

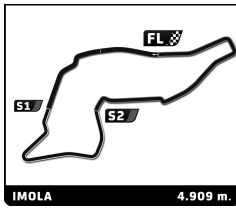
THE GENTLEMEN CHALLENGE

IMOLA CLASSIC

RACE 2

Sector Analysis

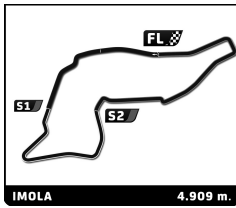
Lap under Red Flag							Invalidated Lap							Personal Best							Session Best							B Crossing the pit lane						
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed			
2 Aston Martin DB2/4 Bertone Competition Spider 1953 1.Heinz STAMM							E1								17 Lister Knobbly Chevrolet 1958 1.Luc-Pierre VERQUIN							E2												
1	1	2:42.034	37.305	52.302	1:12.427		2:42.034	8	1	2:22.141	29.317	46.078	1:06.746	211.8	18:56.719	1	1	2:17.015	29.644	45.158	1:02.213		2:17.015	2	1	2:18.390	27.652	44.227	1:06.511	195.7	4:35.405			
2	1	2:34.219	31.695	50.446	1:12.078	180.3	5:16.253	9	1	2:22.159	29.399	45.822	1:06.938	211.4	21:18.878	3	1	17:45.208	B				22:20.613	3	1	4:35.488	B	43.196	44.012	3:08.280	161.0	26:56.101		
3	1	2:34.440	33.471	50.295	1:10.674	156.5	7:50.693	10	1	4:40.334	B	29.628	46.187	3:24.519	210.5	25:59.212	4	1	2:39.926	48.499	46.043	1:05.384	125.6	28:39.138	5	1	2:39.098	54.382	44.458	1:00.258	153.0	29:35.199		
4	1	2:31.830	31.269	49.108	1:11.453	173.9	10:22.523	11	1	2:39.926	48.499	46.043	1:05.384	125.6	28:39.138	6	1	2:11.620	27.119	43.865	1:00.636	200.0	31:46.819	6	1	2:11.429	27.154	43.879	1:00.396	205.3	33:58.248			
5	1	2:30.085	31.363	49.586	1:09.136	178.8	12:52.608	12	1	2:21.471	29.707	46.039	1:05.725	208.1	31:00.609	7	1	2:11.429	27.154	43.879	1:00.396	205.3	33:58.248	7	1	2:33.360	28.416	44.045	1:20.899	196.7	36:31.608			
6	1	2:30.739	31.502	49.223	1:10.014	170.3	15:23.347	13	1	2:22.622	29.621	47.316	1:05.685	210.5	33:23.231	8	1	2:12.099	27.490	43.768	1:00.841	205.3	38:43.707	8	1	2:12.188	27.011	44.241	1:00.936	203.0	45:18.254			
7	1	2:30.390	31.287	49.766	1:09.337	188.5	17:53.737	14	1	2:23.664	32.326	46.447	1:04.891	185.9	35:46.895	9	1	2:10.885	27.433	43.420	1:00.032	200.0	40:54.592	9	1	2:11.474	27.108	43.852	1:00.514	211.8	43:06.066			
8	1	2:32.313	32.033	50.070	1:10.210	184.0	20:26.050	15	1	2:23.938	32.377	46.478	1:05.083	174.2	38:10.833	10	1	2:12.188	27.011	44.241	1:00.936	203.0	45:18.254	10	1	2:12.188	27.011	44.241	1:00.936	203.0	45:18.254			
9	1	4:33.531	B	31.356	48.561	3:13.614	183.4	24:59.581	16	1	2:20.345	29.278	45.607	1:05.460	210.1	40:31.178	11	1	2:11.806	27.317	44.090	1:00.399	193.9	47:30.060	11	1	2:20.991	28.924	45.364	1:06.703	213.4	45:12.837		
10	1	2:45.940	45.988	49.914	1:10.038	132.5	27:45.521	17	1	2:20.668	28.797	45.582	1:06.289	213.4	42:51.846	12	1	2:12.188	27.011	44.241	1:00.936	203.0	45:18.254	12	1	2:20.991	28.924	45.364	1:06.703	213.4	45:12.837			
11	1	2:30.697	32.750	48.811	1:09.136	160.7	30:16.218	18	1	2:20.991	28.924	45.364	1:06.703	213.4	45:12.837	13	1	2:20.668	28.797	45.582	1:06.289	213.4	42:51.846	13	1	2:24.879	30.686	46.814	1:07.379	204.5	47:37.716			
12	1	2:31.455	31.034	48.910	1:11.511	192.2	32:47.673	19	1	2:24.879	30.686	46.814	1:07.379	204.5	47:37.716	14	1	2:20.345	29.278	45.607	1:05.460	210.1	40:31.178	14	1	2:24.879	30.686	46.814	1:07.379	204.5	47:37.716			
13	1	2:29.260	31.456	48.629	1:09.175	177.9	35:16.933																											
14	1	2:30.708	31.026	49.547	1:10.135	191.8	37:47.641																											
15	1	2:32.606	32.245	50.075	1:10.286	175.6	40:20.247																											
16	1	2:31.420	31.892	50.490	1:09.038	176.5	42:51.667																											
17	1	2:32.713	32.332	50.018	1:10.363	176.5	45:24.380																											
18	1	2:31.883	32.319	49.477	1:10.087	170.6	47:56.263																											
9 Alfa Romeo Giulia TZ 1965 1.Alain VÖGELE							F																											
1	1	2:36.250	37.696	50.011	1:08.543		2:36.250	1	1	2:31.339	35.691	49.022	1:06.626		2:31.339	1	1	2:26.066	30.318	48.734	1:07.014	194.9	4:57.405	1	1	2:26.450	31.357	48.113	1:06.980	170.3	7:23.855			
2	1	2:27.363	29.984	48.690	1:08.689	203.8	5:03.613	2	1	2:26.066	30.318	48.734	1:07.014	194.9	4:57.405	2	1	2:25.586	30.381	48.719	1:06.486	186.9	9:49.441	2	1	2:25.586	30.381	48.719	1:06.486	186.9	9:49.441			
3	1	2:28.143	30.484	49.267	1:08.392	190.5	7:31.756	3	1	2:26.450	31.357	48.113	1:06.980	170.3	7:23.855	3	1	2:24.567	30.017	48.034	1:06.516	186.2	12:14.008	3	1	2:24.567	30.017	48.034	1:06.516	186.2	12:14.008			
4	1	2:21.793	29.735	46.973	1:05.085	208.5	9:53.549	4	1	2:24.497	29.759	48.680	1:06.058	193.2	14:38.505	4	1	2:24.497	29.759	48.680	1:06.058	193.2	14:38.505	4	1	2:24.497	29.759	48.680	1:06.058	193.2	14:38.505			
5	1	2:25.199	30.294	47.202	1:07.703	184.0	12:18.748	5	1	2:26.581	31.519	48.224	1:06.838	184.9	17:05.086	5	1	2:26.581	31.519	48.224	1:06.838	184.9	17:05.086	5	1	2:26.581	31.519	48.224	1:06.838	184.9	17:05.086			
6	1	2:23.741	31.041	47.574	1:05.126	180.3	14:42.489	6	1	2:24.324	30.309	48.223	1:05.792	194.6	19:29.410	6	1	2:24.324	30.309	48.223	1:05.792	194.6	19:29.410	6	1	2:24.324	30.309	48.223	1:05.792	194.6	19:29.410			
7	1	2:23.610	29.417	46.806	1:07.387	210.9	17:06.099	7	1	2:24.324	30.309	48.223	1:05.792	194.6	19:29.410	7	1	4:42.146	B	29.871	47.744	3:24.531	191.8	24:11.556	7	1	4:42.146	B	29.871	47.744	3:24.531	191.8	24:11.556	
8	1	2:24.568	29.887	48.135	1:06.546	205.3	19:30.667	8	1	2:24.324	30.309	48.223	1:05.792	194.6	19:29.410	8	1	2:46.922	51.131	48.674	1:07.117	140.8	26:58.478	8	1	2:46.922	51.131	48.674	1:07.117	140.8	26:58.478			
9	1	4:42.292	B	29.468	47.364	3:25.460	202.2	24:12.959	9	1	2:46.922	51.131	48.674	1:07.117	140.8	26:58.478	9	1	2:46.922	51.131	48.674	1:07.117	140.8	26:58.478	9	1	2:46.922	51.131	48.674	1:07.117	140.8	26:58.478		
10	1	2:39.877	47.273	46.934	1:05.670	136.2	26:52.836	10	1	2:22.259	30.215	46.958	1:05.086	189.8	29:20.737	10	1	2:22.259	30.215	46.958	1:05.086	189.8	29:20.737	10	1	2:22.259	30.215	46.958	1:05.086	189.8	29:20.737			
11	1	2:21.688	29.570	46.683	1:05.435	204.2	29:14.524	11	1	2:28.197	31.305	49.463	1:07.429	168.0	31:48.934	11	1	2:28.197	31.305	49.463	1:07.429	168.0	31:48.934	11	1	2:28.197	31.305	49.463	1:07.429	168.0	31:48.934			
12	1	2:20.833	29.259	46.378	1:05.196	210.1	31:35.357	12	1	2:26.147	30.742	48.609	1:06.796	213.4	34:15.081	12	1	2:26.147	30.742	48.609	1:06.796	213.4	34:15.081	12	1	2:26.147	30.742	48.609	1:06.796	213.4	34:15.081			
13	1	2:22.695	29.340	47.320	1:06.035	206.5	33:58.052	13	1	2:27.971	29.803	49.865	1:08.303	201.1	36:43.052	13	1	2:27.971	29.803	49.865	1:08.303	201.1	36:43.052	13	1	2:27.971	29.803	49.865	1:08.303	201.1	36:43.052			
14	1	2:24.894	31.237	46.547	1:07.110	179.7	36:22.946	14	1	2:27.971	29.803	49.865	1:08.303	201.1	36:43.052	14	1	2:27.971	29.803	49.865	1:08.303	201.1	36:43.052	14	1	2:27.971	29.803	49.865	1:08.303	201.1	36:43.052			
15	1	2:21.218	29.407	46.448	1:05.363	206.5	38:44.164	15	1	2:25.840	29.724	47.853	1:08.263	199.3	39:08.892	15	1	2:25.840	29.724	47.853	1:08.263	199.3	39:08.892	15	1	2:25.840	29.724	47.853	1:08.263	199.3	39:08.892			
16	1	2:21.291	29.230	46.535	1:05.526	212.2	41:05.455	16	1	2:25.840	29.724	47.853	1:08.263	199.3	39:08.892	16	1	2:27.115	30.030	50.057	1:07.028	204.5	41:36.007	16	1	2:27.115	30.030	50.057	1:07.028	204.5	41:36.007			
17	1	2:21.664	29.773	46.951	1:04.940	203.8	43:27.119	17	1	2:27.115	30.030	50.057	1:07.028	204.5	41:36.007	17	1	2:27.115	30.030	50.057	1:07.028	204.5	41:36.007	17	1	2:27.115	30.030	50.057	1:07.028	204.5	41:36.007			
18	1	2:22.551	29.488	47.222	1:05.841	209.3	45:49.670	18	1	2:27.115	30.030	50.057	1:07.028	204.5	41:36.007	18	1	2:24.875	30.279	48.224	1:06.372	200.4	44:00.882	18	1	2:24.875	30.279	48.224	1:06.372	200.4	44:00.882			
19	1	2:22.316	29.303	47.081	1:05.932	209.7	48:11.986	19	1	2:24.875	30.279	48.224	1:06.372	200.4	44:00.882	19	1	2:24.875	30.279	48.224	1:06.372	200.4	44:00.882	19	1	2:24.875	30.279	48.224	1:06.372	200.4	44:00.882			
14 Porsche 904/6 Carrera GTS 1965 1.Luca LITTARDI							F																											
1	1	2:26.700	32.740	47.251	1:06.709		2:26.700	1	1	2:27.000	31.417	48.690	1:06.893	184.9	48:53.871	1	1	2:26.700	32.740	47.251	1:06.709		2:26.700	1	1	2:26.700	32.740	47.251	1:06.709		2:26.700			
2	1	2:21.374	29.255	45.778	1:06.341	212.6	4:48.074	2	1	2:27.000	31.417	48.690	1:06.893	184.9	48:53.871	2	1	2:26.147	30.742	48.609	1:06.796	213.4	34:15.081	2	1	2:26.147	30.742	48.609	1:06.796	213				

THE GENTLEMEN CHALLENGE
IMOLA CLASSIC
RACE 2

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

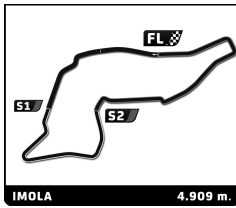
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:31.743	38.915	47.232	1:05.596		2:31.743	4	2	3:14.946	41.564	1:08.801	1:24.581	143.6	12:52.794
2	1	2:21.348	30.895	47.188	1:03.265	180.3	4:53.091	5	2	3:14.935	39.159	1:09.557	1:26.219	141.9	16:07.729
3	1	2:17.636	29.246	44.695	1:03.695	204.9	7:10.727	6	2	3:35.357 B	47.318	1:00.609	1:47.430	116.5	19:43.086
4	1	2:19.691	30.234	45.109	1:04.348	190.8	9:30.418	7	1	5:17.664	2:55.147	58.880	1:23.637	100.0	25:00.750
5	1	10:14.482 B	29.140	45.689	8:59.653	207.3	19:44.900	8	1	3:03.087	37.817	1:02.000	1:23.270	146.1	28:03.837
26 Lister Jaguar Knobbly 1960 1.Jacques SANDOZ E2								9	1	2:57.557	37.314	57.656	1:22.587	147.1	31:01.394
1	1	2:35.041	36.504	50.359	1:08.178		2:35.041	10	1	2:58.801	37.217	58.567	1:23.017	147.3	34:00.195
2	1	2:26.917	30.693	48.835	1:07.389	186.5	5:01.958	11	1	2:59.038	37.310	59.332	1:22.396	148.4	36:59.233
3	1	2:30.137	31.374	49.279	1:09.484	174.8	7:32.095	12	1	2:57.996	36.904	57.427	1:23.665	144.4	39:57.229
4	1	2:33.325	32.701	50.988	1:09.636	166.2	10:05.420	13	1	2:57.917	37.091	59.162	1:21.664	146.5	42:55.146
5	1	2:29.761	31.644	50.014	1:08.103	181.8	12:35.181	14	1	2:56.600	36.922	58.123	1:21.555	146.3	45:51.746
6	1	2:30.440	31.977	50.003	1:08.460	181.8	15:05.621	15	1	3:04.965	40.420	59.526	1:25.019	125.6	48:56.711
7	1	2:31.436	31.478	50.018	1:09.940	184.6	17:37.057	45 Alfa Romeo Giulia TZ 1965 1.Carlo VÖGELE F							
8	1	3:03.655 B	32.089	49.938	1:41.628	177.9	20:40.712	1	1	2:39.101	41.404	49.895	1:07.802		2:39.101
9	1	4:36.179	2:37.274	50.125	1:08.780	117.9	25:16.891	2	1	2:23.818	29.678	47.017	1:07.123	210.1	5:02.919
10	1	2:28.725	31.434	49.176	1:08.115	176.5	27:45.616	3	1	2:26.879	30.734	49.304	1:06.841	191.5	7:29.798
11	1	2:27.692	31.890	48.431	1:07.371	184.3	30:13.308	4	1	2:21.286	29.049	46.045	1:06.192	203.0	9:51.084
12	1	2:30.488	32.276	49.535	1:08.677	176.5	32:43.796	5	1	2:24.199	29.787	47.130	1:07.282	193.2	12:15.283
13	1	2:28.017	32.234	48.585	1:07.198	178.8	35:11.813	6	1	2:23.780	29.158	48.508	1:06.114	199.3	14:39.063
14	1	2:30.498	32.086	50.019	1:08.393	170.6	37:42.311	7	1	2:21.195	29.415	45.842	1:05.938	205.7	17:00.258
15	1	2:27.735	30.816	48.790	1:08.129	198.9	40:10.046	8	1	2:18.844	28.868	45.857	1:04.119	204.9	19:19.102
16	1	2:29.814	32.258	50.170	1:07.386	179.1	42:39.860	9	1	2:18.052	28.696	45.629	1:03.727	212.2	21:37.154
17	1	2:27.621	30.869	49.867	1:06.885	193.2	45:07.481	10	1	4:31.618 B	28.759	45.979	3:16.880	215.1	26:08.772
18	1	2:29.749	31.078	49.668	1:09.003	192.9	47:37.230	11	1	2:36.906	47.038	45.817	1:04.051	137.8	28:45.678
30 Porsche 356 (B) S 75 Hardtop-Coupé T 5 1961 1.Marc JULLY E2 2.Agathe JULLY								12	1	2:18.526	29.194	45.892	1:03.440	218.6	31:04.204
1	2	2:47.413	40.327	53.586	1:13.500		2:47.413	13	1	2:18.045	28.998	45.587	1:03.460	205.7	33:22.249
2	2	2:37.565	33.145	51.869	1:12.551	172.8	5:24.978	14	1	2:19.759	29.526	45.737	1:04.496	190.5	35:42.008
3	2	2:37.911	33.943	51.746	1:12.222	160.5	8:02.889	15	1	2:19.387	28.724	45.898	1:04.765	206.9	38:01.395
4	2	2:35.997	33.060	51.211	1:11.726	170.9	10:38.886	16	1	2:19.841	28.887	46.403	1:04.551	208.5	40:21.236
5	2	2:34.721	32.663	50.990	1:11.068	172.5	13:13.607	17	1	2:23.976	31.074	47.441	1:05.461	180.3	42:45.212
6	2	2:38.309	34.393	51.561	1:12.355	168.0	15:51.916	18	1	2:19.417	28.579	46.426	1:04.412	213.0	45:04.629
7	2	2:34.948	32.702	50.949	1:11.297	165.1	18:26.864	19	1	2:19.604	28.843	46.148	1:04.613	212.2	47:24.233
8	2	2:34.874	32.652	50.685	1:11.537	170.1	21:01.738	46 Bizzarrini 5300 GT 1965 1.Volker HICHERT F 2.Björn EBSEN							
9	2	4:59.695 B	35.356	51.626	3:32.713	170.3	26:01.433	1	1	2:18.187	30.538	44.841	1:02.808		2:18.187
10	1	2:48.084	48.341	49.381	1:10.362	124.7	28:49.517	2	1	2:13.409	27.753	43.441	1:02.215	216.4	4:31.596
11	1	2:29.094	31.228	48.301	1:09.565	179.1	31:18.611	3	1	2:12.998	27.572	43.793	1:01.633	228.8	6:44.594
12	1	2:29.484	31.248	48.813	1:09.423	179.1	33:48.095	4	1	2:11.687	27.525	43.378	1:00.784	206.5	8:56.281
13	1	2:28.588	31.168	48.528	1:08.892	182.7	36:16.683	5	1	2:10.606	27.187	43.293	1:00.126	206.5	11:06.887
14	1	2:27.372	31.350	48.092	1:07.930	182.7	38:44.055	6	1	2:11.420	26.943	44.096	1:00.381	217.3	13:18.307
15	1	2:26.587	30.910	47.841	1:07.836	183.7	41:10.642	7	1	2:11.618	27.701	43.070	1:00.847	214.7	15:29.925
16	1	2:27.354	30.949	48.143	1:08.262	184.6	43:37.996	8	1	4:23.919 B	26.857	43.102	3:13.960	221.8	19:53.844
17	1	2:28.075	31.101	48.418	1:08.556	189.1	46:06.071	9	2	2:39.878	51.501	45.741	1:02.636	138.6	22:33.722
18	1	2:29.272	31.255	49.708	1:08.309	186.2	48:35.343	10	2	2:15.436	28.422	44.743	1:02.271	195.7	24:49.158
41 MG A 1500 1956 1.Arnaud LEGRAND E2 2.Olivier MARC								11	2	2:16.908	28.375	44.507	1:04.026	188.2	27:06.066
1	2	3:14.840	49.080	59.784	1:25.976		3:14.840	12	2	2:15.370	28.281	44.802	1:02.287	198.9	29:21.436
2	2	3:06.288	39.960	1:00.909	1:25.419	141.4	6:21.128	13	2	2:18.373	30.874	45.806	1:01.693	174.2	31:39.809
3	2	3:16.720	39.779	1:04.673	1:32.268	141.9	9:37.848	14	2	2:16.272	27.825	45.849	1:02.598	215.6	33:56.081
								15	2	2:15.443	28.320	45.268	1:01.855	208.9	36:11.524
								16	2	2:17.144	28.267	45.221	1:03.656	201.5	38:28.668

THE GENTLEMEN CHALLENGE
IMOLA CLASSIC
RACE 2

Sector Analysis

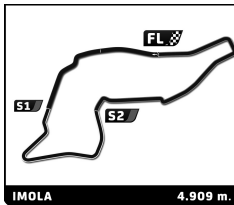
Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
17	2	2:15.635	28.739	45.012	1:01.884	184.0	40:44.303	5	1	2:19.920	28.867	46.408	1:04.645	213.9	11:45.049
18	2	2:18.577	28.853	46.179	1:03.545	197.1	43:02.880	6	1	2:19.881	28.652	46.060	1:05.169	221.3	14:04.930
19	2	2:17.041	29.255	44.709	1:03.077	192.2	45:19.921	7	1	2:19.560	29.207	45.925	1:04.428	214.7	16:24.490
20	2	2:15.920	28.059	44.298	1:03.563	192.9	47:35.841	8	1	2:19.696	28.626	46.411	1:04.659	219.1	18:44.186
57 Morgan SLR 1965 1. John EMBERSON F								9	1	2:19.761	28.846	46.226	1:04.689	212.6	21:03.947
1	1	2:25.490	32.545	46.880	1:06.065		2:25.490	10	1	4:18.170 B	29.576	46.823	3:01.771	200.7	25:22.117
2	1	2:21.189	29.749	45.929	1:05.511	202.6	4:46.679	11	1	2:40.000	49.213	46.190	1:04.597	139.9	28:02.117
3	1	2:19.908	29.824	45.332	1:04.752	200.0	7:06.587	12	1	2:19.082	28.780	45.798	1:04.504	225.0	30:21.199
4	1	2:20.028	30.037	45.437	1:04.554	188.8	9:26.615	13	1	2:21.843	28.677	46.809	1:06.357	222.7	32:43.042
5	1	2:19.491	29.546	45.407	1:04.538	203.8	11:46.106	14	1	2:19.428	28.838	46.210	1:04.380	221.3	35:02.470
6	1	2:19.574	29.593	45.551	1:04.430	206.9	14:05.680	15	1	2:18.739	28.697	45.541	1:04.501	216.4	37:21.209
7	1	2:19.795	29.568	45.693	1:04.534	207.7	16:25.475	16	1	2:18.856	28.809	45.571	1:04.476	218.6	39:40.065
8	1	4:24.347 B	29.485	46.336	3:08.526	204.9	20:49.822	17	1	2:18.991	28.660	45.992	1:04.339	220.0	41:59.056
9	1	2:35.820	45.775	46.008	1:04.037	141.0	23:25.642	18	1	2:19.187	28.420	45.812	1:04.955	221.3	44:18.243
10	1	2:18.359	29.187	45.350	1:03.822	206.5	25:44.001	19	1	2:19.021	28.336	46.031	1:04.654	223.6	46:37.264
11	1	2:18.715	29.509	45.209	1:03.997	208.5	28:02.716	63 Jaguar E-Type 3.8 1961 1. Norbert SCHMITZ-KOEP E2							
12	1	2:19.184	29.516	45.726	1:03.942	207.3	30:21.900	1	1	2:51.049	42.577	53.293	1:15.179		2:51.049
13	1	2:21.698	29.329	45.906	1:06.463	206.5	32:43.598	2	1	2:39.218	34.133	52.188	1:12.897	162.9	5:30.267
14	1	2:19.652	29.844	45.410	1:04.398	203.4	35:03.250	3	1	2:38.919	33.912	52.328	1:12.679	168.0	8:09.186
15	1	2:19.699	29.124	45.661	1:04.914	210.1	37:22.949	4	1	2:38.862	33.466	52.043	1:13.353	170.1	10:48.048
16	1	2:18.812	29.366	44.997	1:04.449	204.5	39:41.761	5	1	2:43.692	33.633	54.070	1:15.989	166.7	13:31.740
17	1	2:17.957	29.523	45.039	1:03.395	193.2	41:59.718	6	1	2:42.162	34.026	52.543	1:15.593	168.5	16:13.902
18	1	2:19.076	29.175	45.101	1:04.800	202.6	44:18.794	7	1	2:43.651	35.502	53.965	1:14.184	160.7	18:57.553
19	1	2:19.043	29.297	45.323	1:04.423	205.3	46:37.837	8	1	2:41.609	33.976	53.245	1:14.388	169.3	21:39.162
59 Triumph TR3 A Hardtop 1961 1. Grégoire ANDRIEUX E2								9	1	5:03.570 B	34.100	52.496	3:36.974	169.8	26:42.732
1	1	2:52.839	42.081	55.206	1:15.552		2:52.839	10	1	3:01.425	51.758	54.324	1:15.343	122.9	29:44.157
2	1	2:40.369	33.267	52.687	1:14.415	176.2	5:33.208	11	1	2:42.194	33.707	53.435	1:15.052	168.7	32:26.351
3	1	2:39.975	33.260	51.976	1:14.739	173.9	8:13.183	12	1	2:42.460	33.753	53.403	1:15.304	169.3	35:08.811
4	1	2:37.972	33.250	51.399	1:13.323	175.6	10:51.155	13	1	2:43.317	34.592	53.282	1:15.443	167.4	37:52.128
5	1	2:43.486	32.927	55.471	1:15.088	168.7	13:34.641	14	1	2:42.843	34.398	53.839	1:14.606	159.8	40:34.971
6	1	2:42.261	33.536	50.961	1:17.764	175.6	16:16.902	15	1	2:42.801	33.049	54.023	1:15.729	176.5	43:17.772
7	1	4:52.556 B	34.969	53.409	3:24.178	155.4	21:09.458	16	1	2:42.525	33.948	52.960	1:15.617	160.0	46:00.297
8	1	3:01.494	54.174	52.827	1:14.493	114.0	24:10.952	17	1	2:41.953	34.207	53.677	1:14.069	164.4	48:42.250
9	1	2:37.938	33.035	51.095	1:13.808	173.1	26:48.890	65 Jaguar D-Type 1955 1. Toby SMITH 2. Chris WARD E1							
10	1	2:39.638	33.680	51.385	1:14.573	171.2	29:28.528	1	1	2:16.401	29.148	44.761	1:02.492		2:16.401
11	1	2:39.599	33.593	51.897	1:14.109	177.0	32:08.127	2	1	2:15.758	27.668	44.489	1:03.601	209.7	4:32.159
12	1	2:42.678	34.298	53.373	1:15.007	162.9	34:50.805	3	1	2:15.065	27.918	44.864	1:02.283	204.9	6:47.224
13	1	2:42.001	33.573	52.668	1:15.760	173.6	37:32.806	4	1	2:12.856	27.522	44.653	1:00.681	208.1	9:00.080
14	1	2:44.653	33.730	52.530	1:18.393	162.4	40:17.459	5	1	2:14.429	28.203	44.702	1:01.524	197.1	11:14.509
15	1	2:41.059	33.921	53.154	1:13.984	171.4	42:58.518	6	1	2:14.316	27.476	44.134	1:02.706	205.3	13:28.825
16	1	2:41.558	34.707	52.529	1:14.322	167.2	45:40.076	7	1	2:13.440	27.686	44.206	1:01.548	204.5	15:42.265
17	1	2:39.917	33.361	52.034	1:14.522	171.4	48:19.993	8	1	2:12.110	27.576	43.940	1:00.594	204.9	17:54.375
60 Porsche 904 Carrera GTS 1964 1. Peter VÖGELE F								9	1	2:13.588	27.413	44.377	1:01.798	209.3	20:07.963
1	1	2:24.866	32.006	46.934	1:05.926		2:24.866	10	1	2:12.368	27.319	44.186	1:00.863	209.3	22:20.331
2	1	2:20.580	29.130	46.280	1:05.170	211.8	4:45.446	11	1	4:36.161 B	27.487	44.483	3:24.191	202.2	26:56.492
3	1	2:19.368	28.968	46.142	1:04.258	204.5	7:04.814	12	2	2:24.937	42.970	43.166	58.801	170.6	29:21.429
4	1	2:20.315	28.993	46.182	1:05.140	205.7	9:25.129	13	2	2:09.592	27.747	42.930	58.915	205.7	31:31.021
								14	2	2:09.171	26.215	43.686	59.270	215.1	33:40.192
								15	2	2:08.984	26.679	43.304	59.001	199.6	35:49.176

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	2	2:10.843	27.537	43.052	1:00.254	187.2	38:00.019	6	1	2:18.738	28.700	45.601	1:04.437	201.5	14:07.474
17	2	2:11.594	26.896	44.662	1:00.036	196.0	40:11.613	7	1	2:18.498	28.781	46.008	1:03.709	213.9	16:25.972
18	2	2:09.746	27.268	43.701	58.777	194.2	42:21.359	8	1	2:19.304	29.729	46.294	1:03.281	203.0	18:45.276
19	2	2:09.036	26.990	43.059	58.987	192.2	44:30.395	9	1	2:21.573	28.978	46.246	1:06.349	211.8	21:06.849
20	2	2:09.666	26.968	43.231	59.467	196.4	46:40.061	10	1	4:43.028 B	29.415	46.720	3:26.893	191.5	25:49.877
74 Lotus Elite S2 1961 1.Lee HOWER 2.Tim GREGORIO E2								11	2	2:38.563	48.006	46.882	1:03.675	147.3	28:28.440
1	1	2:49.717	40.808	53.627	1:15.282		2:49.717	12	2	2:21.338	29.040	47.334	1:04.964	194.2	30:49.778
2	1	2:38.791	33.261	51.627	1:13.903	181.8	5:28.508	13	2	2:20.805	28.751	46.452	1:05.602	199.6	33:10.583
3	1	2:39.719	34.543	51.966	1:13.210	168.5	8:08.227	14	2	2:20.723	29.093	46.987	1:04.643	192.9	35:31.306
4	1	2:37.528	33.399	51.145	1:12.984	181.2	10:45.755	15	2	2:21.010	28.771	46.018	1:06.221	195.7	37:52.316
5	1	2:38.600	32.908	52.362	1:13.330	181.8	13:24.355	16	2	2:20.176	29.556	46.353	1:04.267	193.2	40:12.492
6	1	2:40.585	34.759	51.703	1:14.123	182.7	16:04.940	17	2	2:20.331	29.542	46.763	1:04.026	189.1	42:32.823
7	1	2:37.265	33.322	51.394	1:12.549	180.6	18:42.205	18	2	2:20.790	29.007	46.978	1:04.805	195.7	44:53.613
8	1	2:37.973	33.954	51.208	1:12.811	175.6	21:20.178	19	2	2:20.378	28.751	47.315	1:04.312	199.6	47:13.991
9								87 TVR Grantura Mk III 1965 1.Mark ASHWORTH 2.Simon ASHWORTH F							
10	1	2:55.042	52.017	51.594	1:11.431	111.5	29:18.494	1	1	2:30.743	34.768	48.703	1:07.272		2:30.743
11	1	2:37.446	32.959	53.315	1:11.172	179.4	31:55.940	2	1	2:28.447	31.616	49.442	1:07.389	175.9	4:59.190
12	1	2:33.671	32.198	50.596	1:10.877	183.4	34:29.611	3	1	2:26.394	30.721	47.699	1:07.974	183.1	7:25.584
13	1	2:34.927	32.447	51.396	1:11.084	182.4	37:04.538	4	1	2:26.747	30.692	47.619	1:08.436	184.9	9:52.331
14	1	2:34.401	32.395	50.927	1:11.079	182.1	39:38.939	5	1	2:25.992	30.566	47.692	1:07.734	187.8	12:18.323
15	1	2:33.336	32.563	50.169	1:10.604	179.1	42:12.275	6	1	2:26.450	30.905	47.670	1:07.875	190.8	14:44.773
16	1	2:34.732	32.629	50.810	1:11.293	182.4	44:47.007	7	1	2:26.886	30.750	47.657	1:08.479	194.9	17:11.659
17	1	2:35.012	32.592	51.759	1:10.661	180.9	47:22.019	8	1	2:29.643	30.714	48.166	1:10.763	183.7	19:41.302
78 Austin-Healey 100 BN1 1954 1.David COMTE 2.Christophe LAGUERRE E1								9	1	4:34.558 B	30.998	48.424	3:15.136	182.7	24:15.860
1	1	2:45.062	40.304	51.575	1:13.183		2:45.062	10	1	2:43.070	45.940	48.354	1:08.776	129.2	26:58.930
2	1	2:36.893	32.949	51.732	1:12.212	175.3	5:21.955	11	1	2:29.203	31.280	48.109	1:09.814	177.0	29:28.133
3	1	2:35.141	33.114	50.433	1:11.594	174.2	7:57.096	12	1	2:27.440	31.206	48.199	1:08.035	179.4	31:55.573
4	1	2:33.717	32.479	50.208	1:11.030	182.1	10:30.813	13	1	2:26.623	30.936	48.278	1:07.409	188.2	34:22.196
5	1	2:34.127	32.995	49.909	1:11.223	182.1	13:04.940	14	1	2:27.130	31.018	48.184	1:07.928	185.6	36:49.326
6	1	2:35.226	32.147	50.217	1:12.862	182.7	15:40.166	15	1	2:27.508	32.018	47.989	1:07.501	180.9	39:16.834
7	1	2:35.323	33.346	50.356	1:11.621	159.1	18:15.489	16	1	2:26.718	31.008	48.108	1:07.602	184.9	41:43.552
8	1	2:33.280	32.351	49.820	1:11.109	180.6	20:48.769	17	1	2:27.335	31.053	48.267	1:08.015	186.5	44:10.887
9	1	2:52.371 B	32.572	50.863	1:28.936	175.3	23:41.140	18	1	2:35.442	31.310	48.684	1:15.448	184.0	46:46.329
10	1	4:58.990	2:51.702	54.004	1:13.284	115.0	28:40.130	88 Lister Jaguar Costin 1959 1.John SPIERS 2.Nigel GREENSALL E2							
11	1	2:38.878	33.426	52.282	1:13.170	163.4	31:19.008	1	1	2:10.561	28.158	43.046	59.357		2:10.561
12	1	2:37.173	33.028	51.617	1:12.528	168.2	33:56.181	2	1	2:13.585	26.894	44.067	1:02.624	229.8	4:24.146
13	1	2:38.625	33.318	51.431	1:13.876	181.8	36:34.806	3	1	2:15.588	28.152	44.551	1:02.885	221.3	6:39.734
14	1	2:37.985	32.404	51.265	1:14.316	184.0	39:12.791	4	1	2:13.301	27.576	44.958	1:00.767	232.3	8:53.035
15	1	2:35.883	32.615	51.666	1:11.602	183.1	41:48.674	5	1	2:11.534	27.647	44.010	59.877	216.4	11:04.569
16	1	2:36.359	32.653	51.300	1:12.406	180.6	44:25.033	6	1	2:12.285	26.932	44.802	1:00.551	228.3	13:16.854
17	1	2:37.821	33.108	52.092	1:12.621	183.7	47:02.854	7	1	2:11.858	27.965	43.632	1:00.261	210.9	15:28.712
79 AC Cobra 289 SII 1965 1.Phil MULACEK 2.Sterling MULACEK INV								8	1	2:09.794	26.730	43.423	59.641	232.3	17:38.506
1	1	2:28.746	34.079	47.707	1:06.960		2:28.746	9	1	2:11.695	27.761	43.815	1:00.119	215.6	19:50.201
2	1	2:21.397	29.195	46.379	1:05.823	196.0	4:50.143	10	1	2:11.565	27.060	43.943	1:00.562	229.8	22:01.766
3	1	2:19.557	29.711	45.916	1:03.930	185.2	7:09.700	11	1	4:37.928 B	28.501	43.539	3:25.888	196.7	26:39.694
4	1	2:20.463	30.494	45.438	1:04.531	186.5	9:30.163	12	2	2:29.205	45.787	43.388	1:00.030	151.9	29:08.899
5	1	2:18.573	28.997	45.406	1:04.170	204.2	11:48.736	13	2	2:08.501	26.793	42.604	59.104	203.0	31:17.400
								14	2	2:10.288	26.637	43.199	1:00.452	211.4	33:27.688
								15	2	2:11.841	28.044	43.406	1:00.391	206.1	35:39.529



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			
16	2	2:10.784	27.211	42.870	1:00.703	208.9	37:50.313	275	Lotus Elite S2 1961 1.Benjamin TARLOW 2.Mark Hamilton PETERS																	E2								
17	2	2:10.115	27.969	42.747	59.399	201.1	40:00.428		1	2	2:31.416	34.879	48.913	1:07.624		2:31.416																		
18	2	2:10.809	28.425	42.694	59.690	203.0	42:11.237		2	2	2:28.487	31.157	48.328	1:09.002	183.7	4:59.903																		
19	2	2:09.444	26.692	42.315	1:00.437	217.3	44:20.681		3	2	2:26.534	30.362	47.841	1:08.331	191.2	7:26.437																		
20	2	2:13.043	27.223	44.157	1:01.663	202.2	46:33.724		4	2	2:26.428	30.327	47.558	1:08.543	197.4	9:52.865																		
95	MG A 1600 Coupé 1960 1.Simon NOBILI 2.Sebastien RUFFINO															E2																		
	1	1	2:44.510	38.382	52.356	1:13.772		2:44.510																										
	2	1	2:36.132	32.975	51.373	1:11.784	182.7	5:20.642																										
	3	1	2:34.094	32.741	50.681	1:10.672	182.1	7:54.736																										
	4	1	2:33.633	32.521	50.766	1:10.346	184.6	10:28.369																										
5	1	2:33.869	33.243	50.245	1:10.381	182.4	13:02.238	5	2	2:25.929	30.327	48.564	1:07.038	193.5	12:18.794																			
6	1	2:32.801	32.316	50.319	1:10.166	182.7	15:35.039	6	2	2:26.394	30.767	48.161	1:07.466	194.2	14:45.188																			
7	1	4:57.836	B	32.380	49.765	3:35.691	173.1	20:32.875	7	2	2:24.746	30.577	47.610	1:06.559	199.6	17:09.934																		
8	2	2:53.115	48.353	52.204	1:12.558	118.4	23:25.990	8	2	31:47.157	B	29.906	46.461	...	200.0	48:57.091																		
818	Lotus 15 1959 1.Jakob Viggo HOLSTEIN 2.Otto REEDTZ-THOTT																	E2																
	1	2	2:19.795	31.472	45.422	1:02.901		2:19.795																										
	2	2	2:18.289	28.637	45.516	1:04.136	218.6	4:38.084																										
	3	2	2:19.228	29.170	45.977	1:04.081	216.9	6:57.312																										
	4	2	2:19.807	30.311	45.556	1:03.940	194.2	9:17.119																										
5	2	2:17.674	28.481	45.737	1:03.456	212.2	11:34.793	5	2	2:17.999	29.419	45.280	1:03.300	200.0	13:52.792																			
6	2	2:17.999	29.419	45.280	1:03.300	200.0	13:52.792	7	2	2:18.929	29.318	45.856	1:03.755	205.7	16:11.721																			
8	2	4:39.231	B	29.614	46.027	3:23.590	190.5	20:50.952	9	1	2:28.508	44.213	43.581	1:00.714	155.6	23:19.460																		
10	1	2:09.629	27.046	42.834	59.749	217.3	25:29.089	10	1	2:11.552	27.095	43.215	1:01.242	220.0	27:40.641																			
11	1	2:11.552	27.095	43.215	1:01.242	220.0	27:40.641	12	1	2:10.342	27.074	43.455	59.813	215.1	29:50.983																			
12	1	2:10.342	27.074	43.455	59.813	215.1	29:50.983	13	1	2:10.936	27.135	43.765	1:00.036	212.6	32:01.919																			
13	1	2:10.936	27.135	43.765	1:00.036	212.6	32:01.919	14	1	2:12.792	27.111	44.468	1:01.213	219.5	34:14.711																			
14	1	2:12.792	27.111	44.468	1:01.213	219.5	34:14.711	15	1	2:12.454	26.885	43.326	1:02.243	219.1	36:27.165																			
16	1	2:12.454	26.885	43.326	1:02.243	219.1	36:27.165	16	1	2:12.260	28.456	43.299	1:00.505	208.9	38:39.425																			
17	1	2:12.260	28.456	43.299	1:00.505	208.9	38:39.425	17	1	2:10.065	27.197	43.328	59.540	209.7	40:49.490																			
18	1	2:10.065	27.197	43.328	59.540	209.7	40:49.490	18	1	2:11.635	26.777	44.053	1:00.805	226.9	43:01.125																			
19	1	2:11.635	26.777	44.053	1:00.805	226.9	43:01.125	19	1	2:12.869	28.107	44.360	1:00.402	200.0	45:13.994																			
20	1	2:12.869	28.107	44.360	1:00.402	200.0	45:13.994	20	1	2:13.384	28.578	44.064	1:00.742	204.9	47:27.378																			

95	MG A 1600 Coupé 1960 1.Simon NOBILI 2.Sebastien RUFFINO															E2
	1	1	2:44.510	38.382	52.356	1:13.772		2:44.510								
	2	1	2:36.132	32.975	51.373	1:11.784	182.7	5:20.642								
	3	1	2:34.094	32.741	50.681	1:10.672	182.1	7:54.736								
	4	1	2:33.633	32.521	50.766	1:10.346	184.6	10:28.369								
5	1	2:33.869	33.243	50.245	1:10.381	182.4	13:02.238									
6	1	2:32.801	32.316	50.319	1:10.166	182.7	15:35.039									
7	1	4:57.836	B	32.380	49.765	3:35.691	173.1	20:32.875								
8	2	2:53.115	48.353	52.204	1:12.558	118.4	23:25.990									
9	2	2:36.917	32.785	50.541	1:13.591	180.0	26:02.907									
10	2	2:34.961	32.535	50.595	1:11.831	182.4	28:37.868									
11	2	2:34.431	32.457	50.704	1:11.270	184.3	31:12.299									
12	2	2:35.388	32.146	52.429	1:10.813	185.6	33:47.687									
13	2	2:36.559	32.294	50.950	1:13.315	177.0	36:24.246									
14	2	2:32.325	31.935	49.557	1:10.833	185.6	38:56.571									
15	2	2:31.883	31.963	49.247	1:10.673	178.8	41:28.454									
16	2	2:36.023	32.085	49.903	1:14.035	181.8	44:04.477									
17	2	2:33.954	31.915	49.955	1:12.084	185.6	46:38.431									
117	Morgan Plus 4 Super Sports 1964 1.Patrik GOETZINGER															F
	1	1	3:39.631	49.918	1:12.872	1:36.841		3:39.631								
	2	1	3:23.583	39.482	1:04.223	1:39.878	143.8	7:03.214								
	3	1	3:21.796	39.928	1:13.286	1:28.582	158.4	10:25.010								
	4	1	3:32.081	39.934	1:14.313	1:37.834	160.5	13:57.091								
5	1	3:19.098	38.347	1:02.612	1:38.139	158.8	17:16.189									
6	1	3:21.356	38.127	1:13.880	1:29.349	162.2	20:37.545									
7	1	3:15.403	39.797	1:06.819	1:28.787	158.6	23:52.948									
8	1	3:47.431	B	43.611	1:12.850	1:50.970	153.8	27:40.379								
9	1	5:39.137	3:07.426	1:01.881	1:29.830	101.6	33:19.516									
10	1	3:24.081	39.069	1:06.165	1:38.847	155.2	36:43.597									
11	1	3:11.829	39.629	1:05.620	1:26.580	155.8	39:55.426									
12	1	3:13.036	38.242	1:07.934	1:26.860	156.5	43:08.462									
13	1	3:20.621	37.185	1:05.308	1:38.128	169.3	46:29.083									
172	Ferrari 250 GTO 1965 1.Claudio RODDARO															F
	1	1	2:14.260	28.440	44.312	1:01.508		2:14.260								
	2	1	2:11.587	26.978	43.634	1:00.975	225.0	4:25.847								
	3	1	2:23.838	27.754	55.360	1:00.724	229.3	6:49.685								
	4	1	2:10.596	26.714	44.007	59.875	230.8	9:00.281								
5	1	2:12.504	27.123	44.500	1:00.881	211.8	11:12.785									
6	1	2:11.647	26.856	44.641	1:00.150	233.8	13:24.432									
7	1	2:11.815	26.779	44.235	1:00.801	232.3	15:36.247									
8	1	2:14.287	28.931	44.021	1:01.335	186.2	17:50.534									