	51.519	1:10.262	175.9	44:39.735	1	2:37.262	34.470	51.615	1:11.177	152.3	47:16.997
1	1	2:52.854	42.722	55.203	1:14.929		2:52.854																																																									
2	1	2:41.786	33.388	53.370	1:15.028	168.7	5:34.640																																																									
3	1	2:41.372	33.285	53.129	1:14.958	169.8	8:16.012																																																									
4	1	2:41.039	33.406	53.236	1:14.397	163.9	10:57.051																																																									
5	1	2:38.192	32.795	52.682	1:12.715	173.6	13:35.243																																																									
6	1	2:37.766	32.680	51.576	1:13.510	180.3	16:13.009																																																									
7	1	2:38.028	32.912	51.711	1:13.405	159.5	18:51.037																																																									
8	1	2:37.099	32.787	51.439	1:12.873	174.2	21:28.136																																																									
9	1	3:04.026 B	32.367	51.727	1:39.932	177.0	24:32.162																																																									
10	1	4:58.969	2:55.298	51.303	1:12.368	116.6	29:31.131																																																									
11	1	2:38.081	32.451	52.360	1:13.270	183.7	32:09.212																																																									
12	1	2:38.199	32.783	52.275	1:13.141	174.2	34:47.411																																																									
13	1	2:36.743	31.909	51.333	1:13.501	188.8	37:24.154																																																									
14	1	2:35.810	32.111	51.212	1:12.487	189.1	39:59.964																																																									
15	1	2:52.571	44.056	54.556	1:13.959	184.9	42:52.535																																																									
16	1	2:36.832	32.830	51.078	1:12.924	172.0	45:29.367																																																									
17	1	2:36.386	32.320	51.320	1:12.746	181.5	48:05.753																																																									
557 Austin-Healey 100-4 BN2 1955 1.Philippe PETIT E2																																																																
1	1	2:52.559	42.140	54.887	1:15.532		2:52.559																																																									
2	1	2:44.198	35.326	54.105	1:14.767	157.7	5:36.757																																																									
3	1	2:43.798	34.828	53.418	1:15.552	173.4	8:20.555																																																									
4	1	2:40.872	34.050	52.095	1:14.727	172.5	11:01.427																																																									
5	1	2:38.998	33.598	51.751	1:13.649	172.2	13:40.425																																																									
6	1	2:38.899	33.562	51.125	1:14.212	171.4	16:19.324																																																									
7	1	2:41.438	33.887	51.817	1:15.734	172.0	19:00.762																																																									
8	1	4:56.019 B	34.043	52.483	3:29.493	168.0	23:56.781																																																									
9	1	2:58.894	51.510	53.319	1:14.065	124.3	26:55.675																																																									
10	1	2:58.801	46.960	54.742	1:17.099	161.2	29:54.476																																																									
11	1	2:43.201	34.879	52.902	1:15.420	166.7	32:37.677																																																									
12	1	2:45.225	34.064	52.067	1:19.094	172.5	35:22.902																																																									
13	1	2:44.739	35.165	54.517	1:15.057	170.9	38:07.641																																																									
14	1	2:42.729	34.703	52.826	1:15.200	173.1	40:50.370																																																									
15	1	2:43.569	34.605	54.098	1:14.866	172.2	43:33.939																																																									
16	1	2:40.138	34.242	51.991	1:13.905	172.2	46:14.077																																																									
17	1	2:41.995	34.014	52.138	1:15.843	172.2	48:56.072																																																									
727 Austin-Healey 3000 Mk I 1965 1.Marcel PETER F																																																																
1	1	2:46.573	40.429	53.971	1:12.173		2:46.573																																																									
2	1	2:35.166	31.756	52.894	1:10.516	191.5	5:21.739																																																									
3	1	2:35.792	32.546	53.135	1:10.111	201.5	7:57.531																																																									
4	1	2:37.047	32.938	53.155	1:10.954	170.9	10:34.578																																																									
5	1	2:36.316	32.708	53.166	1:10.442	178.8	13:10.894																																																									
6	1	2:37.319	33.254	53.530	1:10.535	165.9	15:48.213																																																									
7	1	2:36.226	32.638	52.880	1:10.708	175.6	18:24.439																																																									
8	1	4:59.337 B	33.060	52.663	3:33.614	172.0	23:23.776																																																									
9	1	2:51.464	46.597	53.424	1:11.443	143.4	26:15.240																																																									

