

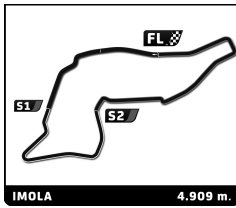
THE GENTLEMEN CHALLENGE IMOLA CLASSIC RACE 2

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	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																																	
1	1	2:27.528	35.924	46.674	1:04.930		2:27.528	8	1	2:12.130	27.378	43.633	1:01.119	215.1	17:40.897	9	1	2:12.559	28.206	43.953	1:00.400	202.2	19:53.456	10	1	2:11.897	27.589	43.823	1:00.485	211.8	22:05.353																		
2	1	2:21.293	30.552	46.823	1:03.918	184.6	4:48.821	11	1	4:29.982B	27.593	43.806	3:18.583	209.7	26:35.335	12	1	2:29.476	45.012	43.946	1:00.518	152.8	29:04.811	13	1	2:12.531	27.633	44.412	1:00.486	212.2	31:17.342																		
3	1	2:18.827	29.510	45.736	1:03.581	198.9	7:07.648	14	1	2:12.549	27.362	44.235	1:00.952	219.5	33:29.891	15	1	2:13.592	27.753	44.994	1:00.845	213.9	35:43.483	16	1	2:12.534	27.732	44.430	1:00.372	216.0	37:56.017																		
4	1	2:18.787	29.508	45.864	1:03.415	194.9	9:26.435	17	1	2:13.800	27.262	44.875	1:01.663	218.6	40:09.817	18	1	2:13.302	27.784	44.299	1:01.219	204.5	42:23.119	19	1	2:13.054	27.613	44.407	1:01.034	209.3	44:36.173																		
5	1	2:19.337	29.802	45.704	1:03.831	196.7	11:45.772	20	1	2:24.614	27.157	55.685	1:01.772	218.6	47:00.787																																		
6	1	2:18.631	29.989	45.337	1:03.305	184.0	14:04.403	26		Lister Jaguar Knobbly (C) 1960 1.Jacques SANDOZ														E2																									
7	1	2:21.136	29.790	45.757	1:05.589	199.6	16:25.539	1	1	2:38.440	38.976	51.707	1:07.757		2:38.440	2	1	2:24.526	30.858	47.991	1:05.677	189.1	5:02.966	3	1	2:23.833	30.100	48.013	1:05.720	202.2	7:26.799																		
8	1	2:19.161	29.601	45.745	1:03.815	190.1	18:44.700	4	1	2:24.171	29.654	48.416	1:06.101	208.1	9:50.970	5	1	2:24.282	30.037	47.624	1:06.621	201.5	12:15.252	6	1	2:26.485	30.198	49.071	1:07.216	193.5	14:41.737																		
9	1	5:06.780B	29.588	59.084	3:38.108	195.7	23:51.480	7	1	2:29.840	30.715	49.762	1:09.363	188.8	17:11.577	8	1	4:43.428B	30.837	49.047	3:23.544	196.4	21:55.005	9	1	2:44.546	47.370	49.688	1:07.488	128.0	24:39.551																		
10	1	2:41.747	48.046	47.739	1:05.962	143.8	26:33.227	9	1	2:44.546	47.370	49.688	1:07.488	128.0	24:39.551	10	1	2:26.307	29.912	48.554	1:07.841	194.9	27:05.858	11	1	2:24.403	30.781	47.352	1:06.270	178.8	29:30.261																		
11	1	2:22.323	30.283	47.019	1:05.021	178.8	28:55.550	12	1	2:22.624	29.092	47.514	1:06.018	195.7	31:52.885	13	1	2:22.541	29.282	47.454	1:05.805	200.0	34:15.426	14	1	2:24.175	29.560	48.018	1:06.597	205.7	36:39.601																		
12	1	2:23.598	30.435	47.083	1:06.080	188.5	31:19.148	15	1	2:23.495	30.112	47.461	1:05.922	188.2	39:03.096	16	1	2:25.646	30.302	49.028	1:06.316	199.3	41:28.742	17	1	2:24.094	29.536	46.948	1:07.610	204.5	43:52.836																		
13	1	2:24.878	30.260	47.507	1:07.111	195.7	33:44.026	18	1	2:22.588	29.291	47.124	1:06.173	205.3	46:15.424	19	1	2:24.293	29.193	47.362	1:07.738	206.9	48:39.717																										
14	1	2:21.714	30.285	46.614	1:04.815	184.6	36:05.740	27		Austin-Healey 100-4 BN1 1955 1.Luc BOUSQUET 2.Cole TRICKLE														E2																									
15	1	2:21.827	30.206	46.934	1:04.687	192.2	38:27.567	1	2	2:50.639	42.619	53.611	1:14.409		2:50.639	2	2	2:39.152	34.348	52.192	1:12.612	151.5	5:29.791	3	2	2:39.095	34.680	52.075	1:12.340	160.5	8:08.886																		
16	1	2:21.070	29.885	46.483	1:04.702	187.2	40:48.637	4	2	2:37.912	34.496	52.020	1:11.396	153.8	10:46.798	5	2	2:36.152	34.285	50.971	1:10.896	154.5	13:22.950	6	2	2:35.418	33.326	51.114	1:10.978	164.1	15:58.368																		
17	1	2:23.241	30.453	47.287	1:05.501	193.9	43:11.878	7	2	2:35.498	33.414	51.204	1:10.880	161.0	18:33.866	8	2	2:37.031	33.698	51.703	1:11.630	160.5	21:10.897	9	2	5:05.786B	33.913	51.373	3:40.500	160.2	26:16.683																		
18	1	2:21.998	30.336	46.653	1:05.009	192.5	45:33.876	10	1	2:48.045	46.720	50.340	1:10.985	124.1	29:04.728	11	1	2:30.610	31.938	48.855	1:09.817	176.2	31:35.338	12	1	2:30.040	31.700	48.670	1:09.670	180.6	34:05.378																		
19	1	2:23.727	30.209	47.362	1:06.156	189.1	47:57.603	13	1	2:31.692	31.822	49.972	1:09.898	175.0	36:37.070	14	1	2:32.501	31.928	48.963	1:11.610	175.0	39:09.571	15	1	2:30.704	31.636	48.692	1:10.376	178.2	41:40.275																		
8		Alfa Romeo Giulietta SZ Coda Tronca 1965 1.Mathias KOERBER 2.Fabian KOERBER														F																																	
1	1	2:41.071	40.028	51.416	1:09.627		2:41.071	1	2	2:50.639	42.619	53.611	1:14.409		2:50.639	2	2	2:39.152	34.348	52.192	1:12.612	151.5	5:29.791	3	2	2:39.095	34.680	52.075	1:12.340	160.5	8:08.886																		
2	1	2:30.701	32.209	49.000	1:09.492	178.2	5:11.772	4	2	2:37.912	34.496	52.020	1:11.396	153.8	10:46.798	5	2	2:36.152	34.285	50.971	1:10.896	154.5	13:22.950	6	2	2:35.418	33.326	51.114	1:10.978	164.1	15:58.368																		
3	1	2:31.213	32.155	49.614	1:09.444	182.7	7:42.985	7	2	2:35.498	33.414	51.204	1:10.880	161.0	18:33.866	8	2	2:37.031	33.698	51.703	1:11.630	160.5	21:10.897	9	2	5:05.786B	33.913	51.373	3:40.500	160.2	26:16.683																		
4	1	2:32.157	31.855	50.880	1:09.422	183.1	10:15.142	10	1	2:48.045	46.720	50.340	1:10.985	124.1	29:04.728	11	1	2:30.610	31.938	48.855	1:09.817	176.2	31:35.338	12	1	2:30.040	31.700	48.670	1:09.670	180.6	34:05.378																		
5	1	2:29.600	31.908	48.861	1:08.831	189.5	12:44.742	13	1	2:31.692	31.822	49.972	1:09.898	175.0	36:37.070	14	1	2:32.501	31.928	48.963	1:11.610	175.0	39:09.571	15	1	2:30.704	31.636	48.692	1:10.376	178.2	41:40.275																		
6	1	2:28.911	31.368	48.808	1:08.735	201.5	15:13.653	16	1	2:25.646	30.302	49.028	1:06.316	199.3	41:28.742	17	1	2:24.094	29.536	46.948	1:07.610	204.5	43:52.836	18	1	2:22.588	29.291	47.124	1:06.173	205.3	46:15.424																		
7	1	2:29.904	30.894	49.168	1:09.842	189.1	17:43.557	18	1	2:22.588	29.291	47.124	1:06.173	205.3	46:15.424	19	1	2:24.293	29.193	47.362	1:07.738	206.9	48:39.717																										
8	1	5:03.799B	31.976	50.941	3:40.882	191.2	22:47.356	27		Austin-Healey 100-4 BN1 1955 1.Luc BOUSQUET 2.Cole TRICKLE														E2																									
9	2	2:43.764	49.177	48.066	1:06.521	128.4	25:31.120	1	2	2:50.639	42.619	53.611	1:14.409		2:50.639	2	2	2:39.152	34.348	52.192	1:12.612	151.5	5:29.791	3	2	2:39.095	34.680	52.075	1:12.340	160.5	8:08.886																		
10	2	2:22.127	29.789	46.660	1:05.678	202.2	27:53.247	4	2	2:37.912	34.496	52.020	1:11.396	153.8	10:46.798	5	2	2:36.152	34.285	50.971	1:10.896	154.5	13:22.950	6	2	2:35.418	33.326	51.114	1:10.978	164.1	15:58.368																		
11	2	2:22.139	29.898	46.150	1:06.091	203.8	30:15.386	7	2	2:35.498	33.414	51.204	1:10.880	161.0	18:33.866	8	2	2:37.031	33.698	51.703	1:11.630	160.5	21:10.897	9	2	5:05.786B	33.913	51.373	3:40.500	160.2	26:16.683																		
12	2	2:23.153	29.778	46.452	1:06.923	203.8	32:38.539	10	1	2:48.045	46.720	50.340	1:10.985	124.1	29:04.728	11	1	2:30.610	31.938	48.855	1:09.817	176.2	31:35.338	12	1	2:30.040	31.700	48.670	1:09.670	180.6	34:05.378																		
13	2	2:27.646	30.225	48.386	1:09.035	204.5	35:06.185	13	1	2:31.692	31.822	49.972	1:09.898	175.0	36:37.070	14	1	2:32.501	31.928	48.963	1:11.610	175.0	39:09.571	15	1	2:30.704	31.636	48.692	1:10.376	178.2	41:40.275																		
14	2	2:27.158	30.383	48.196	1:08.579	206.9	37:33.343	16	1	2:25.646	30.302	49.028	1:06.316	199.3	41:28.742	17	1	2:24.094	29.536	46.948	1:07.610	204.5	43:52.836	18	1	2:22.588	29.291	47.124	1:06.173	205.3	46:15.424																		
15	2	2:26.388	30.094	48.459	1:07.835	204.5	39:59.731	18	1	2:22.588	29.291	47.124	1:06.173	205.3	46:15.424	19	1	2:24.293	29.193	47.362	1:07.738	206.9	48:39.717																										
16	2	2:28.122	30.072	49.356	1:08.694	204.2	42:27.853	27		Austin-Healey 100-4 BN1 1955 1.Luc BOUSQUET 2.Cole TRICKLE														E2																									
17	2	2:23.864	30.494	46.680	1:06.690	203.4	44:51.717	1	2	2:50.639	42.619	53.611	1:14.409		2:50.639	2	2	2:39.152	34.348	52.192	1:12.612	151.5	5:29.791	3	2	2:39.095	34.680	52.075	1:12.340	160.5	8:08.886																		
18	2	2:24.706	30.947	46.873	1:06.886	195.3	47:16.423	4	2	2:37.912	34.496	52.020	1:11.396	153.8	10:46.798	5	2	2:36.152	34.285	50.971	1:10.896	154.5	13:22.950	6	2	2:35.418	33.326	51.114	1:10.978	164.1	15:58.368																		
11		Cooper T38 1955 1.Frederic WAKEMAN 2.Patrick BLAKENEY-EDWAR														E1																																	
1	1	2:18.318	31.196	45.129	1:01.993		2:18.318	7	2	2:35.498	33.414	51.204	1:10.880	161.0	18:33.866	8	2	2:37.031	33.698	51.703	1:11.630	160.5	21:10.897	9	2	5:05.786B	33.913	51.373	3:40.500	160.2	26:16.683																		
2	1	2:13.830	27.911	44.750	1:01.169	216.4	4:																																										



THE GENTLEMEN CHALLENGE



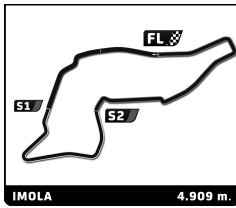
THE GENTLEMEN CHALLENGE IMOLA CLASSIC RACE 2

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	1	2:31.215	31.824	49.195	1:10.196	177.9	44:11.490	5	1	2:32.036	31.948	49.799	1:10.289	173.6	12:59.999							
17	1	2:30.473	31.267	49.234	1:09.972	179.1	46:41.963	6	1	2:33.381	31.794	50.744	1:10.843	177.6	15:33.380							
18	1	2:31.494	31.899	49.277	1:10.318	176.2	49:13.457	7	1	4:48.982 B	32.689	49.894	3:26.399	169.8	20:22.362							
28 Lotus Elite S2 1961 1. Roland JORDAN E2								8								1	2:45.791	47.227	48.915	1:09.649	130.1	23:08.153
1	1	2:38.497	38.626	50.805	1:09.066		2:38.497	9	1	2:30.501	31.951	49.062	1:09.488	180.3	25:38.654							
2	1	2:32.715	31.902	49.739	1:11.074	191.8	5:11.212	10	1	2:31.377	32.133	49.610	1:09.634	175.3	28:10.031							
3	1	2:31.144	31.149	50.596	1:09.399	201.1	7:42.356	11	1	2:29.899	31.805	49.004	1:09.090	175.3	30:39.930							
4	1	2:31.123	31.673	51.109	1:08.341	191.8	10:13.479	12	1	2:29.280	31.830	48.569	1:08.881	176.2	33:09.210							
5	1	2:29.676	31.240	49.175	1:09.261	205.3	12:43.155	13	1	2:30.678	32.220	49.211	1:09.247	174.8	35:39.888							
6	1	2:27.110	31.020	47.988	1:08.102	194.9	15:10.265	14	1	2:29.816	31.821	48.876	1:09.119	181.5	38:09.704							
7	1	2:27.994	31.359	48.535	1:08.100	196.4	17:38.259	15	1	2:32.331	32.275	49.156	1:10.900	169.3	40:42.035							
8	1	2:27.281	31.392	48.540	1:07.349	189.8	20:05.540	16	1	2:33.044	32.689	49.253	1:11.102	165.4	43:15.079							
9	1	4:56.153 B	30.952	48.460	3:36.741	200.0	25:01.693	17	1	2:29.917	31.922	48.608	1:09.387	177.0	45:44.996							
10	1	2:44.300	47.938	48.581	1:07.781	127.7	27:45.993	18	1	2:29.883	31.920	48.828	1:09.135	171.2	48:14.879							
11	1	2:26.280	30.829	48.189	1:07.262	195.7	30:12.273	57 Morgan SLR 1965 1. John EMBERSON F														
12	1	2:25.838	30.727	47.471	1:07.640	200.4	32:38.111	1	1	2:25.045	33.201	46.067	1:05.777		2:25.045							
13	1	2:27.424	30.404	48.367	1:08.653	201.5	35:05.535	2	1	2:21.984	29.881	46.861	1:05.242	201.1	4:47.029							
14	1	2:27.101	30.575	49.976	1:06.550	201.1	37:32.636	3	1	2:21.011	29.482	46.428	1:05.101	211.8	7:08.040							
15	1	2:27.595	30.507	49.242	1:07.846	204.5	40:00.231	4	1	2:21.440	29.724	46.562	1:05.154	198.2	9:29.480							
16	1	2:28.020	30.385	47.941	1:09.694	194.2	42:28.251	5	1	2:20.804	29.560	46.058	1:05.186	209.3	11:50.284							
17	1	2:27.765	30.643	49.173	1:07.949	185.6	44:56.016	6	1	2:20.417	29.560	46.008	1:04.849	208.1	14:10.701							
18	1	2:29.499	32.662	49.470	1:07.367	206.9	47:25.515	7	1	2:19.822	29.543	45.787	1:04.492	203.4	16:30.523							
31 Austin-Healey 3000 Mk II 1965 1. Paul ANCELIN F								8	1	2:19.831	29.346	46.003	1:04.482	209.7	18:50.354							
1	1	2:26.638	35.424	46.377	1:04.837		2:26.638	9	1	4:39.823 B	29.697	46.900	3:23.226	199.6	23:30.177							
2	1	2:21.716	29.871	46.771	1:05.074	192.2	4:48.354	10	1	2:38.890	47.157	46.507	1:05.226	138.5	26:09.067							
3	1	2:21.644	30.669	46.253	1:04.722	185.2	7:09.998	11	1	2:20.300	29.281	46.036	1:04.983	210.5	28:29.367							
4	1	2:21.042	29.766	46.555	1:04.721	201.1	9:31.040	12	1	2:22.161	29.515	46.622	1:06.024	198.2	30:51.528							
5	1	2:20.156	29.617	46.167	1:04.372	193.2	11:51.196	13	1	2:19.691	29.497	45.800	1:04.394	207.3	33:11.219							
6	1	2:20.362	29.668	46.360	1:04.334	198.5	14:11.558	14	1	2:19.606	29.808	45.847	1:03.951	203.8	35:30.825							
7	1	2:20.079	29.383	45.972	1:04.724	205.3	16:31.637	15	1	2:18.897	29.658	45.553	1:03.686	204.9	37:49.722							
8	1	2:21.311	29.600	46.919	1:04.792	208.1	18:52.948	16	1	2:19.208	29.277	45.340	1:04.591	201.9	40:08.930							
9	1	2:20.809	29.381	46.800	1:04.628	203.8	21:13.757	17	1	2:21.397	30.510	45.384	1:05.503	188.8	42:30.327							
10	1	2:22.899	31.073	46.973	1:04.853	191.8	23:36.656	18	1	2:22.003	29.869	47.168	1:04.966	192.5	44:52.330							
11	1	4:30.917 B	29.848	46.436	3:14.633	203.0	28:07.573	19	1	2:20.577	29.497	46.231	1:04.849	205.3	47:12.907							
12	1	2:44.396	51.662	46.735	1:05.999	136.0	30:51.969	60 Porsche 904/6 Carrera GTS 1964 1. Peter VÖGELE F														
13	1	2:19.811	29.680	45.820	1:04.311	196.0	33:11.780	1	1	2:30.674	36.868	48.224	1:05.582		2:30.674							
14	1	2:19.498	29.550	46.293	1:03.655	195.7	35:31.278	2	1	2:22.712	29.797	47.570	1:05.345	203.4	4:53.386							
15	1	2:20.353	29.573	46.079	1:04.701	200.0	37:51.631	3	1	2:22.624	29.954	47.706	1:04.964	207.3	7:16.010							
16	1	2:23.579	29.506	47.383	1:06.690	204.2	40:15.210	4	1	2:21.259	29.722	46.776	1:04.761	216.4	9:37.269							
17	1	2:21.391	29.909	46.707	1:04.775	202.6	42:36.601	5	1	2:21.538	29.521	46.690	1:05.327	216.0	11:58.807							
18	1	2:21.232	29.783	46.550	1:04.899	202.6	44:57.833	6	1	2:21.927	29.832	47.362	1:04.733	214.7	14:20.734							
19	1	2:23.733	29.990	47.256	1:06.487	206.9	47:21.566	7	1	2:20.572	29.544	46.636	1:04.392	218.6	16:41.306							
40 Porsche 356 (B) S 75 Hardtop-Coupé T 5 1961 1. Marc JULLY E2								8	1	2:22.863	29.608	46.896	1:06.359	213.4	19:04.169							
1	1	2:47.656	41.449	53.689	1:12.518		2:47.656	9	1	2:22.997	30.071	47.441	1:05.485	209.7	21:27.166							
2	1	2:35.208	32.470	51.866	1:10.872	180.6	5:22.864	10	1	4:42.946 B	29.429	46.741	3:26.776	216.9	26:10.112							
3	1	2:33.014	32.215	50.255	1:10.544	176.5	7:55.878	11	1	2:38.115	45.870	47.371	1:04.874	137.8	28:48.227							
4	1	2:32.085	31.928	49.889	1:10.268	184.6	10:27.963	12	1	2:22.064	29.925	47.359	1:04.780	208.1	31:10.291							
								13	1	2:22.228	29.426	47.264	1:05.538	216.4	33:32.519							
								14	1	2:23.362	29.435	46.794	1:07.133	219.1	35:55.881							





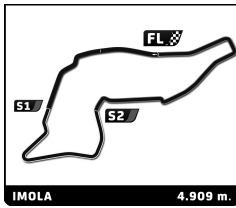
THE GENTLEMEN CHALLENGE IMOLA CLASSIC RACE 2

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
15	1	2:21.419	29.531	46.942	1:04.946	216.0	38:17.300	4	1	2:29.313	31.949	50.488	1:06.876	188.8	10:10.781
16	1	2:21.027	29.540	46.530	1:04.957	211.8	40:38.327	5	1	2:25.578	31.016	47.563	1:06.999	183.7	12:36.359
17	1	2:24.257	32.138	46.704	1:05.415	175.9	43:02.584	6	1	2:26.799	31.248	48.049	1:07.502	184.3	15:03.158
18	1	2:21.501	29.508	47.072	1:04.921	216.4	45:24.085	7	1	2:27.830	31.492	48.525	1:07.813	187.8	17:30.988
19	1	2:21.120	29.546	46.682	1:04.892	213.4	47:45.205	8	1	4:49.797 B	31.813	48.152	3:29.832	185.9	22:20.785
72 Austin-Healey 3000 Mk I 1962 1. François FILLON 2. André RAULIN F								9	1	2:40.432	44.393	48.761	1:07.278	128.4	25:01.217
1	1	2:37.794	38.028	49.763	1:10.003		2:37.794	10	1	2:25.187	30.612	47.571	1:07.004	194.6	27:26.404
2	1	2:31.964	31.596	50.719	1:09.649	187.8	5:09.758	11	1	2:25.916	31.314	47.382	1:07.220	177.9	29:52.320
3	1	2:31.131	31.552	50.130	1:09.449	194.6	7:40.889	12	1	2:27.037	31.245	48.203	1:07.589	185.2	32:19.357
4	1	2:32.015	31.874	52.033	1:08.108	184.9	10:12.904	13	1	2:26.577	31.245	47.981	1:08.063	194.2	34:45.934
5	1	2:30.558	31.420	48.921	1:10.217	191.5	12:43.462	14	1	2:27.709	31.157	48.206	1:08.346	185.9	37:13.643
6	1	2:28.821	31.884	48.879	1:08.058	182.4	15:12.283	15	1	2:28.805	31.428	48.344	1:09.033	181.8	39:42.448
7	1	2:28.827	31.235	49.254	1:08.338	198.5	17:41.110	16	1	2:28.699	31.236	48.243	1:09.220	183.4	42:11.147
8	1	4:43.197 B	30.708	48.703	3:23.786	198.5	22:24.307	17	1	2:29.201	31.451	48.535	1:09.215	182.7	44:40.348
9	1	2:43.515	44.773	49.963	1:08.779	138.6	25:07.822	18	1	2:28.557	31.285	48.658	1:08.614	184.3	47:08.905
10	1	2:30.777	31.258	49.760	1:09.759	204.9	27:38.599	88 Lister Costin Jaguar 1959 1. John SPIERS 2. Nigel GREENSALL E2							
11	1	2:30.722	31.711	49.825	1:09.186	195.3	30:09.321	1	1	2:19.211	30.875	44.707	1:03.629		2:19.211
12	1	2:28.395	30.655	49.501	1:08.239	209.3	32:37.716	2	1	2:13.329	27.749	44.646	1:00.934	213.9	4:32.540
13	1	2:27.152	30.514	48.500	1:08.138	203.4	35:04.868	3	1	2:12.064	27.671	44.441	59.952	216.4	6:44.604
14	1	2:27.377	30.710	49.027	1:07.640	201.9	37:32.245	4	1	2:11.796	28.324	43.677	59.795	209.3	8:56.400
15	1	2:26.821	30.530	48.775	1:07.516	205.3	39:59.066	5	1	2:11.122	27.290	43.944	59.888	227.8	11:07.522
16	1	2:28.907	30.404	48.559	1:09.944	200.7	42:27.973	6	1	2:13.534	27.312	44.178	1:02.044	225.5	13:21.056
17	1	2:27.676	30.542	49.169	1:07.965	209.3	44:55.649	7	1	2:14.395	28.383	44.777	1:01.235	205.3	15:35.451
18	1	2:29.247	30.103	48.816	1:10.328	209.7	47:24.896	8	1	2:14.534	28.639	44.525	1:01.370	204.5	17:49.985
76 Ferrari 250 GT SWB (C) 1961 1. Laurent SAGLIO 2. Charles DE LA HAYE JOU: E2								9	1	2:13.865	28.031	44.421	1:01.413	220.9	20:03.850
1	1	2:48.980	43.154	54.262	1:11.564		2:48.980	10	1	4:34.281 B	27.790	44.320	3:22.171	220.0	24:38.131
2	1	2:35.775	33.441	52.174	1:10.160	182.4	5:24.755	11	2	2:28.788	45.111	43.408	1:00.269	151.3	27:06.919
3	1	2:35.644	33.365	51.707	1:10.572	175.9	8:00.399	12	2	2:10.662	27.548	43.646	59.468	195.7	29:17.581
4	1	2:37.281	33.567	52.496	1:11.218	183.7	10:37.680	13	2	2:12.425	29.764	42.917	59.744	187.2	31:30.006
5	1	2:38.945	34.794	52.893	1:11.258	161.7	13:16.625	14	2	2:09.937	27.355	42.970	59.612	201.9	33:39.943
6	1	2:37.766	34.690	52.165	1:10.911	172.2	15:54.391	15	2	2:10.291	27.058	42.823	1:00.410	202.2	35:50.234
7	1	2:37.340	33.528	53.407	1:10.405	168.2	18:31.731	16	2	2:10.831	27.244	43.471	1:01.116	194.9	38:01.065
8	1	2:38.487	34.063	52.925	1:11.499	158.4	21:10.218	17	2	2:10.573	27.031	42.545	1:00.997	199.6	40:11.638
9	1	2:41.723	36.304	53.431	1:11.988	157.0	23:51.941	18	2	2:12.786	27.501	43.095	1:02.190	193.9	42:24.424
10	1	5:05.813 B	34.279	53.126	3:38.408	165.1	28:57.754	19	2	2:12.017	27.146	43.497	1:01.374	201.1	44:36.441
11	2	2:45.356	50.265	49.512	1:05.579	128.3	31:43.110	20	2	2:12.856	27.005	45.295	1:00.556	205.3	46:49.297
12	2	2:24.630	30.587	48.585	1:05.458	192.9	34:07.740	100 Tojeiro EE 1965 1. Dr Afschin FATEMI F							
13	2	2:23.199	30.781	48.062	1:04.356	178.8	36:30.939	1	1	2:13.394	29.593	43.685	1:00.116		2:13.394
14	2	2:23.197	30.470	48.474	1:04.253	189.8	38:54.136	2	1	2:10.789	27.167	43.403	1:00.219	221.8	4:24.183
15	2	2:25.889	31.155	48.474	1:06.260	172.0	41:20.025	3	1	2:11.831	27.867	43.273	1:00.691	208.5	6:36.014
16	2	2:24.218	31.229	48.005	1:04.984	174.8	43:44.243	4	1	2:36.461	51.854	44.592	1:00.015	227.8	9:12.475
17	2	2:23.530	30.577	48.278	1:04.675	187.8	46:07.773	5	1	2:09.941	27.194	43.384	59.363	207.3	11:22.416
18	2	2:26.823	30.193	49.536	1:07.094	180.0	48:34.596	6	1	2:11.324	27.648	43.848	59.828	211.8	13:33.740
87 TVR Grantura Mk III 1965 1. Mark ASHWORTH F								7	1	2:12.367	27.477	43.397	1:01.493	226.4	15:46.107
1	1	2:38.784	39.565	50.499	1:08.720		2:38.784	8	1	2:11.499	27.171	43.176	1:01.152	207.3	17:57.606
2	1	2:32.637	31.959	50.474	1:10.204	188.8	5:11.421	9	1	4:25.281 B	27.342	43.770	3:14.169	203.0	22:22.887
3	1	2:30.047	31.270	49.134	1:09.643	185.6	7:41.468	10	1	2:25.492	41.983	43.747	59.762	160.5	24:48.379
								11	1	2:12.322	27.462	43.659	1:01.201	213.4	27:00.701
								12	1	2:15.125	28.196	47.320	59.609	191.2	29:15.826





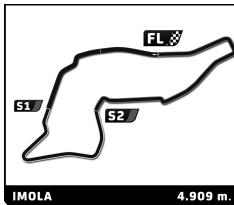
THE GENTLEMEN CHALLENGE IMOLA CLASSIC RACE 2

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best 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	
13	1	2:12.132	27.369	43.088	1:01.675	206.5	31:27.958	220 Austin-Healey 3000 Mk II 1962 1. Jean-Pascal CUEREL F	1	1	2:32.739	36.626	47.486	1:08.627	2:32.739	
14	1	2:10.945	27.331	43.253	1:00.361	209.3	33:38.903		2	1	2:24.609	30.841	47.393	1:06.375	193.2	4:57.348
15	1	2:10.779	26.886	43.428	1:00.465	211.4	35:49.682		3	1	2:23.781	30.263	47.624	1:05.894	203.8	7:21.129
16	1	2:09.940	26.925	43.478	59.537	217.3	37:59.622		4	1	2:23.762	30.422	47.451	1:05.889	205.7	9:44.891
17	1	2:11.592	27.028	43.453	1:01.111	213.9	40:11.214		5	1	2:23.640	30.448	47.308	1:05.884	203.4	12:08.531
18	1	2:34.065	46.481	44.718	1:02.866	213.0	42:45.279		6	1	2:22.624	30.227	47.062	1:05.335	206.1	14:31.155
19	1	2:15.996	28.415	45.639	1:01.942	194.6	45:01.275		7	1	2:25.651	30.603	46.727	1:08.321	203.0	16:56.806
20	1	2:39.749	28.732	44.756	1:26.261	190.8	47:41.024		8	1	2:24.198	30.567	47.271	1:06.360	188.2	19:21.004
155 Alfa Romeo Giulia TZ2 1965 1. Christian OLDENDORFF F									9	1	4:35.134	30.384	46.844	3:17.906	193.9	23:56.138
1	1	2:27.961	36.230	46.719	1:05.012		2:27.961		10	1	2:49.339	54.068	48.660	1:06.611	132.4	26:45.477
2	1	2:17.314	29.773	44.451	1:03.090	199.6	4:45.275		11	1	2:24.022	30.631	47.035	1:06.356	204.9	29:09.499
3	1	2:17.366	28.291	44.795	1:04.280	207.3	7:02.641		12	1	2:23.513	30.135	47.016	1:06.362	207.7	31:33.012
4	1	2:17.582	29.970	44.741	1:02.871	165.6	9:20.223		13	1	2:23.419	30.457	46.976	1:05.986	209.7	33:56.431
5	1	2:16.127	28.900	44.424	1:02.803	204.5	11:36.350		14	1	2:22.511	30.217	46.842	1:05.452	202.2	36:18.942
6	1	2:15.081	28.331	44.197	1:02.553	208.1	13:51.431		15	1	2:25.630	30.114	46.838	1:08.678	206.9	38:44.572
7	1	2:14.812	28.395	43.891	1:02.526	204.9	16:06.243		16	1	2:22.456	30.109	46.915	1:05.432	204.9	41:07.028
8	1	2:15.901	28.483	44.382	1:03.036	205.3	18:22.144		17	1	2:28.182	30.515	50.291	1:07.376	203.4	43:35.210
9	1	2:14.185	28.308	43.593	1:02.284	204.5	20:36.329		18	1	2:26.366	30.165	47.658	1:08.543	201.9	46:01.576
10	1	4:33.519	28.219	44.010	3:21.290	207.3	25:09.848		19	1	2:24.089	30.378	47.641	1:06.070	199.3	48:25.665
11	1	2:35.783	47.127	44.890	1:03.766	130.9	27:45.631		400 Lotus Elite S2 1961 1. Markus BISCHOFBERGER E2							
12	1	2:16.301	28.486	44.831	1:02.984	204.5	30:01.932	1	1	2:53.691	44.113	54.686	1:14.892		2:53.691	
13	1	2:16.716	28.381	44.095	1:04.240	207.7	32:18.648	2	1	2:44.045	34.389	55.085	1:14.571	173.6	5:37.736	
14	1	2:16.143	28.537	44.214	1:03.392	206.9	34:34.791	3	1	2:40.126	34.434	52.322	1:13.370	164.4	8:17.862	
15	1	2:14.981	28.071	44.062	1:02.848	208.1	36:49.772	4	1	2:38.598	33.256	52.565	1:12.777	169.0	10:56.460	
16	1	2:15.196	28.254	44.009	1:02.933	206.9	39:04.968	5	1	2:38.363	33.912	52.502	1:11.949	173.6	13:34.823	
17	1	2:15.328	27.967	43.822	1:03.539	209.3	41:20.296	6	1	2:34.775	32.004	51.014	1:11.757	182.1	16:09.598	
18	1	2:16.612	28.444	44.396	1:03.772	207.7	43:36.908	7	1	2:35.920	32.689	50.176	1:13.055	169.5	18:45.518	
19	1	2:16.306	28.400	44.581	1:03.325	206.5	45:53.214	8	1	2:36.949	32.731	51.654	1:12.564	184.6	21:22.467	
20	1	2:16.398	28.377	44.537	1:03.484	205.3	48:09.612	9	1	2:55.013	32.389	50.944	1:31.680	172.0	24:17.480	
177 Lotus Elite S2 1961 1. Robin ELLIS E2								10	1	4:57.174	2:52.396	51.390	1:13.388	122.2	29:14.654	
1	1	2:41.361	41.971	52.127	1:07.263		2:41.361	11	1	2:39.238	35.014	51.171	1:13.053	152.8	31:53.892	
2	1	2:29.173	30.428	49.101	1:09.644	190.1	5:10.534	12	1	2:38.803	32.945	51.871	1:13.987	174.8	34:32.695	
3	1	2:31.073	31.035	50.670	1:09.368	199.6	7:41.607	13	1	2:40.761	34.206	52.905	1:13.650	161.7	37:13.456	
4	1	2:27.165	31.400	49.316	1:06.449	198.9	10:08.772	14	1	2:40.703	34.745	52.125	1:13.833	161.7	39:54.159	
5	1	2:24.084	30.710	47.617	1:05.757	198.2	12:32.856	15	1	2:41.487	33.998	53.062	1:14.427	164.9	42:35.646	
6	1	2:24.995	30.536	47.466	1:06.993	198.9	14:57.851	16	1	2:41.715	34.541	52.726	1:14.448	159.8	45:17.361	
7	1	2:24.060	30.756	47.097	1:06.207	196.0	17:21.911	17	1	2:42.910	34.553	53.288	1:15.069	161.4	48:00.271	
8	1	2:24.414	30.640	47.258	1:06.516	197.8	19:46.325	557 Austin-Healey 100-4 BN2 1955 1. Philippe PETIT E2								
9	1	4:44.817	30.242	47.237	3:27.338	197.8	24:31.142	1	1	2:54.526	44.383	55.094	1:15.049		2:54.526	
10	1	2:39.216	44.424	48.095	1:06.697	132.5	27:10.358	2	1	2:42.427	34.750	53.002	1:14.675	171.7	5:36.953	
11	1	2:23.958	30.286	47.198	1:06.474	200.0	29:34.316	3	1	2:39.538	34.270	51.851	1:13.417	171.2	8:16.491	
12	1	2:23.401	30.275	46.638	1:06.488	199.6	31:57.717	4	1	2:39.221	34.207	51.993	1:13.021	175.0	10:55.712	
13	1	2:23.623	30.539	47.051	1:06.033	194.9	34:21.340	5	1	2:38.551	34.198	51.844	1:12.509	178.5	13:34.263	
14	1	2:22.728	30.069	46.768	1:05.891	198.9	36:44.068	6	1	2:40.446	34.096	52.251	1:14.099	170.6	16:14.709	
15	1	2:24.089	30.315	47.348	1:06.426	199.3	39:08.157	7	1	5:00.501	34.212	54.727	3:31.562	170.9	21:15.210	
16	1	2:22.605	29.850	47.194	1:05.561	199.6	41:30.762	8	1	3:02.061	54.842	53.093	1:14.126	110.1	24:17.271	
17	1	2:23.470	29.904	47.010	1:06.556	200.7	43:54.232									
18	1	2:24.982	30.536	47.973	1:06.473	193.5	46:19.214									
19	1	2:25.229	30.506	47.561	1:07.162	199.3	48:44.443									





THE GENTLEMEN CHALLENGE IMOLA CLASSIC RACE 2

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
9	1	2:41.688	34.602	52.514	1:14.572	168.2	26:58.959								
10	1	2:40.542	34.352	52.714	1:13.476	164.4	29:39.501								
11	1	2:40.620	34.550	52.643	1:13.427	168.7	32:20.121								
12	1	2:39.038	34.024	51.736	1:13.278	169.0	34:59.159								
13	1	2:41.519	34.589	53.481	1:13.449	168.5	37:40.678								
14	1	2:41.116	34.542	52.259	1:14.315	169.0	40:21.794								
15	1	2:42.930	37.235	51.792	1:13.903	168.7	43:04.724								
16	1	2:40.615	34.487	52.382	1:13.746	169.0	45:45.339								
17	1	2:40.213	34.079	52.009	1:14.125	169.3	48:25.552								

727	Austin-Healey 3000 Mk I 1965														
	1. Marcel PETER														
1	1	2:46.079	40.965	53.873	1:11.241		2:46.079								
2	1	2:35.051	33.455	52.052	1:09.544	172.8	5:21.130								
3	1	2:32.754	32.621	50.963	1:09.170	181.5	7:53.884								
4	1	2:32.091	32.347	51.165	1:08.579	179.1	10:25.975								
5	1	2:32.113	32.304	50.879	1:08.930	189.8	12:58.088								
6	1	2:33.923	32.601	51.534	1:09.788	177.9	15:32.011								
7	1	4:57.294 B	32.092	51.479	3:33.723	188.5	20:29.305								
8	1	2:47.519	46.321	52.055	1:09.143	146.3	23:16.824								
9	1	2:31.760	31.942	51.058	1:08.760	180.0	25:48.584								
10	1	2:33.723	32.544	52.228	1:08.951	184.6	28:22.307								
11	1	2:32.238	31.658	51.117	1:09.463	189.5	30:54.545								
12	1	2:30.595	31.093	50.602	1:08.900	205.7	33:25.140								
13	1	2:32.709	31.771	51.314	1:09.624	186.9	35:57.849								
14	1	2:30.182	31.334	50.646	1:08.202	193.2	38:28.031								
15	1	2:31.960	32.118	50.915	1:08.927	180.9	40:59.991								
16	1	2:30.071	31.420	50.513	1:08.138	190.8	43:30.062								
17	1	2:32.357	32.184	50.269	1:09.904	179.1	46:02.419								
18	1	2:30.684	31.461	50.841	1:08.382	188.5	48:33.103								