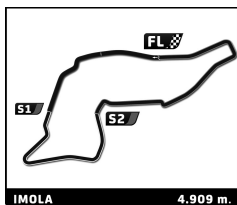


# THE GREATEST'S TROPHY IMOLA CLASSIC RACE 2

## Sector Analysis

■ Personal Best ■ Session Best ■ Crossing the finish line in 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
<b>12</b>	ALFA ROMEO Giulietta SZ 1960 1. Jean-François PIQUET GTS4B							11	1	3:43.726	1:11.190	1:04.856	1:27.680	68.2	3:43.726
	2	3:19.288	53.386	1:02.570	1:23.332	81.7	7:03.014	12	1	2:39.883	34.737	53.061	1:12.085	164.4	37:19.500
	3	3:00.171	39.950	59.157	1:21.064	134.3	10:03.185								
	4	2:56.676	38.608	59.165	1:18.903	145.7	12:59.861								
	5	<b>2:52.899</b>	<b>37.248</b>	<b>57.282</b>	<b>1:18.369</b>	145.9	15:52.760								
	6	2:56.741	38.726	57.719	1:20.296	126.8	18:49.501								
	7	3:04.529	37.397	58.185	1:28.947	154.3	21:54.030								
	8	4:28.069 <b>B</b>	53.562	1:29.592	2:04.915	92.8	26:22.099								
	9	4:28.952 <b>B</b>	58.207	1:16.290	2:14.455	90.9	30:51.051								
	10	3:39.827	52.447	1:25.455	1:21.925	105.1	34:30.878								
	11	2:58.143	37.895	59.238	1:21.010	151.3	37:29.021								
<b>39</b>	ASTON MARTIN DB2 Vantage 1952 1. Michel VERLIEFDEN GTS7A														
	1	3:56.205	1:17.771	1:07.926	1:30.508	88.7	3:56.205								
	2	3:23.263	48.016	1:05.437	1:29.810	99.9	7:19.468								
	3	3:01.130	39.343	59.613	1:22.174	141.4	10:20.598								
	4	3:01.346	39.034	59.608	1:22.704	143.8	13:21.944								
	5	<b>3:00.161</b>	38.949	59.615	<b>1:21.597</b>	145.6	16:22.105								
	6	3:00.816	39.018	59.826	1:21.972	141.2	19:22.921								
	7	3:19.346	39.447	1:05.295	1:34.604	137.6	22:42.267								
	8	3:48.265 <b>B</b>	44.713	1:01.769	2:01.783	126.0	26:30.532								
	9	4:27.608 <b>B</b>	54.494	1:14.283	2:18.831	116.6	30:58.140								
	10	3:40.535	54.817	1:18.449	1:27.269	94.0	34:38.675								
	11	3:00.846	<b>38.335</b>	<b>58.320</b>	1:24.191	148.8	37:39.521								
<b>41</b>	FERRARI 275 GTB 4 1966 1. Jan GIJZEN GTS12														
	1	3:38.750	1:00.874	1:06.142	1:31.734	105.4	3:38.750								
	2	3:05.017	49.999	1:00.347	1:14.671	84.0	6:43.767								
	3	2:37.850	<b>33.130</b>	52.999	1:11.721	176.8	9:21.617								
	4	2:36.924	33.381	53.056	1:10.487	177.0	11:58.541								
	5	2:38.995	33.830	53.454	1:11.711	169.0	14:37.536								
	6	<b>2:36.530</b>	33.480	53.024	<b>1:10.026</b>	172.8	17:14.066								
<b>46</b>	BIZZARRINI 5300 GT 1965 1. Christian BOURIEZ TSRC12														
	1	3:34.336	55.856	1:05.048	1:33.432	125.0	3:34.336								
	2	2:59.758	46.435	56.263	1:17.060	104.3	6:34.094								
	3	2:39.402	33.579	51.906	1:13.917	165.6	9:13.496								
	4	<b>2:35.441</b>	<b>33.573</b>	<b>50.688</b>	<b>1:11.180</b>	174.5	11:48.937								
<b>52</b>	BIZZARRINI 5300 GT 1965 1. Peter MUELDER 2. Christian TRABER TSRC12														
	1	3:36.640	57.966	1:06.186	1:32.488	120.0	3:36.640								
	2	3:01.043	47.668	56.975	1:16.400	96.9	6:37.683								
	3	2:41.279	34.094	53.437	1:13.748	172.0	9:18.962								
	4	<b>2:37.821</b>	34.075	51.795	1:11.951	169.0	11:56.783								
	5	2:40.153	34.586	52.736	1:12.831	159.5	14:36.936								
	6	2:38.701	34.774	52.960	<b>1:10.967</b>	156.7	17:15.637								
	7	2:37.924	<b>33.588</b>	<b>51.565</b>	1:12.771	160.0	19:53.561								
	8	2:51.310	34.971	52.930	1:23.409	153.4	22:44.871								
	9	3:49.999 <b>B</b>	45.018	1:01.093	2:03.888	132.2	26:34.870								
	10	4:27.277 <b>B</b>	52.710	1:13.450	2:21.117	120.8	31:02.147								
<b>53</b>	BIZZARRINI 5300 GT 1965 1. Georg NOLTE TSRC12							11	1	3:37.470	52.690	1:18.355	1:26.425	109.8	34:39.617
	12	2:39.883	34.737	53.061	1:12.085	164.4	37:19.500								
	1	3:44.977	1:12.271	1:05.036	1:27.670	90.0	3:44.977								
	2	3:19.409	53.164	1:03.140	1:23.105	64.1	7:04.386								
	3	2:52.328	39.655	56.107	1:16.566	139.0	9:56.714								
	4	2:51.386	36.367	57.391	1:17.628	155.4	12:48.100								
	5	2:49.070	<b>36.199</b>	56.313	1:16.558	154.1	15:37.170								
	6	2:56.307	36.561	57.140	1:22.606	158.1	18:33.477								
	7	2:53.940	36.902	56.711	1:20.327	155.2	21:27.417								
	8	2:56.129	42.618	56.320	1:17.191	125.7	24:23.546								
	9	3:14.875 <b>B</b>	38.198	57.676	1:39.001	146.1	27:38.421								
	10	3:37.817 <b>B</b>	50.308	57.066	1:50.443	134.5	31:16.238								
	11	3:33.952	50.240	1:11.962	1:31.750	122.6	34:50.190								
	12	<b>2:47.039</b>	37.909	<b>54.593</b>	<b>1:14.537</b>	149.8	37:37.229								
<b>56</b>	FERRARI 250 GT Berlinetta 1962 1. Conrad M. ULRICH 2. Conrad C. ULRICH GTS7														
	1	3:39.807	1:02.668	1:06.468	1:30.671	99.7	3:39.807								
	2	3:09.964	51.348	59.592	1:19.024	83.8	6:49.771								
	3	2:45.748	36.027	54.536	1:15.185	151.3	9:35.519								
	4	2:43.763	35.726	53.462	1:14.575	150.6	12:19.282								
	5	2:42.512	35.107	53.465	1:13.940	167.4	15:01.794								
	6	<b>2:40.506</b>	35.212	52.995	<b>1:12.299</b>	169.5	17:42.300								
	7	2:40.511	<b>33.911</b>	<b>52.560</b>	1:14.040	178.5	20:22.811								
	8	2:44.527	36.307	52.841	1:15.379	159.1	23:07.338								
	9	3:38.568 <b>B</b>	36.063	1:00.486	2:02.019	154.5	26:45.906								
	10	4:26.887 <b>B</b>	50.916	1:08.875	2:27.096	122.9	31:12.793								
	11	3:35.637	51.378	1:12.237	1:32.022	112.9	34:48.430								
	12	2:44.086	36.182	53.142	1:14.762	157.7	37:32.516								
<b>58</b>	PORSCHE 904/6 1964 1. Carlo VÖGELE 2. Alain VÖGELE GTP11														
	1	3:33.664	53.559	1:06.302	1:33.803	117.4	3:33.664								
	2	2:57.837	45.922	56.049	1:15.866	121.1	6:31.501								
	3	2:34.625	32.459	51.060	1:11.106	174.5	9:06.126								
	4	2:34.092	32.524	51.119	1:10.449	184.6	11:40.218								
	5	2:32.077	<b>31.754</b>	50.519	1:09.808	188.8	14:12.295								
	6	2:32.723	32.218	50.417	1:10.088	177.9	16:45.018								
	7	<b>2:31.211</b>	31.881	<b>49.974</b>	1:09.356	179.1	19:16.229								
	8	2:43.160	31.989	52.422	1:18.749	182.4	21:59.389								
	9	4:15.380 <b>B</b>	52.821	1:21.288	2:01.271	105.2	26:14.769								
	10	4:32.361 <b>B</b>	1:03.476	1:16.588	2:12.297	80.4	30:47.130								
	11	3:35.623	51.986	1:27.109	1:16.528	122.4	34:22.753								
	12	2:33.277	32.190	51.849	<b>1:09.238</b>	172.8	36:56.030								
<b>60</b>	PORSCHE RSK 718-60 Spyder 1960 1. Peter VÖGELE TSRC4B														
	1	3:54.712	1:16.283	1:06.530	1:31.899	86.2	3:54.712								
	2	3:23.605	47.436	1:05.966	1										



# THE GREATEST'S TROPHY IMOLA CLASSIC RACE 2

## Sector Analysis

Personal Best Session Best B Crossing the finish line in 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
8	1	2:49.047	40.251	52.421	1:16.375	131.5	23:25.916	6	1	2:32.058	31.719	50.926	1:09.413	194.2	16:45.659
9	1	3:21.176 <b>B</b>	36.040	52.207	1:52.929	153.2	26:47.092	7	1	2:32.139	31.895	<b>49.904</b>	1:10.340	183.4	19:17.798
10	1	4:27.043 <b>B</b>	50.691	1:08.467	2:27.885	119.9	31:14.135	8	1	2:42.629	<b>31.682</b>	52.086	1:18.861	185.9	22:00.427
11	1	3:35.091	50.969	1:11.918	1:32.204	113.8	34:49.226	9	1	4:18.074 <b>B</b>	52.829	1:21.482	2:03.763	107.2	26:18.501
12	1	2:43.107	36.013	53.227	1:13.867	153.2	37:32.333	10	1	4:30.757 <b>B</b>	1:00.508	1:16.676	2:13.573	80.1	30:49.258
								11	1	3:34.463	50.343	1:27.818	1:16.302	130.6	34:23.721
								12	1	2:34.139	32.172	51.303	1:10.664	185.9	36:57.860

**82** DB HBR 1958  
1. François FOUQUET-HATE  
GTS3

1	1	3:54.101	1:15.149	1:06.640	1:32.312	83.3	3:54.101
2	1	3:23.509	47.278	1:05.786	1:30.445	108.5	7:17.610
3	1	3:11.820	43.250	1:02.094	1:26.476	130.9	10:29.430
4	1	3:07.970	<b>40.201</b>	1:01.121	1:26.648	142.9	13:37.400
5	1	3:05.451	40.257	1:00.276	<b>1:24.918</b>	140.8	16:42.851
6	1	<b>3:05.405</b>	40.286	1:00.060	1:25.059	134.0	19:48.256
7	1	3:10.041	40.853	1:02.274	1:26.914	139.0	22:58.297
8	1	3:40.674 <b>B</b>	41.459	1:01.107	1:58.108	133.2	26:38.971
9	1	4:27.786 <b>B</b>	56.004	1:08.542	2:23.240	92.5	31:06.757
10	1	3:40.936	55.074	1:12.800	1:33.062	91.3	34:47.693
11	1	3:06.316	41.212	<b>59.798</b>	1:25.306	137.4	37:54.009

**527** MASERATI A6 GCS 1954  
1. Martin SUCARI  
TSRC4A

1	1	3:42.508	1:09.960	1:04.630	1:27.918	70.1	3:42.508
2	1	3:20.022	53.197	1:01.785	1:25.040	84.0	7:02.530
3	1	3:09.974	45.419	1:00.997	1:23.558	91.7	10:12.504
4	1	3:02.655	40.273	58.681	1:23.701	136.7	13:15.159
5	1	2:58.179	39.204	58.751	1:20.224	140.4	16:13.338
6	1	<b>2:54.514</b>	38.208	<b>57.659</b>	<b>1:18.647</b>	142.7	19:07.852
7	1	3:06.150	38.039	59.624	1:28.487	143.4	22:14.002
8	1	4:15.090 <b>B</b>	45.300	1:16.711	2:13.079	112.9	26:29.092
9	1	4:27.771 <b>B</b>	54.642	1:14.364	2:18.765	101.1	30:56.863
10	1	3:38.952	54.817	1:18.923	1:25.212	103.9	34:35.815
11	1	3:22.991	<b>37.239</b>	59.305	1:46.447	153.6	37:58.806

**114** FERRARI 250 GT Drogo 1963  
1. Larry KINCH  
GTS12

1	1	3:36.998	58.811	1:06.347	1:31.840	109.8	3:36.998
2	1	3:03.752	49.534	58.861	1:15.357	89.3	6:40.750
3	1	2:40.071	<b>34.202</b>	52.372	1:13.497	164.1	9:20.821
4	1	2:41.981	35.443	53.468	1:13.070	157.0	12:02.802
5	1	2:40.323	34.603	<b>52.307</b>	1:13.413	161.4	14:43.125
6	1	<b>2:39.912</b>	35.004	52.851	<b>1:12.057</b>	167.2	17:23.037
7	1	2:40.928	34.724	52.728	1:13.476	164.6	20:03.965
8	1	2:55.430	37.025	54.563	1:23.842	144.8	22:59.395
9	1	3:43.368 <b>B</b>	41.263	1:02.044	2:00.061	125.7	26:42.763
10	1	4:26.390 <b>B</b>	52.999	1:08.311	2:25.080	122.9	31:09.153
11	1	3:38.910	53.747	1:12.318	1:32.845	92.7	34:48.063
12	1	2:44.210	35.599	53.350	1:15.261	159.1	37:32.273

**120** FERRARI 250 GT Drogo 1959  
1. Christian DUMOLIN  
GTS7B

1	1	3:35.922	57.115	1:05.929	1:32.878	120.1	3:35.922
2	1	2:59.865	47.089	56.230	1:16.546	100.7	6:35.787
3	1	2:39.945	34.899	53.241	1:11.805	146.9	9:15.732
4	1	2:38.493	33.953	<b>51.869</b>	1:12.671	160.7	11:54.225
5	1	2:41.353	<b>33.375</b>	54.945	1:13.033	162.2	14:35.578
6	1	2:36.907	33.378	52.157	1:11.372	162.9	17:12.485
7	1	<b>2:36.347</b>	33.650	51.934	<b>1:10.763</b>	162.4	19:48.832
8	1	2:54.945	34.305	53.866	1:26.774	158.4	22:43.777
9	1	3:48.805 <b>B</b>	45.030	1:01.147	2:02.628	133.8	26:32.582
10	1	4:27.616 <b>B</b>	53.608	1:14.003	2:20.005	115.1	31:00.198
11	1	3:38.832	53.883	1:18.221	1:26.728	99.0	34:39.030
12	1	2:39.748	33.750	53.042	1:12.956	171.7	37:18.778

**164** ALFA ROMEO Giulia TZ 1964  
1. Franco MEINERS  
GTS10

1	1	3:34.641	55.306	1:06.944	1:32.391	126.6	3:34.641
2	1	3:00.416	47.072	56.656	1:16.688	103.5	6:35.057
3	1	2:35.869	33.276	51.690	1:10.903	172.5	9:10.926
4	1	2:32.044	32.354	50.568	1:09.122	193.9	11:42.970
5	1	<b>2:30.631</b>	31.704	50.057	<b>1:08.870</b>	195.7	14:13.601