

THE GENTLEMEN CHALLENGE

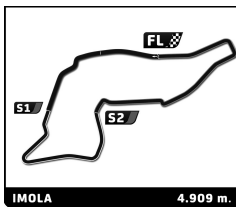
IMOLA CLASSIC

QUALIFYING

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
2Aston Martin DB2/4 Bertone Competition Spider 1953 1.Heinz STAMME1								10Ferrari 250 GT SWB 1961 1.Christian DUMOLINE2							
1	1	5:03.116	2:57.583	53.909	1:11.624	118.6	5:03.116	1	1	4:48.801	2:50.628	50.430	1:07.743	125.6	4:48.801
2	1	2:34.402	32.484	51.103	1:10.815	172.0	7:37.518	2	1	2:28.555	32.464	49.393	1:06.698	174.2	7:17.356
3	1	2:33.464	31.897	51.826	1:09.741	161.7	10:10.982	3	1	2:28.935	30.659	49.903	1:08.373	196.0	9:46.291
4	1	2:37.064	34.397	51.188	1:11.479	146.5	12:48.046	4	1	2:27.562	31.109	49.794	1:06.659	179.1	12:13.853
5	1	2:37.107	33.117	51.966	1:12.024	150.2	15:25.153	5	1	2:25.673	30.969	48.665	1:06.039	187.2	14:39.526
6	1	2:35.227	32.251	52.014	1:10.962	171.4	18:00.380	6	1	2:25.308	29.734	49.114	1:06.460	206.1	17:04.834
7	1	4:48.863 B	31.813	51.559	3:25.491	166.9	22:49.243	7	1	2:28.184	30.426	49.824	1:07.934	194.2	19:33.018
8	1	2:55.684	50.190	54.811	1:10.683	126.8	25:44.927	8	1	2:26.260	29.899	49.370	1:06.991	191.2	21:59.278
9	1	2:34.286	32.102	50.906	1:11.278	156.5	28:19.213	9	1	2:28.835	31.744	49.664	1:07.427	187.2	24:28.113
10	1	2:36.808	31.760	53.621	1:11.427	172.2	30:56.021	10	1	2:28.423	31.602	50.397	1:06.424	192.2	26:56.536
9Alfa Romeo Giulia TZ 1965 1.Alain VÖGELEF								112:24.257 29.614 48.148 1:06.495 194.9 29:20.793							
1	1	5:27.519	3:26.459	50.936	1:10.124	127.8	5:27.519	11	1	2:24.257	29.614	48.148	1:06.495	194.9	29:20.793
2	1	2:29.039	32.140	47.960	1:08.939	176.5	7:56.558	22Lotus XI 1500 1956 1.Jean-Pascal CUERELE1							
3	1	2:28.209	32.137	49.656	1:06.416	184.0	10:24.767	1	1	4:49.600	2:51.463	50.335	1:07.802	126.2	4:49.600
4	1	2:31.810	29.760	47.964	1:14.086	194.9	12:56.577	2	1	2:18.859	30.453	45.228	1:03.178	187.5	7:08.459
5	1	2:30.283	29.507	48.591	1:12.185	199.3	15:26.860	3	1	2:17.647	28.515	45.772	1:03.360	211.8	9:26.106
6	1	4:13.601 B	30.963	49.790	2:52.848	182.1	19:40.461	4	1	2:16.494	29.187	44.825	1:02.482	200.0	11:42.600
7	1	2:39.696	44.565	46.835	1:08.296	129.2	22:20.157	5	1	2:16.769	28.964	44.748	1:03.057	208.5	13:59.369
8	1	2:23.500	30.002	47.759	1:05.739	197.4	24:43.657	6	1	4:03.954 B	28.876	44.461	2:50.617	212.2	18:03.323
9	1	2:22.143	29.907	46.199	1:06.037	207.3	27:05.800	7	1	2:35.030	46.137	46.106	1:02.787	128.7	20:38.353
10	1	2:21.915	29.561	46.660	1:05.694	205.3	29:27.715	8	1	2:16.324	29.074	45.317	1:01.933	204.2	22:54.677
11	1	2:28.090	29.171	47.890	1:11.029	206.5	31:55.805	9	1	2:16.997	28.687	45.680	1:02.630	210.5	25:11.674
14Porsche 904/6 Carrera GTS 1965 1.Luca LITTARDIF								1012:16.27928.51545.1291:02.635216.027:27.953							
1	1	6:04.179	3:44.802	53.903	1:25.474	95.4	6:04.179	11	1	2:15.637	27.988	44.269	1:03.380	215.1	29:43.590
2	1	2:21.956	29.851	46.245	1:05.860	213.4	8:26.135	12	1	2:15.885	29.003	44.806	1:02.076	203.0	31:59.475
3	1	3:24.851 B	29.624	47.801	2:07.426	211.4	11:50.986	26Lister Jaguar Knobbly 1960 1.Jacques SANDOZE2							
4	1	2:47.485	49.607	50.384	1:07.494	110.5	14:38.471	1	1	5:25.694	3:23.052	52.244	1:10.398	126.2	5:25.694
5	1	2:20.654	29.057	45.967	1:05.630	210.5	16:59.125	2	1	2:29.584	31.380	49.941	1:08.263	192.9	7:55.278
6	1	2:18.838	29.114	45.644	1:04.080	212.6	19:17.963	3	1	2:55.222 B	32.493	52.347	1:30.382	180.3	10:50.500
7	1	2:20.826	29.103	46.880	1:04.843	212.6	21:38.789	4	1	2:59.811	1:00.984	50.129	1:08.698	117.1	13:50.311
8	1	2:40.610	35.073	54.317	1:11.220	157.0	24:19.399	5	1	2:29.673	31.007	49.587	1:09.079	187.8	16:19.984
9	1	3:01.210	36.404	57.834	1:26.972	185.6	27:20.609	6	1	2:28.672	31.304	49.316	1:08.052	185.2	18:48.656
10	1	2:22.965	29.284	47.976	1:05.705	210.5	29:43.574	7	1	2:28.936	32.034	49.159	1:07.743	171.4	21:17.592
11	1	2:21.758	29.895	46.585	1:05.278	188.2	32:05.332	8	1	2:28.446	31.885	48.799	1:07.762	164.1	23:46.038
17Lister Knobbly Chevrolet 1958 1.Luc-Pierre VERQUINE2								912:28.51031.66849.1551:07.687171.226:14.548							
1	1	4:12.515	2:26.986	44.624	1:00.905	151.7	4:12.515	10	1	2:27.560	31.369	49.163	1:07.028	178.8	28:42.108
2	1	2:13.638	29.777	43.855	1:00.006	190.5	6:26.153	11	1	2:29.185	31.312	48.963	1:08.910	186.5	31:11.293
3	1	2:13.694	28.017	45.085	1:00.592	199.3	8:39.847	30Porsche 356 (B) S 75 Hardtop-Coupé T 5 1961 1.Marc JULLY 2.Agathe JULLYE2							
4	1	2:13.076	28.225	43.962	1:00.889	195.7	10:52.923	1	1	5:12.170	3:12.290	49.986	1:09.894	113.4	5:12.170
5	1	2:11.892	28.035	43.880	59.977	206.5	13:04.815	2	1	2:29.695	31.419	49.423	1:08.853	187.2	7:41.865
6	1	2:20.445	29.026	45.118	1:06.301	180.6	15:25.260	3	1	3:57.960 B	32.141	49.405	2:36.414	157.0	11:39.825
7	1	2:16.710	28.865	45.569	1:02.276	180.3	17:41.970								
8	1	2:12.832	27.978	43.928	1:00.926	204.2	19:54.802								
9	1	2:11.856	28.061	43.734	1:00.061	203.8	22:06.658								



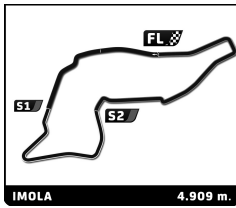
THE GENTLEMEN CHALLENGE

IMOLA CLASSIC

QUALIFYING

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								
4	2	3:09.073	56.638	54.858	1:17.577	109.0	14:48.898	10	1	2:20.260	29.369	45.870	1:05.021	208.5	29:10.233	59	1	2:24.051	31.729	46.379	1:05.943	193.2	31:34.284																
5	2	2:38.372	33.721	52.237	1:12.414	161.7	17:27.270									Triumph TR3 A Hardtop 1961								E2															
6	2	2:38.352	33.392	51.338	1:13.622	166.4	20:05.622									1.Grégoire ANDRIEUX																							
7	2	2:39.317	33.220	52.279	1:13.818	160.7	22:44.939																																
8	2	2:39.223	33.302	52.441	1:13.480	163.9	25:24.162																																
9	2	2:40.995	35.674	52.100	1:13.221	157.4	28:05.157																																
10	2	2:37.454	32.910	51.558	1:12.986	161.7	30:42.611																																
41								MG A 1500 1956																															
								1.Arnaud LEGRAND																E2															
								2.Olivier MARC																															
1	2	7:23.059	4:30.082	1:13.771	1:39.206	82.2	7:23.059	1	1	5:42.560	3:24.086	57.646	1:20.828	98.9	5:42.560	2	1	2:47.788	35.912	54.173	1:17.703	161.2	8:30.348	3	1	2:53.855	35.812	55.962	1:22.081	162.7	11:24.203								
2	2	3:41.438	42.258	1:15.687	1:43.493	128.9	11:04.497	4	1	2:46.772	35.190	54.996	1:16.586	166.2	14:10.975	5	1	4:32.450	36.923	56.068	2:59.459	154.9	18:43.425	6	1	3:14.230	55.435	58.202	1:20.593	103.4	21:57.655								
3	2	6:42.576	B	41.991	1:11.992	4:48.593	126.6	17:47.073	7	1	2:46.702	36.157	54.143	1:16.402	158.8	24:44.357	8	1	2:54.201	36.779	56.925	1:20.497	150.4	27:38.558															
4	1	3:33.016	1:00.393	1:04.093	1:28.530	89.0	21:20.089									Porsche 904 Carrera GTS 1964								F															
5	1	3:13.757	40.189	1:03.540	1:30.028	134.5	24:33.846									1.Peter VÖGELE																							
42								Jaguar E-Type 3.8 1961																															
								1.Toby PARTRIDGE																E2															
								2.Steve SOPER																															
1	2	4:25.845	2:35.989	45.847	1:04.009	147.3	4:25.845	1	1	4:41.983	2:46.521	49.099	1:06.363	121.6	4:41.983	2	1	2:21.428	29.022	46.794	1:05.612	216.4	7:03.411	3	1	2:24.302	29.709	47.872	1:06.721	204.2	9:27.713								
2	2	2:17.854	29.066	46.387	1:02.401	191.8	6:43.699	4	1	2:19.995	29.150	46.330	1:04.515	203.8	11:47.708	5	1	3:25.159	B	29.191	46.376	2:09.592	213.9	15:12.867	6	1	2:44.741	48.037	48.938	1:07.766	134.0	17:57.608							
3	2	2:15.552	28.065	45.212	1:02.275	206.1	8:59.251	7	1	2:20.371	29.024	46.379	1:04.968	213.0	20:17.979	8	1	2:20.259	28.898	46.232	1:05.129	218.2	22:38.238	9	1	2:21.458	28.741	47.429	1:05.288	212.6	24:59.696								
4	2	2:16.215	28.725	44.486	1:03.004	187.8	11:15.466	10	1	2:22.543	29.060	47.944	1:05.539	215.6	27:22.239	11	1	2:19.864	28.762	46.196	1:04.906	212.2	29:42.103	12	1	2:22.147	29.448	47.345	1:05.354	210.1	32:04.250								
5	2	4:31.591	B	28.958	45.524	3:17.109	185.6	15:47.057	1	1	12:56.663	...	54.758	1:15.982	106.3	12:56.663	2	1	2:43.106	35.909	53.184	1:14.013	158.1	15:39.769	3	1	2:42.070	34.704	52.819	1:14.547	156.1	18:21.839							
6	1	3:48.519	B	54.036	47.180	2:07.303	97.8	19:35.576	4	1	2:43.930	35.127	54.015	1:14.788	154.9	21:05.769	5	1	2:41.827	33.910	53.682	1:14.235	160.7	23:47.596	6	1	2:40.691	33.846	53.031	1:13.814	167.2	26:28.287							
7	1	4:32.530	B	47.209	52.904	2:52.417	144.0	24:08.106	7	1	2:38.794	32.941	52.054	1:13.799	172.2	29:07.081																							
8	1	5:03.241	B	49.911	53.945	3:19.385	123.7	29:11.347									Jaguar E-Type 3.8 1961								E2														



THE GENTLEMEN CHALLENGE

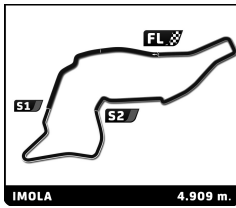
IMOLA CLASSIC

QUALIFYING

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
65 Jaguar D-Type 1955 1. Toby SMITH 2. Chris WARD E1								87 TVR Grantura Mk III 1965 1. Mark ASHWORTH 2. Simon ASHWORTH F							
1	2	4:28.795	2:45.975	43.937	58.883	123.7	4:28.795	1	1	4:50.615	2:49.850	50.195	1:10.570	118.9	4:50.615
2	2	2:08.686	26.584	44.138	57.964	217.7	6:37.481	2	1	2:29.379	31.979	49.505	1:07.895	168.0	7:19.994
3	2	2:08.016	26.713	43.556	57.747	205.7	8:45.497	3	1	2:27.416	31.480	48.101	1:07.835	174.2	9:47.410
4	2	3:33.281 B	26.596	43.300	2:23.385	197.4	12:18.778	4	1	2:30.213	31.587	48.982	1:09.644	169.8	12:17.623
5	1	2:39.032	51.670	45.425	1:01.937	139.7	14:57.810	5	1	2:29.244	32.186	47.797	1:09.261	178.2	14:46.867
6	1	2:14.544	27.594	44.147	1:02.803	211.4	17:12.354	6	1	3:37.685 B	31.486	49.000	2:17.199	179.4	18:24.552
7	1	2:16.948	28.131	45.704	1:03.113	201.9	19:29.302	7	2	2:44.649	46.114	49.975	1:08.560	131.9	21:09.201
8	1	2:18.707	28.373	46.346	1:03.988	194.6	21:48.009	8	2	2:25.059	30.811	48.007	1:06.241	176.5	23:34.260
9	1	2:18.284	28.511	46.416	1:03.357	190.5	24:06.293	9	2	2:24.824	30.274	47.529	1:07.021	186.9	25:59.084
10	1	2:20.566	28.971	45.990	1:05.605	197.4	26:26.859	10	2	2:25.912	30.589	48.175	1:07.148	184.9	28:24.996
74 Lotus Elite S2 1961 1. Lee HOWER 2. Tim GREGORIO E2								88 Lister Jaguar Costin 1959 1. John SPIERS 2. Nigel GREENSALL E2							
1	1	5:17.999	3:12.709	52.476	1:12.814	111.8	5:17.999	1	1	4:08.694	2:22.298	44.602	1:01.794	149.2	4:08.694
2	1	2:37.783	33.046	52.818	1:11.919	181.5	7:55.782	2	1	2:11.607	27.058	43.977	1:00.572	218.6	6:20.301
3	1	2:38.447	34.178	51.953	1:12.316	168.7	10:34.229	3	1	2:14.343	28.251	43.878	1:02.214	221.3	8:34.644
4	1	2:41.329	34.090	53.691	1:13.548	177.0	13:15.558	4	1	2:12.872	27.552	43.769	1:01.551	209.7	10:47.516
5	1	4:34.646 B	33.479	51.761	3:09.406	179.7	17:50.204	5	1	2:11.660	27.106	44.601	59.953	227.8	12:59.176
6	1	3:02.664	53.733	54.662	1:14.269	102.5	20:52.868	6	1	3:49.532 B	30.336	46.140	2:33.056	173.9	16:48.708
7	1	2:40.600	33.901	52.449	1:14.250	176.2	23:33.468	7	2	2:37.922	47.207	45.559	1:05.156	143.6	19:26.630
8	1	2:40.565	34.412	52.387	1:13.766	161.2	26:14.033	8	2	2:14.036	26.607	45.183	1:02.246	215.1	21:40.666
9	1	2:39.219	34.096	51.987	1:13.136	168.2	28:53.252	9	2	5:11.741 B	26.744	42.522	4:02.475	212.2	26:52.407
10	1	2:44.688	34.905	52.838	1:16.945	177.0	31:37.940	10	2	2:43.455	45.226	50.195	1:08.034	136.5	29:35.862
78 Austin-Healey 100 BN1 1954 1. David COMTE 2. Christophe LAGUERRE E1								94 Jaguar E-Type Coupe 3.8 1961 1. Georges VERQUIN E2							
1	1	4:56.958	2:46.661	56.222	1:14.075	113.7	4:56.958	1	1	4:58.449	2:54.469	53.611	1:10.369	116.8	4:58.449
2	1	2:35.590	32.556	50.418	1:12.616	175.6	7:32.548	2	1	2:34.641	32.736	51.540	1:10.365	163.1	7:33.090
3	1	2:44.720	35.427	54.915	1:14.378	168.7	10:17.268	3	1	2:35.562	33.512	51.802	1:10.248	170.9	10:08.652
4	1	2:41.357	32.267	51.447	1:17.643	178.8	12:58.625	4	1	2:37.121	35.481	50.817	1:10.823	151.3	12:45.773
5	1	3:11.718 B	36.725	56.620	1:38.373	152.5	16:10.343	5	1	2:37.543	33.126	50.831	1:13.586	169.0	15:23.316
6	2	4:27.062	2:16.299	54.724	1:16.039	106.8	20:37.405	6	1	2:34.862	33.065	50.948	1:10.849	164.9	17:58.178
7	2	2:36.885	33.269	51.428	1:12.188	173.6	23:14.290	7	1	2:33.957	32.901	50.964	1:10.092	170.1	20:32.135
8	2	2:41.109	32.813	51.015	1:17.281	175.9	25:55.399	8	1	2:34.908	32.681	51.548	1:10.679	161.9	23:07.043
9	2	2:38.178	33.587	52.170	1:12.421	170.9	28:33.577	9	1	2:35.136	32.942	52.506	1:09.688	146.3	25:42.179
10	2	2:40.937	33.570	53.388	1:13.979	175.6	31:14.514	10	1	2:41.524	32.861	50.778	1:17.885	150.8	28:23.703
79 AC Cobra 289 SII 1965 1. Phil MULACEK 2. Sterling MULACEK INV								95 MG A 1600 Coupé 1960 1. Simon NOBILI 2. Sébastien RUFFINO E2							
1	2	5:29.602	3:30.516	52.167	1:06.919	126.6	5:29.602	1	2	5:25.852	3:13.436	54.901	1:17.515	115.4	5:25.852
2	2	2:26.103	31.124	48.358	1:06.621	183.4	7:55.705	2	2	2:47.241	34.187	54.630	1:18.424	179.4	8:13.093
3	2	2:26.957	32.469	49.775	1:04.713	180.9	10:22.662	3	2	2:44.269	34.501	53.189	1:16.579	176.2	10:57.362
4	2	2:28.935	30.550	48.762	1:09.623	182.7	12:51.597	4	2	2:43.166	34.333	53.623	1:15.210	180.9	13:40.528
5	2	2:26.149	31.839	48.341	1:05.969	161.0	15:17.746	5	2	2:40.088	33.172	52.332	1:14.584	181.2	16:20.616
6	2	4:01.378 B	30.516	48.708	2:42.154	188.8	19:19.124	6	2	4:40.563 B	33.353	54.298	3:12.912	183.7	21:01.179
7	1	2:46.902	50.259	49.523	1:07.120	141.0	22:06.026	7	1	2:54.196	50.092	51.037	1:13.067	115.4	23:55.375
8	1	2:22.951	29.464	48.001	1:05.486	201.9	24:28.977	8	1	2:35.379	32.946	50.814	1:11.619	180.9	26:30.754
9	1	2:26.034	31.705	49.276	1:05.053	186.5	26:55.011								
10	1	2:22.569	29.847	47.803	1:04.919	196.4	29:17.580								
11	1	2:24.800	30.250	49.262	1:05.288	195.3	31:42.380								



THE GENTLEMEN CHALLENGE IMOLA CLASSIC QUALIFYING

Sector Analysis

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	2:37.534	32.837	51.323	1:13.374	174.2	29:08.288								
10	1	2:51.033	34.615	58.415	1:18.003	168.7	31:59.321								
117 Morgan Plus 4 Super Sports 1964															
1. Patrik GOETZINGER								F							
1	1	5:51.421	3:28.484	1:00.586	1:22.351	113.1	5:51.421								
2	1	4:04.388	59.194	1:37.900	1:27.294	184.6	9:55.809								
3	1	3:05.890	36.711	1:01.596	1:27.583	164.9	13:01.699								
4	1	3:02.925	37.697	1:00.251	1:24.977	161.9	16:04.624								
5	1	3:05.579	37.713	1:02.351	1:25.515	152.8	19:10.203								
6	1	3:10.643	37.943	1:01.415	1:31.285	157.0	22:20.846								
7	1	3:01.611	36.940	1:00.258	1:24.413	168.7	25:22.457								
8	1	3:12.073	38.869	1:01.517	1:31.687	160.7	28:34.530								
9	1	3:16.754	38.858	1:06.155	1:31.741	159.1	31:51.284								
172 Ferrari 250 GTO 1965															
1. Claudio RODDARO								F							
1	1	4:07.430	2:20.251	45.903	1:01.276	128.0	4:07.430								
2	1	2:12.348	27.738	43.804	1:00.806	217.7	6:19.778								
3	1	2:12.407	28.169	43.929	1:00.309	224.1	8:32.185								
4	1	2:10.762	26.851	43.648	1:00.263	220.0	10:42.947								
5	1	4:37.800 B	27.265	46.150	3:24.385	223.1	15:20.747								
275 Lotus Elite S2 1961															
1. Benjamin TARLOW								E2							
2. Mark Hamilton PETERS															
1	2	6:18.634	4:22.443	48.591	1:07.600	101.1	6:18.634								
2	2	2:25.485	31.430	47.320	1:06.735	179.7	8:44.119								
3	2	3:50.106 B	30.674	47.429	2:32.003	180.6	12:34.225								
4	1	2:52.860	49.778	50.314	1:12.768	125.7	15:27.085								
5	1	2:34.557	32.271	50.917	1:11.369	179.1	18:01.642								
6	1	2:38.003	31.473	51.727	1:14.803	189.8	20:39.645								
7	1	2:32.371	33.738	49.224	1:09.409	192.2	23:12.016								
8	1	2:56.358 B	31.792	51.162	1:33.404	183.1	26:08.374								
9	1	2:46.671	47.135	49.642	1:09.894	129.5	28:55.045								
10	1	2:31.236	31.998	50.016	1:09.222	183.1	31:26.281								
818 Lotus 15 1959															
1. Jakob Viggo HOLSTEIN								E2							
2. Otto REEDTZ-THOTT															
1	1	4:13.194	2:28.489	43.672	1:01.033	152.8	4:13.194								