



# THE GENTLEMEN CHALLENGE

## ESTORIL CLASSICS

### RACE 2

#### Best Sector Times

| SECTOR 1 |                       |        | SECTOR 2              |          | SECTOR 3              |        |     |                                                |    |           |               |
|----------|-----------------------|--------|-----------------------|----------|-----------------------|--------|-----|------------------------------------------------|----|-----------|---------------|
| Pos      | Driver                | Time   | Driver                | Time     | Driver                | Time   | Pos | Car                                            | Cl | Ideal Lap | Best Lap      |
| 1        | 15 K.TILLEY           | 23.544 | 15 K.TILLEY           | 58.624   | 15 K.TILLEY           | 37.260 | 1   | 15 Lotus XV 1960                               | E2 | 1:59.428  | 1:59.740 (1)  |
| 2        | 185 J.HOLSTEIN        | 23.639 | 185 J.HOLSTEIN        | 59.095   | 185 J.HOLSTEIN        | 37.602 | 2   | 185 Lotus 15 1959                              | E2 | 2:00.336  | 2:00.899 (2)  |
| 3        | 46 V.HICHERT          | 24.174 | 46 V.HICHERT          | 1:00.059 | 1 L.VERQUIN           | 37.961 | 3   | 88 Lister Jaguar Costin 1959                   | E2 | 2:02.266  | 2:02.692 (3)  |
| 4        | 1 L.VERQUIN           | 24.190 | 88 N.GREENSALL        | 1:00.073 | 88 N.GREENSALL        | 38.003 | 4   | 1 Lister Knobbly Chevrolet 1958                | E2 | 2:02.633  | 2:02.931 (4)  |
| 5        | 88 J.SPIERS           | 24.190 | 99 S.KRIKNOFF         | 1:00.271 | 155 A.NE WALL         | 38.225 | 5   | 46 Bizzarrini 5300 GT 1965                     | F  | 2:02.966  | 2:03.661 (6)  |
| 6        | 155 A.NE WALL         | 24.585 | 1 L.VERQUIN           | 1:00.482 | 99 S.KRIKNOFF         | 38.263 | 6   | 99 Lotus XI 1500 1956                          | E1 | 2:03.125  | 2:03.450 (5)  |
| 7        | 99 S.KRIKNOFF         | 24.591 | 155 A.NE WALL         | 1:01.000 | 46 V.HICHERT          | 38.733 | 7   | 155 Alfa Romeo Giulia TZ2 1965                 | F  | 2:03.810  | 2:04.150 (7)  |
| 8        | 7 C.RODDARO           | 24.945 | 7 C.RODDARO           | 1:01.522 | 7 C.RODDARO           | 38.805 | 8   | 7 Porsche 904/6 Carrera GTS 1964               | F  | 2:05.272  | 2:05.959 (8)  |
| 9        | 60 P.VÖGELE           | 25.101 | 60 P.VÖGELE           | 1:02.265 | 60 P.VÖGELE           | 39.983 | 9   | 60 Porsche 904 Carrera GTS 1964                | F  | 2:07.349  | 2:08.263 (9)  |
| 10       | 73 L.JASPERS          | 25.369 | 18 R.CURNOW           | 1:03.152 | 18 K.TILLEY           | 40.084 | 10  | 18 Lotus Elite S2 1961                         | E2 | 2:08.632  | 2:09.001 (10) |
| 11       | 18 R.CURNOW           | 25.396 | 53 G.GRANT            | 1:03.276 | 53 G.GRANT            | 40.332 | 11  | 53 TVR Grantura Mk III 1963                    | F  | 2:09.341  | 2:09.946 (12) |
| 12       | 53 G.GRANT            | 25.733 | 38 D.MARIS            | 1:03.576 | 73 L.JASPERS          | 40.391 | 12  | 73 Jaguar E-Type Coupe 3.8 1961                | E2 | 2:09.458  | 2:09.553 (11) |
| 13       | 38 D.MARIS            | 25.786 | 73 L.JASPERS          | 1:03.698 | 38 D.MARIS            | 40.465 | 13  | 38 Porsche 356 (C) 2000 GS Carrera 2 coupé 196 | F  | 2:09.827  | 2:10.327 (13) |
| 14       | 87 M.ASHWORTH         | 26.127 | 31 P.ANCÉLIN          | 1:04.255 | 31 P.ANCÉLIN          | 40.753 | 14  | 31 Austin-Healey 3000 Mk II 1965               | F  | 2:11.340  | 2:11.739 (14) |
| 15       | 31 P.ANCÉLIN          | 26.332 | 87 M.ASHWORTH         | 1:04.669 | 92 W.ZWEIFLER         | 41.087 | 15  | 87 TVR Grantura Mk III 1965                    | F  | 2:12.358  | 2:13.535 (15) |
| 16       | 91 J.DA ROCHA         | 26.764 | 92 W.ZWEIFLER         | 1:05.526 | 91 J.DA ROCHA         | 41.495 | 16  | 92 Lister Knobbly Chevrolet 1960               | E2 | 2:13.437  | 2:14.506 (17) |
| 17       | 92 W.ZWEIFLER         | 26.824 | 91 J.DA ROCHA         | 1:05.928 | 87 M.ASHWORTH         | 41.562 | 17  | 91 Austin-Healey 100-4 BN2 1955                | E2 | 2:14.187  | 2:14.340 (16) |
| 18       | 27 L.BOUSQUET         | 26.973 | 44 M.GROS FILLIER     | 1:06.565 | 27 L.BOUSQUET         | 42.057 | 18  | 27 Austin-Healey 100-4 BN1 1955                | E2 | 2:15.816  | 2:16.200 (18) |
| 19       | 44 M.GROS FILLIER     | 27.499 | 27 L.BOUSQUET         | 1:06.786 | 44 M.GROS FILLIER     | 42.496 | 19  | 44 Allard J2 1951                              | E1 | 2:16.560  | 2:16.812 (19) |
| 20       | 40 M.JULLY            | 27.881 | 40 M.JULLY            | 1:07.777 | 40 M.JULLY            | 42.926 | 20  | 40 Porsche 356 (B) S 75 Hardtop-Coupé T 5 1961 | E2 | 2:18.584  | 2:18.584 (20) |
| 21       | 557 J.DA ROCHA        | 28.034 | 557 J.DA ROCHA        | 1:09.917 | 557 J.DA ROCHA        | 43.521 | 21  | 557 Austin-Healey 100-4 BN2 1955               | E2 | 2:21.472  | 2:22.017 (21) |
| 22       | 199 F.CAMPOS FERREIRA | 29.235 | 158 D.FATEMI          | 1:10.689 | 199 F.CAMPOS FERREIRA | 45.001 | 22  | 199 Jaguar XK140 Coupe 1956                    | E2 | 2:24.953  | 2:25.565 (22) |
| 23       | 158 D.FATEMI          | 31.260 | 199 F.CAMPOS FERREIRA | 1:10.717 | 158 D.FATEMI          | 47.405 | 23  | 158 Porsche 904/6 Carrera GTS 1965             | F  | 2:29.354  |               |