



THE GENTLEMEN CHALLENGE
ESTORIL CLASSICS
RACE 2

Best Sector Times

| SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | Pos | Car | Cl | Ideal Lap | Best Lap |
|----------|----------------------|--------|----------------------|----------|----------------------|----------|-----|---|-----|----------|----------|-----------|----------|
| Pos | Driver | Time | Driver | Time | Driver | Time | Pos | Car | | | | | |
| 1 | 17 L.VERQUIN | 24.419 | 17 L.VERQUIN | 59.893 | 17 L.VERQUIN | 38.162 | 1 | 17 Lister Knobbly Chevrolet 1958 | E | 2:02.474 | 2:03.643 | (1) | |
| 2 | 11 P.BLAKEY-EDWARDS | 24.512 | 250 D.RICHARDS | 1:00.499 | 250 D.RICHARDS | 38.402 | 2 | 88 Lister Costin 1959 | E | 2:04.208 | 2:04.771 | (2) | |
| 3 | 88 J.SPIERS | 24.801 | 88 J.SPIERS | 1:00.616 | 11 F.WAKEMAN | 38.662 | 3 | 250 Lotus XI 1100 1957 | E | 2:04.329 | 2:04.910 | (3) | |
| 4 | 99 S.KRIKNOFF | 25.014 | 99 S.KRIKNOFF | 1:00.779 | 888 O.REEDTZ-THOTT | 38.703 | 4 | 11 Cooper T38 1955 | E | 2:04.482 | 2:05.769 | (6) | |
| 5 | 55 C.OLDENDORFF | 25.019 | 55 C.OLDENDORFF | 1:00.798 | 88 J.SPIERS | 38.791 | 5 | 55 Alfa Romeo Giulia GTS10 1965 | F | 2:04.608 | 2:05.405 | (5) | |
| 6 | 250 D.RICHARDS | 25.428 | 11 P.BLAKEY-EDWARDS | 1:01.308 | 55 C.OLDENDORFF | 38.791 | 6 | 99 Lotus XI 1500 1956 | E | 2:04.645 | 2:05.103 | (4) | |
| 7 | 60 P.VÖGELE | 25.487 | 888 O.REEDTZ-THOTT | 1:01.627 | 99 S.KRIKNOFF | 38.852 | 7 | 888 Lotus 15 1959 | E | 2:06.100 | 2:06.142 | (7) | |
| 8 | 888 O.REEDTZ-THOTT | 25.770 | 60 P.VÖGELE | 1:03.640 | 60 P.VÖGELE | 40.571 | 8 | 60 Porsche 904/4 Carrera GTS 1964 | F | 2:09.698 | 2:10.516 | (8) | |
| 9 | 153 M.GRANT-PETERKIN | 26.367 | 220 J.CUEREL | 1:04.310 | 31 P.ANCELIN | 41.224 | 9 | 31 Austin-Healey 3000 Mk II 1965 | F | 2:12.095 | 2:12.629 | (9) | |
| 10 | 31 P.ANCELIN | 26.374 | 31 P.ANCELIN | 1:04.497 | 92 W.ZWEIFLER | 41.411 | 10 | 220 Austin-Healey 3000 Mk II 1962 | F | 2:12.807 | 2:15.153 | (13) | |
| 11 | 38 D.MARIS | 26.442 | 38 D.MARIS | 1:04.873 | 153 M.GRANT-PETERKIN | 41.628 | 11 | 38 Porsche 356 (C) 2000 G5 Carrera 2 coupé 1964 | F | 2:13.077 | 2:15.421 | (14) | |
| 12 | 72 A.RAULIN | 26.515 | 153 M.GRANT-PETERKIN | 1:05.507 | 220 J.CUEREL | 41.699 | 12 | 153 Austin-Healey 3000 Mk III BJ8 1964 | F | 2:13.502 | 2:13.795 | (10) | |
| 13 | 49 W.STEPHENS | 26.546 | 53 G.GRANT | 1:05.538 | 38 D.MARIS | 41.762 | 13 | 49 Porsche 356 (C) SC coupé 1965 | F | 2:14.397 | 2:14.963 | (11) | |
| 14 | 84 B.ENGRAND | 26.744 | 87 M.ASHWORTH | 1:05.662 | 94 G.VERQUIN | 41.892 | 14 | 72 Austin-Healey 3000 Mk I 1962 | F | 2:14.804 | 2:15.716 | (15) | |
| 15 | 220 J.CUEREL | 26.798 | 92 W.ZWEIFLER | 1:05.867 | 49 W.STEPHENS | 41.898 | 15 | 94 Jaguar E-Type 3.8 1961 | E | 2:14.831 | 2:15.032 | (12) | |
| 16 | 94 G.VERQUIN | 26.850 | 49 W.STEPHENS | 1:05.953 | 87 M.ASHWORTH | 42.005 | 16 | 87 TVR Grantura Mk III 1965 | F | 2:14.980 | 2:16.550 | (20) | |
| 17 | 73 L.JASPERS | 26.959 | 72 A.RAULIN | 1:06.052 | 72 A.RAULIN | 42.237 | 17 | 92 Lister Knobbly Chevrolet 1960 | E | 2:15.032 | 2:15.977 | (17) | |
| 18 | 87 M.ASHWORTH | 27.313 | 94 G.VERQUIN | 1:06.089 | 73 L.JASPERS | 42.308 | 18 | 84 MG B 1965 | F | 2:15.453 | 2:16.431 | (18) | |
| 19 | 53 G.GRANT | 27.368 | 84 B.ENGRAND | 1:06.105 | 84 B.ENGRAND | 42.604 | 19 | 53 TVR Grantura Mk III 1965 | F | 2:15.555 | 2:15.795 | (16) | |
| 20 | 33 G.ROCCHIETTA | 27.400 | 33 G.ROCCHIETTA | 1:06.604 | 53 G.GRANT | 42.649 | 20 | 73 Jaguar XK150 Coupe 1961 | E | 2:15.967 | 2:16.519 | (19) | |
| 21 | 34 C.PRIM | 27.630 | 73 L.JASPERS | 1:06.700 | 33 G.ROCCHIETTA | 42.708 | 21 | 33 MG B 1965 | F | 2:16.712 | 2:17.700 | (21) | |
| 22 | 211 J.COLLAS | 27.647 | 34 C.PRIM | 1:06.832 | 34 C.PRIM | 43.113 | 22 | 34 Morgan Plus 4 Super Sports 1962 | F | 2:17.575 | 2:18.487 | (22) | |
| 23 | 92 W.ZWEIFLER | 27.754 | 10 M.BIANCO | 1:06.929 | 65 A.PAI | 43.147 | 23 | 10 Alfa Romeo Giulietta SZ Coda Tronca 1965 | F | 2:18.645 | 2:20.536 | (26) | |
| 24 | 400 C.CARAVA | 27.964 | 211 J.COLLAS | 1:08.065 | 211 J.COLLAS | 43.256 | 24 | 211 MG B 1965 | F | 2:18.968 | 2:19.545 | (23) | |
| 25 | 65 C.DANIEL | 28.124 | 65 C.DANIEL | 1:08.392 | 10 M.BIANCO | 43.483 | 25 | 65 MG B 1965 | F | 2:19.663 | 2:20.293 | (25) | |
| 26 | 10 M.BIANCO | 28.233 | 400 C.CARAVA | 1:08.513 | 400 C.CARAVA | 43.569 | 26 | 400 Lotus Elite 1961 | E | 2:20.046 | 2:20.227 | (24) | |
| 27 | 104 F.de CHANTERAC | 29.512 | 104 F.de CHANTERAC | 1:10.558 | 104 F.de CHANTERAC | 45.733 | 27 | 104 Austin-Healey 100-4 1956 | E | 2:25.803 | 2:26.898 | (27) | |
| 28 | 557 P.PETIT | 30.546 | 557 P.PETIT | 1:13.266 | 557 P.PETIT | 46.027 | 28 | 557 Austin-Healey 100-4 1955 | E | 2:29.839 | 2:33.839 | (28) | |