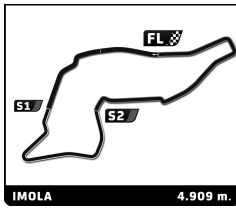
THE GENTLEMEN CHALLENGE
IMOLA CLASSIC
RACE 1

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
2 Aston Martin DB2/4 Bertone Competition Spider 1953 1. Heinz STAMM E1								10 1 2:40.420 48.865 46.188 1:05.367 128.9 26:09.201							
1 1 2:41.253 38.848 50.846 1:11.559 2:41.253								11 1 2:24.302 30.353 48.111 1:05.838 206.9 28:33.503							
2 1 2:32.114 31.840 49.915 1:10.359 177.9 5:13.367								12 1 2:20.015 29.401 45.975 1:04.639 210.1 30:53.518							
3 1 2:32.908 31.807 50.471 1:10.630 168.7 7:46.275								13 1 2:20.030 29.097 45.975 1:04.958 209.3 33:13.548							
4 1 2:32.624 31.808 50.047 1:10.769 168.7 10:18.899								14 1 2:20.162 29.556 45.726 1:04.880 212.6 35:33.710							
5 1 2:30.938 31.257 50.067 1:09.614 173.4 12:49.837								15 1 2:20.105 29.701 45.803 1:04.601 203.8 37:53.815							
6 1 2:32.364 31.611 50.709 1:10.044 180.0 15:22.201								16 1 2:20.686 29.112 46.661 1:04.913 212.6 40:14.501							
7 1 2:33.377 31.614 50.333 1:11.430 181.8 17:55.578								17 1 2:20.977 28.939 47.401 1:04.637 211.8 42:35.478							
8 1 2:31.394 31.343 50.231 1:09.820 177.0 20:26.972								18 1 2:23.105 31.790 45.827 1:05.488 178.2 44:58.583							
9 1 4:40.341 B 31.309 52.219 3:16.813 197.4 25:07.313								19 1 2:21.656 29.470 46.375 1:05.811 208.5 47:20.239							
10 1 2:47.373 46.449 49.475 1:11.449 130.6 27:54.686								17 Lister Knobbly Chevrolet 1958 1. Luc-Pierre VERQUIN E2							
11 1 2:32.110 32.005 49.760 1:10.345 177.9 30:26.796								1 1 2:13.802 28.611 44.425 1:00.766 2:13.802							
12 1 2:33.388 31.601 49.231 1:12.556 188.2 33:00.184								2 1 2:13.275 28.047 44.570 1:00.658 194.6 4:27.077							
13 1 2:33.312 32.422 49.864 1:11.026 164.6 35:33.496								3 1 2:12.996 28.078 44.273 1:00.645 192.5 6:40.073							
14 1 2:34.549 31.999 49.153 1:13.397 175.0 38:08.045								4 1 2:13.490 28.260 44.332 1:00.898 194.9 8:53.563							
15 1 2:31.183 31.433 50.410 1:09.340 186.9 40:39.228								5 1 2:12.726 28.235 44.211 1:00.280 197.8 11:06.289							
16 1 2:33.017 31.886 50.090 1:11.041 178.8 43:12.245								6 1 2:13.573 28.172 44.471 1:00.930 201.5 13:19.862							
17 1 2:31.810 31.319 50.031 1:10.460 196.7 45:44.055								7 1 2:13.567 28.180 44.232 1:01.155 198.9 15:33.429							
18 1 2:33.029 32.452 50.898 1:09.679 167.7 48:17.084								8 1 2:14.274 28.443 43.672 1:02.159 205.7 17:47.703							
9 Alfa Romeo Giulia TZ 1965 1. Alain VÖGELE F								9 1 2:13.985 27.744 44.192 1:02.049 206.9 20:01.688							
1 1 2:31.859 34.869 49.641 1:07.349 2:31.859								10 1 2:14.448 29.051 43.950 1:01.447 180.6 22:16.136							
2 1 2:24.436 29.608 47.578 1:07.250 204.2 4:56.295								11 1 4:30.184 B 28.166 44.603 3:17.415 191.5 26:46.320							
3 1 2:22.815 29.798 47.303 1:05.714 205.7 7:19.110								12 1 2:33.946 47.099 45.236 1:01.611 161.2 29:20.266							
4 1 2:21.995 29.373 47.042 1:05.580 200.0 9:41.105								13 1 2:14.369 27.832 44.574 1:01.963 212.6 31:34.635							
5 1 2:22.178 29.361 47.034 1:05.783 206.5 12:03.283								14 1 2:16.462 28.929 45.142 1:02.391 197.4 33:51.097							
6 1 2:21.417 30.221 46.775 1:04.421 198.5 14:24.700								15 1 2:15.091 28.373 44.730 1:01.988 200.7 36:06.188							
7 1 6:08.200 B 29.979 1:41.930 3:56.291 202.6 20:32.900								16 1 2:16.416 28.926 45.058 1:02.432 193.5 38:22.604							
8 1 2:40.170 43.810 50.349 1:06.011 131.7 23:13.070								17 1 2:17.495 30.674 44.600 1:02.221 161.7 40:40.099							
9 1 2:22.326 29.922 47.074 1:05.330 205.7 25:35.396								18 1 2:17.361 28.991 45.533 1:02.837 187.2 42:57.460							
10 1 2:23.357 29.816 47.886 1:05.655 204.2 27:58.753								19 1 2:16.821 28.458 45.550 1:02.813 191.5 45:14.281							
11 1 2:24.393 29.803 48.413 1:06.177 194.2 30:23.146								20 1 2:21.741 31.038 46.880 1:03.823 176.8 47:36.022							
12 1 2:21.603 29.387 47.286 1:04.930 207.7 32:44.749								20 Ferrari 250 GT SWB 1961 1. Christian DUMOLIN E2							
13 1 2:21.263 29.510 46.601 1:05.152 208.1 35:06.012								1 1 2:32.624 34.991 50.278 1:07.355 2:32.624							
14 1 2:22.574 29.687 47.365 1:05.522 210.1 37:28.586								2 1 2:26.453 30.856 49.427 1:06.170 197.1 4:59.077							
15 1 2:21.584 29.375 47.060 1:05.149 207.7 39:50.170								3 1 2:25.695 30.065 49.449 1:06.181 195.3 7:24.772							
16 1 2:20.559 29.342 46.521 1:04.696 202.2 42:10.729								4 1 2:28.312 31.526 50.125 1:06.661 172.2 9:53.084							
17 1 2:20.963 29.343 46.348 1:05.272 199.6 44:31.692								5 1 2:28.456 30.869 48.936 1:08.651 191.8 12:21.540							
14 Porsche 904/6 Carrera GTS 1965 1. Luca LITTARDI F								6 1 2:26.234 31.241 49.520 1:05.473 180.9 14:47.774							
1 1 2:27.054 33.760 48.544 1:04.750 2:27.054								7 1 2:24.397 29.317 48.886 1:06.194 212.2 17:12.171							
2 1 2:19.908 29.290 45.943 1:04.675 211.4 4:46.962								8 1 2:28.247 30.847 50.654 1:06.746 208.1 19:40.418							
3 1 2:21.022 29.163 46.289 1:05.570 212.2 7:07.984								9 1 2:27.090 29.997 49.612 1:07.481 193.2 22:07.508							
4 1 2:22.640 30.534 46.262 1:05.844 210.1 9:30.624								10 1 4:51.747 B 30.465 49.629 3:31.653 200.7 26:59.255							
5 1 2:21.009 29.414 45.988 1:05.607 212.6 11:51.633								11 1 2:40.773 45.365 48.534 1:06.874 154.9 29:40.028							
6 1 2:20.690 29.596 46.432 1:04.662 199.6 14:12.323								12 1 2:25.971 29.892 49.320 1:06.759 197.1 32:05.999							
7 1 2:20.731 29.729 46.311 1:04.691 204.5 16:33.054								13 1 2:25.997 31.070 48.366 1:06.561 179.1 34:31.996							
8 1 2:22.032 29.558 46.759 1:05.715 206.5 18:55.086								14 1 2:24.197 30.056 47.811 1:06.330 185.2 36:56.193							
9 1 4:33.695 B 29.283 46.106 3:18.306 214.7 23:28.781								15 1 2:25.981 29.193 49.941 1:06.847 210.5 39:22.174							
								16 1 2:23.607 29.784 48.588 1:05.235 213.0 41:45.781							
								17 1 2:24.239 29.404 48.801 1:06.034 205.3 44:10.020							



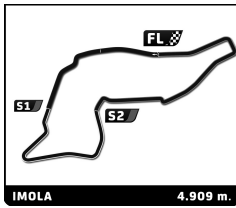
THE GENTLEMEN CHALLENGE

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	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																																								
18	1	2:23.362	29.842	48.007	1:05.513	200.7	46:33.382	17	1	2:27.203	31.192	48.063	1:07.948	181.8	46:18.273	18	1	2:27.555	31.075	48.171	1:08.309	188.8	48:45.828																																																								
22		Lotus XI 1500 1956 1.Jean-Pascal CUEREL														E1		41		MG A 1500 1956 1.Arnaud LEGRAND 2.Olivier MARC														E2																																													
1	1	2:23.128	32.603	47.205	1:03.320		2:23.128	1	1	3:20.153	47.774	1:02.855	1:29.524		3:20.153	2	1	3:16.038	40.512	1:02.397	1:33.129	131.2	6:36.191																																																								
2	1	2:17.264	28.975	45.613	1:02.676	207.3	4:40.392	2	1	3:16.038	40.512	1:02.397	1:33.129	131.2	6:36.191	3	1	3:14.224	40.526	1:05.264	1:28.434	133.7	9:50.415																																																								
3	1	2:16.483	28.917	45.384	1:02.182	211.8	6:56.875	3	1	3:14.224	40.526	1:05.264	1:28.434	133.7	9:50.415	4	1	3:10.064	40.111	1:01.617	1:28.336	134.3	13:00.479																																																								
4	1	2:17.690	29.239	45.272	1:03.179	206.5	9:14.565	4	1	3:10.064	40.111	1:01.617	1:28.336	134.3	13:00.479	5	1	3:08.996	39.566	1:01.135	1:28.295	135.5	16:09.475																																																								
5	1	2:17.386	29.076	44.993	1:03.317	205.7	11:31.951	5	1	3:08.996	39.566	1:01.135	1:28.295	135.5	16:09.475	6	1	3:09.523	40.562	1:00.748	1:28.213	130.9	19:18.998																																																								
6	1	2:17.632	29.290	45.317	1:03.025	202.2	13:49.583	6	1	3:09.523	40.562	1:00.748	1:28.213	130.9	19:18.998	7	1	3:09.796	39.823	1:00.413	1:29.560	131.2	22:28.794																																																								
7	1	2:21.849	29.892	45.454	1:06.503	177.6	16:11.432	7	1	3:09.796	39.823	1:00.413	1:29.560	131.2	22:28.794	8	1	3:28.752 B	40.145	1:02.275	1:46.332	130.1	25:57.546																																																								
8	1	2:22.974	30.975	45.929	1:06.070	191.5	18:34.406	8	1	3:28.752 B	40.145	1:02.275	1:46.332	130.1	25:57.546	9	2	5:22.776	2:42.473	1:05.140	1:35.163	89.3	31:20.322																																																								
9	1	9:49.585 B	30.530	47.871	8:31.184	182.1	28:23.991	9	2	5:22.776	2:42.473	1:05.140	1:35.163	89.3	31:20.322	10	2	3:25.797	46.610	1:05.070	1:34.117	115.6	34:46.119																																																								
								10	2	3:25.797	46.610	1:05.070	1:34.117	115.6	34:46.119	11	2	3:30.291	43.346	1:04.046	1:42.899	131.9	38:16.410																																																								
26		Lister Jaguar Knobbly 1960 1.Jacques SANDOZ														E2		42		Jaguar E-Type 3.8 1961 1.Toby PARTRIDGE 2.Steve SOPER														E2																																													
1	1	2:35.797	37.342	50.564	1:07.891		2:35.797	1	1	2:32.750	32.395	51.598	1:08.757		2:32.750	2	1	2:31.100	32.100	50.772	1:08.228	177.3	5:03.850																																																								
2	1	2:25.056	30.814	48.344	1:05.898	191.5	5:00.853	2	1	2:31.100	32.100	50.772	1:08.228	177.3	5:03.850	3	1	2:30.368	31.679	51.116	1:07.573	171.4	7:34.218																																																								
3	1	2:25.102	30.038	49.300	1:05.764	186.2	7:25.955	3	1	2:30.368	31.679	51.116	1:07.573	171.4	7:34.218	4	1	2:27.605	31.709	49.249	1:06.647	171.7	10:01.823																																																								
4	1	2:27.432	31.703	49.345	1:06.384	169.5	9:53.387	4	1	2:27.605	31.709	49.249	1:06.647	171.7	10:01.823	5	1	2:27.389	30.892	49.225	1:07.272	184.3	12:29.212																																																								
5	1	2:27.914	31.357	48.804	1:07.753	181.8	12:21.301	5	1	2:27.389	30.892	49.225	1:07.272	184.3	12:29.212	6	1	2:25.794	30.621	48.772	1:06.401	183.1	14:55.006																																																								
6	1	2:23.524	30.344	47.933	1:05.247	190.5	14:44.825	6	1	2:25.794	30.621	48.772	1:06.401	183.1	14:55.006	7	1	2:25.719	30.545	48.827	1:06.347	185.9	17:20.725																																																								
7	1	2:25.158	30.395	48.726	1:06.037	190.1	17:09.983	7	1	2:25.719	30.545	48.827	1:06.347	185.9	17:20.725	8	1	4:59.913 B	30.957	49.012	3:39.944	173.9	22:20.638																																																								
8	1	3:05.927 B	33.209	51.360	1:41.358	190.8	20:15.910	8	1	4:59.913 B	30.957	49.012	3:39.944	173.9	22:20.638	9	2	2:45.695	52.260	48.464	1:04.971	130.6	25:06.333																																																								
9	1	4:29.153	2:32.955	48.727	1:07.471	127.2	24:45.063	9	2	2:45.695	52.260	48.464	1:04.971	130.6	25:06.333	10	2	2:21.160	28.794	47.187	1:05.179	188.8	27:27.493																																																								
10	1	2:28.155	31.343	50.418	1:06.394	178.5	27:13.218	10	2	2:21.160	28.794	47.187	1:05.179	188.8	27:27.493	11	2	2:20.796	28.787	47.478	1:04.531	199.3	29:48.289																																																								
11	1	2:27.590	32.117	48.914	1:06.559	180.6	29:40.808	11	2	2:20.796	28.787	47.478	1:04.531	199.3	29:48.289	12	2	2:19.704	28.469	46.011	1:05.224	203.4	32:07.993																																																								
12	1	2:29.584	30.627	49.001	1:09.956	187.2	32:10.392	12	2	2:19.704	28.469	46.011	1:05.224	203.4	32:07.993	13	2	2:23.196	29.518	48.375	1:05.303	186.5	34:31.189																																																								
13	1	2:25.559	31.295	48.053	1:06.211	188.5	34:35.951	13	2	2:23.196	29.518	48.375	1:05.303	186.5	34:31.189	14	2	2:19.188	28.516	47.137	1:03.535	194.2	36:50.377																																																								
14	1	2:26.048	31.082	48.719	1:06.247	193.9	37:01.999	14	2	2:19.188	28.516	47.137	1:03.535	194.2	36:50.377	15	2	2:20.921	29.425	46.385	1:05.111	191.5	39:11.298																																																								
15	1	2:27.879	30.624	49.467	1:07.788	190.8	39:29.878	15	2	2:20.921	29.425	46.385	1:05.111	191.5	39:11.298	16	2	2:20.938	28.211	46.887	1:05.840	201.9	41:32.236																																																								
16	1	2:27.724	31.233	49.631	1:06.860	186.5	41:57.602	16	2	2:20.938	28.211	46.887	1:05.840	201.9	41:32.236	17	2	2:20.580	28.861	46.884	1:04.835	196.4	43:52.816																																																								
17	1	2:28.013	30.524	50.018	1:07.471	199.3	44:25.615	17	2	2:20.580	28.861	46.884	1:04.835	196.4	43:52.816	18	2	2:20.953	28.478	47.150	1:05.325	203.0	46:13.769																																																								
18	1	2:27.070	31.693	48.558	1:06.819	190.5	46:52.685	18	2	2:20.953	28.478	47.150	1:05.325	203.0	46:13.769	19	2	2:20.933	28.686	46.948	1:05.299	196.4	48:34.702																																																								
30		Porsche 356 (B) S 75 Hardtop-Coupé T 5 1961 1.Marc JULLY 2.Agathe JULLY														E2		46		Bizzarrini 5300 GT 1965 1.Volker HICHERT 2.Björn EBSEN														F																																													
1	2	2:51.072	41.629	54.743	1:14.700		2:51.072	1	1	2:14.961	29.429	43.967	1:01.565		2:14.961	2	1	2:13.157	28.106	44.235	1:00.816	186.5	4:28.118																																																								
2	2	2:39.502	33.458	52.824	1:13.220	164.6	5:30.574	2	1	2:13.157	28.106	44.235	1:00.816	186.5	4:28.118	3	1	2:12.820	27.761	44.040	1:01.019	201.5	6:40.938																																																								
3	2	2:39.056	33.887	52.868	1:12.301	163.6	8:09.630	3	1	2:12.820	27.761	44.040	1:01.019	201.5	6:40.938	4	1	2:13.951	27.911	45.421	1:00.619	2																																																									



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
13	2	2:20.498	29.853	46.498	1:04.147	204.5	32:05.756	2	1	2:20.047	28.876	46.427	1:04.744	221.8	4:48.360
14	2	2:19.380	30.064	45.608	1:03.708	181.2	34:25.136	3	1	2:19.906	28.641	46.613	1:04.652	213.9	7:08.266
15	2	2:19.189	29.412	46.753	1:03.024	194.6	36:44.325	4	1	2:20.467	29.326	46.015	1:05.126	207.7	9:28.733
16	2	2:20.067	29.363	46.363	1:04.341	202.6	39:04.392	5	1	2:19.946	29.185	46.156	1:04.605	211.8	11:48.679
17	2	2:19.301	30.407	46.172	1:02.722	187.2	41:23.693	6	1	2:19.922	28.961	46.320	1:04.641	207.3	14:08.601
18	2	2:16.545	28.756	45.512	1:02.277	200.0	43:40.238	7	1	2:20.634	29.105	46.506	1:05.023	216.4	16:29.235
19	2	2:18.240	29.202	46.394	1:02.644	186.9	45:58.478	8	1	2:20.248	28.983	46.386	1:04.879	211.8	18:49.483
20	2	2:17.460	28.954	45.074	1:03.432	197.1	48:15.938	9	1	2:21.498	28.831	46.796	1:05.871	212.2	21:10.981

57

Morgan SLR 1965
1. John EMBERSON

F

1	1	2:26.292	33.095	47.878	1:05.319		2:26.292
2	1	2:19.994	29.508	45.820	1:04.666	209.7	4:46.286
3	1	2:20.495	29.396	46.105	1:04.994	210.5	7:06.781
4	1	2:21.620	29.705	46.228	1:05.687	207.7	9:28.401
5	1	2:22.946	30.011	46.582	1:06.353	207.7	11:51.347
6	1	2:20.736	29.518	46.097	1:05.121	209.7	14:12.083
7	1	2:20.576	29.657	46.138	1:04.781	208.1	16:32.659
8	1	2:21.149	29.537	46.599	1:05.013	209.3	18:53.808
9	1	2:20.777	29.749	45.907	1:05.121	203.8	21:14.585
10	1	4:28.089 B	29.827	45.969	3:12.293	206.9	25:42.674
11	1	2:36.812	45.148	46.583	1:05.081	131.1	28:19.486
12	1	2:19.997	29.512	45.860	1:04.625	206.5	30:39.483
13	1	2:22.219	29.601	46.132	1:06.486	208.5	33:01.702
14	1	2:21.337	30.132	46.147	1:05.058	198.9	35:23.039
15	1	2:21.184	29.809	46.382	1:04.993	206.1	37:44.223
16	1	2:20.042	29.928	45.632	1:04.482	201.9	40:04.265
17	1	2:21.349	29.455	45.685	1:06.209	208.5	42:25.614
18	1	2:21.217	29.780	45.878	1:05.559	205.3	44:46.831
19	1	2:22.476	30.650	46.539	1:05.287	190.1	47:09.307

59

Triumph TR3 A Hardtop 1961
1. Grégoire ANDRIEUX

E2

1	1	2:56.284	42.845	56.952	1:16.487		2:56.284
2	1	2:40.183	33.503	51.799	1:14.881	173.6	5:36.467
3	1	2:39.980	33.391	52.108	1:14.481	170.9	8:16.447
4	1	2:48.075	34.709	54.527	1:18.839	162.2	11:04.522
5	1	2:42.481	33.762	52.558	1:16.161	173.4	13:47.003
6	1	2:46.311	35.554	53.388	1:17.369	156.5	16:33.314
7	1	5:06.684 B	35.090	54.116	3:37.478	168.2	21:39.998
8	1	3:13.567	59.171	55.998	1:18.398	104.2	24:53.565
9	1	2:49.073	33.120	59.296	1:16.657	172.2	27:42.638
10	1	2:39.916	34.121	52.026	1:13.769	171.2	30:22.554
11	1	2:45.663	33.836	54.930	1:16.897	167.2	33:08.217
12	1	2:46.476	35.110	53.487	1:17.879	153.2	35:54.693
13	1	3:01.818	42.475	54.345	1:24.998	174.2	38:56.511
14	1	2:49.576	34.993	56.405	1:18.178	164.9	41:46.087
15	1	2:52.857	36.789	56.767	1:19.301	145.4	44:38.944
16	1	2:47.608	35.789	54.589	1:17.230	157.0	47:26.552

60

Porsche 904 Carrera GTS 1964
1. Peter VÖGELE

F

1	1	2:28.313	34.316	49.455	1:04.542		2:28.313
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63

Jaguar E-Type 3.8 1961
1. Norbert SCHMITZ-KOEP

E2

1	1	2:48.137	42.689	54.419	1:11.029		2:48.137
2	1	2:36.848	32.243	52.008	1:12.597	184.6	5:24.985
3	1	2:38.026	33.117	52.244	1:12.665	171.7	8:03.011
4	1	2:36.434	32.732	51.007	1:12.695	172.2	10:39.445
5	1	2:38.727	33.218	51.883	1:13.626	167.7	13:18.172
6	1	2:40.103	34.368	53.006	1:12.729	157.7	15:58.275
7	1	2:35.403	32.966	50.800	1:11.637	168.5	18:33.678
8	1	5:00.134 B	33.506	51.431	3:35.197	164.1	23:33.812
9	1	2:53.681	48.205	52.314	1:13.162	126.9	26:27.493
10	1	2:35.061	32.935	52.276	1:09.850	165.9	29:02.554
11	1	2:39.004	31.494	52.996	1:14.514	174.2	31:41.558
12	1	2:43.722	34.341	53.891	1:15.490	157.9	34:25.280
13	1	2:43.642	33.956	55.024	1:14.662	163.6	37:08.922
14	1	2:41.883	33.753	53.451	1:14.679	166.4	39:50.805
15	1	2:42.235	34.850	52.968	1:14.417	166.4	42:33.040
16	1	2:41.464	35.185	51.981	1:14.298	159.3	45:14.504
17	1	2:42.139	34.309	53.836	1:13.994	157.9	47:56.643

64

Alfa Romeo Giulia TZ2 1965
1. Carlo VÖGELE

F

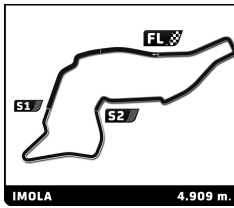
1	1	2:24.283	32.395	48.091	1:03.797		2:24.283
2	1	2:17.367	29.091	45.428	1:02.848	197.4	4:41.650
3	1	4:00.144 B	28.698	45.035	2:46.411	202.6	8:41.794

65

Jaguar D-Type 1955
1. Toby SMITH
2. Chris WARD

E1

1	1	2:13.297	27.964	43.833	1:01.500		2:13.297
2	1	2:13.287	27.822	44.694	1:00.771	207.7	4:26.584
3	1	2:12.808	27.815	44.472	1:00.521	203.0	6:39.392
4	1	2:14.005	27.912	44.508	1:01.585	210.5	8:53.397
5	1	2:12.492	27.609	44.088	1:00.795	212.2	11:05.889
6	1	2:13.286	27.676	44.199	1:01.411	210.9	13:19.175



THE GENTLEMEN CHALLENGE

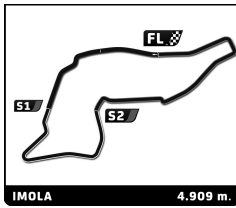
IMOLA CLASSIC

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		
7	1	2:13.611	27.964	44.654	1:00.993	205.3	15:32.786	17	2	2:42.255	34.303	52.638	1:15.314	168.5	47:06.880		
8	1	2:14.505	27.733	44.348	1:02.424	211.8	17:47.291	79 AC Cobra 289 SII 1965 1.Phil MULACEK 2.Sterling MULACEK INV									
9	1	2:13.706	27.443	44.467	1:01.796	216.4	20:00.997										
10	1	2:14.647	27.498	44.414	1:02.735	219.5	22:15.644										
11	1	4:38.231	B	27.897	44.783	3:25.551	211.4		26:53.875								
12	2	2:22.802	41.394	43.037	58.371	172.8	29:16.677										
13	2	2:10.954	27.009	43.770	1:00.175	194.9	31:27.631										
14	2	2:10.364	27.614	43.729	59.021	201.9	33:37.995										
15	2	2:10.749	27.052	43.561	1:00.136	205.3	35:48.744										
16	2	2:09.561	26.648	42.992	59.921	201.1	37:58.305										
17	2	2:09.618	26.830	43.429	59.359	202.2	40:07.923										
18	2	2:13.529	28.597	43.678	1:01.254	174.2	42:21.452										
19	2	2:11.628	27.352	43.672	1:00.604	196.7	44:33.080										
20	2	2:13.280	29.009	44.272	59.999	176.5	46:46.360										
74 Lotus Elite S2 1961 1.Lee HOWER 2.Tim GREGORIO E2	1	2	2:46.099	39.737	54.927	1:11.435	2:46.099										
	2	2	2:35.159	32.781	51.159	1:11.219	184.3	5:21.258									
	3	2	2:33.792	32.643	50.543	1:10.606	183.1	7:55.050									
	4	2	2:32.447	32.379	49.793	1:10.275	184.6	10:27.497									
	5	2	2:32.032	32.178	49.958	1:09.896	185.2	12:59.529									
	6	2	2:34.727	32.103	51.201	1:11.423	186.5	15:34.256									
	7	2	2:33.322	31.844	51.406	1:10.072	185.9	18:07.578									
	8	2	2:36.625	32.539	49.833	1:14.253	185.6	20:44.203									
	9	2	5:03.071	B	32.576	51.350	3:39.145	174.5	25:47.274								
	10	1	3:02.332	53.324	54.269	1:14.739	114.6	28:49.606									
	11	1	2:41.029	34.238	52.855	1:13.936	175.3	31:30.635									
	12	1	2:40.615	34.937	52.232	1:13.446	178.2	34:11.250									
	13	1	2:40.250	34.016	51.924	1:14.310	180.3	36:51.500									
	14	1	2:40.328	33.274	54.126	1:12.928	181.2	39:31.828									
	15	1	2:38.015	33.385	51.275	1:13.355	181.5	42:09.843									
	16	1	2:39.417	33.530	52.251	1:13.636	179.4	44:49.260									
	17	1	2:37.753	33.269	51.249	1:13.235	181.5	47:27.013									
78 Austin-Healey 100 BN1 1954 1.David COMTE 2.Christophe LAGUERRE E1	1	1	2:45.235	40.286	53.333	1:11.616	2:45.235										
	2	1	2:34.363	32.148	51.215	1:11.000	183.7	5:19.598									
	3	1	2:33.830	32.223	50.610	1:10.997	182.7	7:53.428									
	4	1	2:32.651	32.180	49.587	1:10.884	185.2	10:26.079									
	5	1	2:32.691	31.851	50.015	1:10.825	183.7	12:58.770									
	6	1	2:35.221	32.512	50.896	1:11.813	179.4	15:33.991									
	7	1	2:36.649	32.918	51.464	1:12.267	165.1	18:10.640									
	8	1	2:33.787	32.168	50.967	1:10.652	184.0	20:44.427									
	9	1	2:55.115	B	34.138	50.645	1:30.332	161.0	23:39.542								
	10	2	4:55.331	2:50.380	52.165	1:12.786	115.1	28:34.873									
	11	2	2:37.553	33.217	51.527	1:12.809	176.5	31:12.426									
	12	2	2:40.866	33.556	54.524	1:12.786	170.6	33:53.292									
	13	2	2:36.703	32.641	51.575	1:12.487	184.0	36:29.995									
	14	2	2:36.365	33.002	51.572	1:11.791	175.0	39:06.360									
	15	2	2:39.107	32.484	53.946	1:12.677	183.4	41:45.467									
	16	2	2:39.158	33.117	51.383	1:14.658	172.2	44:24.625									
	87 TVR Grantura Mk III 1965 1.Mark ASHWORTH 2.Simon ASHWORTH F	1	1	2:35.289	36.825	49.889	1:08.575	2:35.289									
2		1	2:29.196	31.884	49.094	1:08.218	174.5	5:04.485									
3		1	2:28.379	31.406	49.735	1:07.238	170.3	7:32.864									
4		1	2:25.238	30.916	47.435	1:06.887	181.2	9:58.102									
5		1	2:26.824	31.148	48.298	1:07.378	173.6	12:24.926									
6		1	2:26.250	30.493	48.011	1:07.746	189.8	14:51.176									
7		1	2:28.112	31.029	48.560	1:08.523	183.4	17:19.288									
8		1	2:25.947	31.162	47.715	1:07.070	177.6	19:45.235									
9		1	4:37.630	B	30.839	48.227	3:18.564	186.9	24:22.865								
10		2	2:41.861	45.106	48.696	1:08.059	130.8	27:04.726									
11		2	2:27.753	30.703	48.077	1:08.973	183.7	29:32.479									
12		2	2:24.538	30.379	47.709	1:06.450	190.1	31:57.017									
13		2	2:25.216	30.622	47.615	1:06.979	184.6	34:22.233									
14		2	2:26.420	30.437	49.122	1:06.861	188.2	36:48.653									
15		2	2:24.807	31.645	47.035	1:06.127	187.8	39:13.460									
16		2	2:23.314	30.256	47.222	1:05.836	186.9	41:36.774									
17		2	2:23.838	29.996	47.102	1:06.740	192.2	44:00.612									
18	2	2:24.613	30.527	47.386	1:06.700	188.5	46:25.225										
19	2	2:25.915	30.629	47.880	1:07.406	184.9	48:51.140										
88 Lister Jaguar Costin 1959 1.John SPIERS 2.Nigel GREENSALL E2	1	1	2:12.618	28.163	43.927	1:00.528	2:12.618										
	2	1	2:11.265	27.261	43.669	1:00.335	229.8	4:23.883									
	3	1	2:12.661	27.839	44.214	1:00.608	208.5	6:36.544									
	4	1	2:13.067	28.641	44.241	1:00.185	218.6	8:49.611									
	5	1	2:12.186	27.180	43.914	1:01.092	227.4	11:01.797									



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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed								
6	1	2:11.814	27.371	43.419	1:01.024	226.9	13:13.611	6	1	2:13.829	27.556	44.875	1:01.398	225.9	13:15.832	6	1	2:13.829	27.556	44.875	1:01.398	225.9	13:15.832	6	1	2:13.829	27.556	44.875	1:01.398	225.9	13:15.832								
7	1	2:14.602	27.967	44.159	1:02.476	230.8	15:28.213	7	1	2:12.620	27.299	44.376	1:00.945	218.6	15:28.452	7	1	2:12.620	27.299	44.376	1:00.945	218.6	15:28.452	7	1	2:12.620	27.299	44.376	1:00.945	218.6	15:28.452								
8	1	2:12.483	26.606	46.303	59.574	233.8	17:40.696	8	1	2:13.567	26.961	46.291	1:00.315	217.7	17:42.019	8	1	2:13.567	26.961	46.291	1:00.315	217.7	17:42.019	8	1	2:13.567	26.961	46.291	1:00.315	217.7	17:42.019								
9	1	2:10.419	26.926	43.619	59.874	234.8	19:51.115	9	1	2:11.817	27.280	43.955	1:00.582	210.5	19:53.836	9	1	2:11.817	27.280	43.955	1:00.582	210.5	19:53.836	9	1	2:11.817	27.280	43.955	1:00.582	210.5	19:53.836								
10	1	2:13.874	26.715	44.040	1:03.119	234.3	22:04.989	10	1	4:33.718B	27.775	44.262	3:21.681	211.4	24:27.554	10	1	4:33.718B	27.775	44.262	3:21.681	211.4	24:27.554	10	1	4:33.718B	27.775	44.262	3:21.681	211.4	24:27.554								
11	1	4:27.358B	28.186	43.706	3:15.466	221.3	26:32.347	11	1	2:29.759	42.896	44.718	1:02.145	154.5	26:57.313	11	1	2:29.759	42.896	44.718	1:02.145	154.5	26:57.313	11	1	2:29.759	42.896	44.718	1:02.145	154.5	26:57.313								
12	2	2:33.307	49.254	43.937	1:00.116	145.9	29:05.654	12	1	2:12.339	27.739	43.866	1:00.734	207.3	29:09.652	12	1	2:12.339	27.739	43.866	1:00.734	207.3	29:09.652	12	1	2:12.339	27.739	43.866	1:00.734	207.3	29:09.652								
13	2	2:12.356	27.773	43.956	1:00.627	198.2	31:18.010	13	1	2:12.776	27.217	44.703	1:00.856	216.9	31:22.428	13	1	2:12.776	27.217	44.703	1:00.856	216.9	31:22.428	13	1	2:12.776	27.217	44.703	1:00.856	216.9	31:22.428								
14	2	2:09.896	27.510	43.299	59.087	203.0	33:27.906	14	1	2:13.107	27.694	44.055	1:01.358	203.8	33:35.535	14	1	2:13.107	27.694	44.055	1:01.358	203.8	33:35.535	14	1	2:13.107	27.694	44.055	1:01.358	203.8	33:35.535								
15	2	2:09.657	26.588	43.244	59.825	208.9	35:37.563	15	1	2:14.719	27.818	44.628	1:02.273	201.5	35:50.254	15	1	2:14.719	27.818	44.628	1:02.273	201.5	35:50.254	15	1	2:14.719	27.818	44.628	1:02.273	201.5	35:50.254								
16	2	2:11.403	27.232	43.018	1:01.153	210.5	37:48.966	16	1	2:14.603	27.652	44.142	1:02.809	201.9	38:04.857	16	1	2:14.603	27.652	44.142	1:02.809	201.9	38:04.857	16	1	2:14.603	27.652	44.142	1:02.809	201.9	38:04.857								
17	2	2:08.475	26.895	42.581	58.999	215.6	39:57.441	17	1	2:13.125	27.561	44.093	1:01.471	208.5	40:17.982	17	1	2:13.125	27.561	44.093	1:01.471	208.5	40:17.982	17	1	2:13.125	27.561	44.093	1:01.471	208.5	40:17.982								
18	2	2:12.171	27.486	44.164	1:00.521	204.2	42:09.612	18	1	2:12.890	27.518	44.683	1:00.689	207.7	42:30.872	18	1	2:12.890	27.518	44.683	1:00.689	207.7	42:30.872	18	1	2:12.890	27.518	44.683	1:00.689	207.7	42:30.872								
19	2	2:11.947	27.048	43.552	1:01.347	206.9	44:21.559	19	1	2:12.740	27.429	44.277	1:01.034	211.4	44:43.612	19	1	2:12.740	27.429	44.277	1:01.034	211.4	44:43.612	19	1	2:12.740	27.429	44.277	1:01.034	211.4	44:43.612								
20	2	2:14.843	27.058	42.613	1:05.172	212.6	46:36.402	20	1	2:14.555	28.671	43.988	1:01.896	200.4	46:58.167	20	1	2:14.555	28.671	43.988	1:01.896	200.4	46:58.167	20	1	2:14.555	28.671	43.988	1:01.896	200.4	46:58.167								

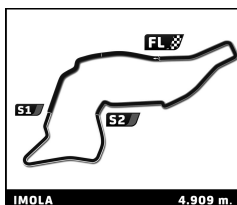
94	Jaguar E-Type Coupe 3.8 1961	E2				
1.Georges VERQUIN						
1	1	2:42.163	39.089	53.080	1:09.994	2:42.163
2	1	2:32.444	31.436	51.125	1:09.883	5:14.607
3	1	2:33.815	32.880	51.340	1:09.595	7:48.422
4	1	2:31.846	31.523	50.929	1:09.394	10:20.268
5	1	2:33.229	32.064	50.889	1:10.276	12:53.497
6	1	2:34.825	31.486	52.066	1:11.273	15:28.322
7	1	2:41.470	34.734	51.724	1:15.012	18:09.792

95	MG A 1600 Coupé 1960	E2				
1.Simon NOBILI						
2.Sébastien RUFFINO						
1	1	2:44.057	38.594	52.635	1:12.828	2:44.057
2	1	2:34.331	32.414	51.046	1:10.871	5:18.388
3	1	2:33.620	32.511	50.824	1:10.285	7:52.008
4	1	2:33.065	32.272	50.279	1:10.514	10:25.073
5	1	2:33.323	32.134	50.152	1:11.037	12:58.396
6	1	2:34.384	32.601	50.660	1:11.123	15:32.780
7	1	2:34.264	32.841	50.655	1:10.768	18:07.044
8	1	5:07.187B	32.531	49.870	3:44.786	23:14.231
9	2	2:53.141	47.019	51.956	1:14.166	26:07.372
10	2	2:39.270	33.679	51.941	1:13.650	28:46.642
11	2	2:37.197	32.826	50.722	1:13.649	31:23.839
12	2	2:39.287	32.620	52.251	1:14.416	34:03.126
13	2	2:36.926	32.668	51.388	1:12.870	36:40.052
14	2	2:36.403	32.307	51.307	1:12.789	39:16.455
15	2	2:36.776	32.673	52.152	1:11.951	41:53.231
16	2	2:36.582	32.335	51.863	1:12.384	44:29.813
17	2	2:37.704	32.427	51.224	1:14.053	47:07.517

172	Ferrari 250 GTO 1965	F				
1.Claudio RODDARO						
1	1	2:12.466	27.322	43.763	1:01.381	2:12.466
2	1	2:12.653	27.855	44.094	1:00.704	4:25.119
3	1	2:11.757	27.091	44.528	1:00.138	6:36.876
4	1	2:13.721	27.904	44.219	1:01.598	8:50.597
5	1	2:11.406	27.120	43.680	1:00.606	11:02.003

275	Lotus Elite S2 1961	E2				
1.Benjamin TARLOW						
2.Mark Hamilton PETERS						
1	1	2:38.235	37.216	51.090	1:09.929	2:38.235
2	1	2:29.723	31.324	49.804	1:08.595	5:07.958
3	1	2:28.649	31.365	48.643	1:08.641	7:36.607
4	1	2:29.143	31.415	48.870	1:08.858	10:05.750
5	1	2:28.152	30.981	48.493	1:08.678	12:33.902
6	1	2:27.737	31.008	48.807	1:07.922	15:01.639
7	1	2:29.060	31.340	49.179	1:08.541	17:30.699
8	1	2:27.822	31.620	48.390	1:07.812	19:58.521
9	1	5:00.964B	33.215	48.529	3:39.220	24:59.485
10	2	2:43.804	48.268	48.102	1:07.434	27:43.289
11	2	2:25.471	30.854	47.490	1:07.127	30:08.760
12	2	2:24.741	30.732	47.150	1:06.859	32:33.501
13	2	2:24.930	30.483	47.724	1:06.723	34:58.431
14	2	2:24.625	30.354	47.398	1:06.873	37:23.056
15	2	2:23.351	30.279	46.769	1:06.303	39:46.407
16	2	2:22.520	30.064	46.454	1:06.002	42:08.927
17	2	2:22.738	30.071	46.458	1:06.209	44:31.665
18	2	2:24.348	30.767	47.990	1:05.591	46:56.013

818	Lotus 15 1959	E2				
1.Jakob Viggo HOLSTEIN						
2.Otto REEDTZ-THOTT						
1	2	2:33.218	39.768	50.344	1:03.106	2:33.218
2	2	2:22.334	30.308	46.426	1:05.600	4:55.552
3	2	2:21.658	29.716	46.582	1:05.360	7:17.210
4	2	2:21.808	29.299	47.901	1:04.608	9:39.018
5	2	2:22.849	30.525	47.384	1:04.940	12:01.867
6	2	2:21.990	30.683	46.772	1:04.535	14:23.857
7	2	2:23.611	30.307	47.402	1:05.902	16:47.468
8	2	4:42.717B	30.762	47.190	3:24.765	21:30.185
9	1	2:31.720	44.964	43.431	1:03.325	24:01.905
10	1	2:12.402	27.525	44.377	1:00.500	26:14.307
11	1	2:13.017	27.388	44.976	1:00.653	28:27.324
12	1	2:09.590	26.608	42.920	1:00.062	30:36.914
13	1	2:11.346	26.786	44.354	1:00.206	32:48.260
14	1	2:09.505	26.706	43.578	59.221	34:57.765



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	
15	1	2:10.414	27.273	43.318	59.823	224.5	37:08.179									
16	1	2:10.314	26.637	43.486	1:00.191	225.0	39:18.493									
17	1	2:13.706	27.683	45.757	1:00.266	208.9	41:32.199									
18	1	2:10.880	26.946	43.137	1:00.797	220.4	43:43.079									
19	1	2:11.715	27.100	44.107	1:00.508	217.3	45:54.794									
20	1	2:10.011	26.899	43.118	59.994	219.5	48:04.805									