



# FIA WORLD TOURING CAR CHAMPIONSHIP

*Rounds 1 & 2*

**Monza**

**9-10 April 2005**



**Results by MST Systems Ltd**

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## 2005 FIA World Touring Car Championship FREE PRACTICE 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	2:14.726	12		154.79
2	42		Jorg MULLER	GER	BMW 320i	2:15.009	8	0.283	154.47
3	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	2:15.231	10	0.505	154.21
4	5		Antonio GARCIA	ESP	BMW 320i	2:15.787	8	1.061	153.58
5	43		Dirk MULLER	GER	BMW 320i	2:15.950	10	1.224	153.40
6	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	2:16.205	11	1.479	153.11
7	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:16.382	10	1.656	152.91
8	9		Jordi GENE	ESP	SEAT Toledo Cupra	2:16.502	10	1.776	152.78
9	4		Alessandro ZANARDI	ITA	BMW 320i	2:16.671	13	1.945	152.59
10	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:17.590	8	2.864	151.57
11	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	2:17.698	9	2.972	151.45
12	10		Peter TERTING	GER	SEAT Toledo Cupra	2:18.240	12	3.514	150.85
13	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	2:18.552	11	3.826	150.52
14	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:19.433	8	4.707	149.56
15	23		Alain MENU	SUI	Chevrolet Lacetti	2:20.306	9	5.580	148.63
16	30	I	Stefano D'ASTE	ITA	BMW 320i	2:20.388	11	5.662	148.55
17	31	I	Giuseppe CIRO	ITA	BMW 320i	2:20.419	10	5.693	148.51
18	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:20.426	9	5.700	148.51
19	21		Robert HUFF	GBR	Chevrolet Lacetti	2:21.042	10	6.316	147.86
20	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:21.076	9	6.350	147.82
21	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:21.212	10	6.486	147.68
22	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:21.638	8	6.912	147.24
23	32	I	Marc HENNERICI	GER	BMW 320i	2:22.233	10	7.507	146.62
24	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:22.831	7	8.105	146.01
25	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:22.938	9	8.212	145.90
26	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	2:23.570	9	8.844	145.25
27	3		James THOMPSON	GBR	Alfa Romeo 156	2:23.971	5	9.245	144.85
28	54	I	Stefano VALLI	RSM	BMW 320i	2:24.882	7	10.156	143.94
29	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	2:25.383	8	10.657	143.44
30	14		Thomas KLENKE	GER	Ford Focus	2:27.592	2	12.866	141.30
31	15		Thomas JAGER	GER	Ford Focus	2:28.191	4	13.465	140.72
32	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	2:30.803	8	16.077	138.29
33	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	2:32.566	8	17.840	136.69

Weather/Track: Cloud/Wet

Monza  
Circuit Length = 5.7930 km.  
Start: 09:00 End: 09:30

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship

### FREE PRACTICE 1 - SECTOR ANALYSIS

<b>1</b>	<b>Andy PRIAULX</b>			<b>GBR</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 192.1	49.808 198.5	48.032 198.5	X:00.000	<b>7</b> - 3:44.949 213.8	55.773 211.7	46.894 201.8	X:00.000
<b>2</b>	43.082 211.7	49.448 194.9	47.395 200.3	2:19.925	<b>8</b> - 42.791 216.0	50.060 218.6	46.718 203.7	2:19.569
<b>3</b>	42.440 213.4	46.861 202.6	47.427 202.6	2:16.728	<b>9</b> - 42.630 213.4	49.049 220.4	46.192 202.6	2:17.871
<b>4</b>	42.085 215.1	<b>46.361</b> 217.3	46.280 203.7	<b>2:14.726</b>	<b>10</b> - 42.515 216.0	48.047 217.7	46.596 202.6	2:17.158
<b>5</b>	42.305 <b>217.7</b>	51.142 208.4	46.179 203.3	2:19.626	<b>11</b> - 42.070 206.1	49.538 220.8	45.853 202.2	2:17.461
<b>6</b>	42.249 215.1	53.068 204.5	55.319	2:30.636P	<b>12</b> - <b>41.988</b> 216.8	47.419 <b>221.7</b>	<b>45.752</b> <b>204.1</b>	2:15.159
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 182.4	50.676 194.2	1:08.057	X:00.000P	<b>6</b> - 42.235 206.1	48.974 206.8	47.636 198.5	2:18.845
<b>2</b>	4:04.196 188.8	<b>48.274</b> 200.3	48.298 <b>200.7</b>	X:00.000	<b>7</b> - 42.378 202.6	49.920 202.2	53.186 199.2	2:25.484
<b>3</b>	43.004 <b>211.7</b>	55.635 170.3	1:06.284	2:44.923P	<b>8</b> - 42.331 209.7	48.394 <b>219.0</b>	<b>46.973</b> 198.1	<b>2:17.698</b>
<b>4</b>	5:46.551 174.1	52.318 192.5	49.796 197.4	X:00.000	<b>9</b> - <b>42.145</b> 210.5	49.795 202.2	1:00.020	2:31.960P
<b>5</b>	42.971 193.5	50.461 <b>219.0</b>	47.615 197.4	2:21.047				
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 154.0	49.697 186.5	1:06.135	X:00.000P	<b>4</b> - <b>43.184</b> 175.3	<b>52.325</b> <b>217.3</b>	<b>48.462</b> <b>198.5</b>	<b>2:23.971</b>
<b>2</b>	3:54.100 133.6	1:05.054 179.7	1:02.540	X:00.000P	<b>5</b> - 47.019 175.3	52.371 170.6	59.090	2:38.480P
<b>3</b>	7:40.626 <b>177.9</b>	58.968 168.7	50.276 198.1	X:00.000				
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 161.9	50.824 191.4	51.643 194.5	X:00.000	<b>8</b> - 42.927 210.9	51.281 217.3	47.648 200.0	2:21.856
<b>2</b>	45.849 168.4	50.418 199.2	48.775 199.2	2:25.042	<b>9</b> - 42.672 213.4	49.225 219.5	47.744 198.8	2:19.641
<b>3</b>	46.838 179.4	48.283 213.8	48.000 198.8	2:23.121	<b>10</b> - 42.449 215.5	47.801 <b>219.9</b>	47.580 200.0	2:17.830
<b>4</b>	43.339 208.4	58.911 174.7	54.527 198.5	2:36.777	<b>11</b> - 42.564 214.2	48.404 219.5	47.157 200.3	2:18.125
<b>5</b>	44.148 186.5	53.670 211.7	49.010 199.6	2:26.828	<b>12</b> - 42.247 <b>216.4</b>	47.940 <b>219.9</b>	47.031 <b>201.1</b>	2:17.218
<b>6</b>	45.077 183.6	53.286 213.4	48.293 200.3	2:26.656	<b>13</b> - <b>42.065</b> 216.0	<b>47.729</b> 218.6	<b>46.877</b> 200.0	<b>2:16.671</b>
<b>7</b>	42.893 206.8	50.378 218.1	48.009 199.6	2:21.280				
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 169.0	50.769 188.8	49.132 195.2	X:00.000	<b>5</b> - 42.474 209.7	1:02.671 183.9	47.859 200.3	2:33.004
<b>2</b>	43.713 193.2	47.501 193.5	47.493 200.0	2:18.707	<b>6</b> - 42.708 194.5	50.602 203.0	58.083	2:31.393P
<b>3</b>	43.026 203.7	46.574 <b>217.7</b>	47.013 200.0	2:16.613	<b>7</b> - X:00.000 169.0	51.747 194.9	47.570 <b>203.0</b>	X:00.000
<b>4</b>	42.623 <b>211.7</b>	<b>46.401</b> 202.6	<b>46.763</b> 200.7	<b>2:15.787</b>	<b>8</b> - <b>42.307</b> 198.1	48.230 216.4	47.225 197.4	2:17.762
<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 175.3	49.069 193.5	48.614 196.3	X:00.000	<b>6</b> - 5:50.647 194.9	53.598 189.8	48.728 199.2	X:00.000
<b>2</b>	42.660 188.1	47.678 209.7	47.909 197.0	2:18.247	<b>7</b> - 43.133 196.0	50.205 209.3	58.151	2:31.489P
<b>3</b>	42.216 212.5	46.899 214.7	46.853 198.1	2:15.968	<b>8</b> - 4:43.388 192.5	51.592 215.1	47.173 <b>200.0</b>	X:00.000
<b>4</b>	42.306 210.5	<b>46.236</b> <b>223.1</b>	<b>46.689</b> 198.1	<b>2:15.231</b>	<b>9</b> - 41.946 213.0	47.560 222.6	48.297 <b>200.0</b>	2:17.803
<b>5</b>	<b>41.908</b> <b>213.4</b>	1:08.071 188.4	58.104	2:48.083P	<b>10</b> - 42.432 203.3	48.244 221.3	47.267 198.5	2:17.943

Weather/Track: Cloud/Wet

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Page 1 of 6

Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:37 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156				
1 -	X:00.000 177.0	49.667 185.8	50.124 195.6	X:00.000	7 -	4:59.050 172.2	55.717 192.1	48.878 197.8	X:00.000
2 -	43.136 189.4	48.143 200.3	48.860 197.8	2:20.139	8 -	42.310 182.1	49.913 213.8	47.519 199.2	2:19.742
3 -	42.486 213.0	47.100 208.4	48.027 199.2	2:17.613	9 -	42.280 182.7	49.017 218.6	48.273 198.8	2:19.570
4 -	42.153 215.1	<b>46.746 222.6</b>	47.331 <b>201.1</b>	2:16.230	10 -	<b>41.669</b> 209.3	47.537 222.2	47.084 200.0	2:16.290
5 -	41.935 215.5	51.821 216.8	47.352 198.5	2:21.108	11 -	41.932 <b>216.0</b>	47.464 221.7	<b>46.809</b> 200.3	<b>2:16.205</b>
6 -	46.175 208.0	49.533 210.1	58.045	2:33.753P					
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra				
1 -	X:00.000 177.9	51.238 196.3	58.220	X:00.000P	6 -	42.723 182.7	51.777 189.8	49.148 198.1	2:23.648
2 -	2:10.823 199.6	48.495 196.3	48.713 199.6	3:48.031	7 -	42.709 208.0	49.342 210.1	48.115 200.0	2:20.166
3 -	42.261 211.7	47.587 206.8	47.978 199.2	2:17.826	8 -	42.481 208.8	48.652 214.2	47.541 198.8	2:18.674
4 -	42.219 <b>214.2</b>	53.372 177.9	1:02.874	2:38.465P	9 -	<b>42.159</b> 213.0	47.777 217.7	47.133 <b>201.1</b>	2:17.069
5 -	5:53.786 194.9	52.779 208.4	48.645 198.8	X:00.000	10 -	42.246 213.4	<b>47.420 219.0</b>	<b>46.716</b> 199.2	<b>2:16.382</b>
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra				
1 -	X:00.000 171.7	50.119 187.5	58.635	X:00.000P	6 -	44.495 184.6	51.743 218.6	48.743 <b>200.0</b>	2:24.981
2 -	1:52.926 210.5	48.486 193.5	49.081 198.5	3:30.493	7 -	42.650 185.8	49.728 207.6	47.846 199.2	2:20.224
3 -	42.975 212.5	47.972 213.8	47.700 198.8	2:18.647	8 -	42.252 205.7	48.382 220.4	47.344 <b>200.0</b>	2:17.978
4 -	42.757 213.8	50.388 212.5	57.558	2:30.703P	9 -	41.958 <b>216.0</b>	47.622 207.6	49.308 198.5	2:18.888
5 -	6:00.827 196.3	57.071 206.8	51.758 197.8	X:00.000	10 -	<b>41.935</b> 214.7	<b>47.510 221.7</b>	<b>47.057</b> 199.2	<b>2:16.502</b>
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra				
1 -				X:00.000P	7 -	43.037 213.4	50.445 217.3	48.421 200.7	2:21.903
2 -			<b>201.4</b>	3:54.141	8 -	42.761 217.3	50.556 220.4	48.389 201.1	2:21.706
3 -		1:30.712 217.7	201.1	2:19.048	9 -	42.883 <b>218.1</b>	50.191 218.1	48.392 200.3	2:21.466
4 -	43.329 210.5	50.016 203.7	49.138 200.0	2:22.483	10 -	42.979 210.5	49.680 218.6	47.964 201.1	2:20.623
5 -	44.309 189.1	51.930 204.1	49.814 196.3	2:26.053	11 -	42.865 208.0	<b>48.443 222.2</b>	47.708 200.7	2:19.016
6 -	43.077 207.6	51.510 215.1	49.129 199.2	2:23.716	12 -	<b>42.582</b> 216.8	48.522 220.8	<b>47.136</b> 200.3	<b>2:18.240</b>
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	Ford Focus				
1 -	X:00.000 98.0	57.984 157.2	54.098 <b>190.8</b>	X:00.000	2 -	45.687 193.2	<b>51.358 183.3</b>	<b>50.547</b> 189.4	<b>2:27.592</b>
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	Ford Focus				
1 -				X:00.000	3 -				<b>2:28.191</b>
2 -				2:32.073	4 -				2:42.060P

Weather/Track: Cloud/Wet

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Page 2 of 6

Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:37 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

<b>19</b>	<b>Valle MAKELA</b>				<b>FIN</b>	<b>Seat Toledo Cupra</b>				<b>I</b>
	1 -X:00.000 154.0	53.886 169.8	1:02.472	X:00.000P	5 - 45.190 191.8	54.465 180.6	51.378 196.3	2:31.033		
	2 - 3:38.730 198.5	57.393 143.8	52.936 192.8	X:00.000	6 - 45.555 186.8	53.684 177.3	52.740 193.2	2:31.979		
	3 - 45.446 194.5	54.690 173.6	51.547 196.0	2:31.683	7 - 45.436 189.1	53.470 170.3	51.897 195.2	2:30.803		
	4 - 45.728 202.6	54.251 173.9	51.312 195.2	2:31.291	8 - 45.905 185.5	52.877 167.4	1:00.625	2:39.407P		
<b>20</b>	<b>Tom CORONEL</b>				<b>NED</b>	<b>Seat Toledo Cupra</b>				<b>I</b>
	1 -X:00.000 183.6	50.527 205.7	59.193	X:00.000P	6 - 44.959 185.8	52.638 206.5	59.155	2:36.752P		
	2 - 3:46.581 197.8	48.973 215.5	1:00.238	X:00.000P	7 - 2:38.100 201.8	51.287 213.0	49.234 196.7	4:18.621		
	3 - 2:38.263 189.8	54.924 187.8	52.018 195.2	4:25.205	8 - 42.911 203.7	50.789 207.2	49.332 195.6	2:23.032		
	4 - 46.021 184.6	53.527 203.0	51.841 194.2	2:31.389	9 - 43.394 207.6	48.855 214.7	48.827 197.8	2:21.076		
	5 - 44.523 194.9	53.750 200.7	50.480 195.6	2:28.753						
<b>21</b>	<b>Robert HUFF</b>				<b>GBR</b>	<b>Chevrolet Lacetti</b>				
	1 -X:00.000 179.7	50.745 187.1	50.239 190.4	X:00.000	6 - 44.112 200.3	53.103 203.7	55.524	2:32.739P		
	2 - 44.478 204.9	48.930 193.2	48.791 193.5	2:22.199	7 - 5:12.179 190.4	55.191 189.4	51.714 188.1	X:00.000		
	3 - 44.235 193.2		1:37.064 193.2	2:21.299	8 - 44.233 206.5	50.209 209.3	49.430 192.8	2:23.872		
	4 - 43.959 203.7	51.561 190.1	48.944 192.1	2:24.464	9 - 43.444 206.8	49.299 208.8	48.299 192.8	2:21.042		
	5 - 43.982 200.7	54.698 194.2	48.699 192.1	2:27.379	10 - 43.306 208.8	49.627 212.5	48.164 193.8	2:21.097		
<b>22</b>	<b>Nicola LARINI</b>				<b>ITA</b>	<b>Chevrolet Lacetti</b>				
	1 -X:00.000 194.5	50.031 186.2	49.442 193.5	X:00.000	5 - 7:34.559 169.8	54.588 208.0	50.457 192.8	X:00.000		
	2 - 43.260 191.8	48.162 210.5	48.011 194.2	2:19.433	6 - 43.753 201.1	50.251 211.7	48.572 194.9	2:22.576		
	3 - 44.499 204.9	47.560 213.0	47.748 195.6	2:19.807	7 - 43.548 207.6	48.876 213.4	48.035 194.5	2:20.459		
	4 - 42.885 208.0	50.141 210.5	56.922	2:29.948P	8 - 42.995 208.8	48.409 214.7	56.509	2:27.913P		
<b>23</b>	<b>Alain MENU</b>				<b>SUI</b>	<b>Chevrolet Lacetti</b>				
	1 -X:00.000 191.4	52.680 171.7	51.000 190.8	X:00.000	6 - 43.355 209.3	50.845 211.3	47.964 192.1	2:22.164		
	2 - 44.671 201.8	50.051 196.0	48.470 194.5	2:23.192	7 - 43.438 206.8	51.650 213.4	54.100	2:29.188P		
	3 - 43.834 204.9	48.800 209.3	47.672 191.8	2:20.306	8 - 3:23.279 201.4	51.818 210.5	48.492 191.4	X:00.000		
	4 - 43.489 208.0	50.035 190.1	57.028	2:30.552P	9 - 43.310 207.6	49.687 213.0	47.756 193.5	2:20.753		
	5 - 5:07.231 190.1	53.763 200.0	48.677 192.8	X:00.000						
<b>26</b>	<b>Roberto COLCIAGO</b>				<b>ITA</b>	<b>Honda Accord Euro R</b>				
	1 -X:00.000 176.1	51.045 185.2	50.426 193.5	X:00.000	5 - 4:25.130 190.1	55.191 186.2	50.008 195.6	X:00.000		
	2 - 43.901 198.1	48.318 213.0	48.533 197.4	2:20.752	6 - 42.999 192.1	50.003 211.7	57.848	2:30.850P		
	3 - 42.394 202.2	46.827 212.5	48.369 197.4	2:17.590	7 - 1:09.664 176.4	54.547 201.1	51.895 175.8	2:56.106		
	4 - 42.332 208.4	52.603 208.0	59.389	2:34.324P	8 - 43.889 180.0	51.772 210.9	57.506	2:33.167P		

Weather/Track: Cloud/Wet

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Page 3 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 09:00 End: 09:30

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## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R			<b>I</b>
<b>1</b>	X:00.000 163.6	53.059 175.8	52.676 193.8	X:00.000	<b>5</b> - 45.816 161.9	1:01.412 174.1	1:09.246	2:56.474P
<b>2</b>	44.756 178.8	53.410 190.8	1:04.906	2:43.072P	<b>6</b> - 8:01.339 197.0	53.292 <b>210.5</b>	1:32.302 195.2	X:00.000
<b>3</b>	2:25.568 <b>207.6</b>	<b>49.957</b> 206.8	49.793 196.0	4:05.318	<b>7</b> - <b>43.592</b> 183.3	51.781 199.2	51.186 195.2	2:26.559
<b>4</b>	43.805 197.0	53.839 204.5	49.719 194.9	2:27.363	<b>8</b> - 43.605 192.8	52.063 206.8	<b>49.715 196.3</b>	<b>2:25.383</b>
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			<b>I</b>
<b>1</b>	X:00.000 175.0	52.947 181.2	51.650 195.6	X:00.000	<b>6</b> - 7:30.552 183.9	54.942 185.2	52.595 198.8	X:00.000
<b>2</b>	46.036 204.9	50.384 193.8	50.784 197.8	2:27.204	<b>7</b> - 44.797 194.5	52.560 199.6	50.600 198.1	2:27.957
<b>3</b>	44.356 208.8	<b>48.630 208.0</b>	49.952 199.6	<b>2:22.938</b>	<b>8</b> - 45.314 188.1	52.182 200.0	51.563 199.2	2:29.059
<b>4</b>	<b>44.298 209.7</b>	50.274 193.2	50.556 198.1	2:25.128	<b>9</b> - 44.901 187.5	51.097 202.6	<b>48.795 200.0</b>	2:24.793
<b>5</b>	44.672 196.0	1:02.068 164.3	1:03.155	2:49.895P				
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			<b>I</b>
<b>1</b>	X:00.000 164.8	57.024 163.8	52.993 193.5	X:00.000	<b>7</b> - 5:32.859 185.5	56.372 168.7	51.479 197.8	X:00.000
<b>2</b>	46.139 183.9	50.516 190.4	50.019 196.0	2:26.674	<b>8</b> - 45.172 203.7	52.007 206.1	49.290 197.4	2:26.469
<b>3</b>	44.235 201.1	49.110 <b>213.4</b>	49.246 194.9	2:22.591	<b>9</b> - 43.786 209.7	52.742 186.8	49.787	2:26.315
<b>4</b>	<b>43.462 211.3</b>	<b>48.479</b> 203.0	48.447 197.8	<b>2:20.388</b>	<b>10</b> -	1:33.510 198.8	<b>200.0</b>	2:21.911
<b>5</b>	43.907 203.3	50.075 211.7	49.001 196.7	2:22.983	<b>11</b> - 53.211 154.5	57.926 150.6	1:02.663	2:53.800P
<b>6</b>	44.766 178.5		1:56.677	2:41.443P				
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i			<b>I</b>
<b>1</b>	X:00.000 161.1	54.047 173.9	52.452 193.2	X:00.000	<b>6</b> - 43.992 188.4	54.514 204.1	49.402 193.2	2:27.908
<b>2</b>	45.663 201.8	51.756 200.0	50.769 194.2	2:28.188	<b>7</b> - 47.790 162.6	57.885 199.6	59.290	2:44.965P
<b>3</b>	46.350 194.5	49.729 198.5	49.501 195.6	2:25.580	<b>8</b> - 7:03.475 183.3	51.572 205.3	49.219 196.0	X:00.000
<b>4</b>	44.227 <b>203.7</b>	48.783 208.0	48.878 193.5	2:21.888	<b>9</b> - 43.692 202.2	51.663 <b>213.8</b>	48.415 <b>196.7</b>	2:23.770
<b>5</b>	44.717 200.7	53.388 190.1	50.327 194.2	2:28.432	<b>10</b> - <b>43.674 203.7</b>	<b>48.644</b> 209.7	<b>48.101 196.7</b>	<b>2:20.419</b>
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			<b>I</b>
<b>1</b>	X:00.000 183.0	50.885 182.7	50.813 195.2	X:00.000	<b>6</b> - 43.583 205.7	53.611 194.2	49.907 198.1	2:27.101
<b>2</b>	44.711 <b>210.9</b>	<b>49.194</b> 200.7	49.349 196.3	2:23.254	<b>7</b> - 43.642 210.1	50.787 197.8	49.643 197.8	2:24.072
<b>3</b>	45.273 203.0	52.740 177.6	50.293 197.4	2:28.306	<b>8</b> - 43.338 204.9	51.374 200.7	49.247 197.0	2:23.959
<b>4</b>	45.002 203.7	50.123 204.1	58.441	2:33.566P	<b>9</b> - 43.654 207.2	50.274 <b>215.5</b>	<b>48.305</b> 198.1	<b>2:22.233</b>
<b>5</b>	2:51.707 208.4	50.838 194.5	49.398 <b>199.6</b>	4:31.943	<b>10</b> - 49.947 202.2	49.355 <b>215.5</b>	48.503 198.1	2:27.805

Weather/Track: Cloud/Wet

www.mstworld.com

Page 4 of 6

Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:37 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

<b>33</b>	<b>Adam LACKO</b>			<b>CZE</b>	Alfa Romeo 156 Gta			<b>I</b>
1	X:00.000 177.6	50.652 172.2	58.107	X:00.000P	7 - 42.740 210.9	50.083 211.3	48.399 199.2	2:21.222
2	3:01.267 193.5	49.209 201.4	49.724 194.9	4:40.200	8 - <b>42.720</b> 212.5	49.303 213.0	58.459	2:30.482P
3	43.496 211.7	51.293 177.6	50.263 198.1	2:25.052	9 - 2:04.427 213.4	48.950 211.7	48.047 196.7	3:41.424
4	44.884 205.7	50.441 208.8	48.997 198.8	2:24.322	10 - 42.849 <b>213.8</b>	<b>47.812 216.0</b>	47.891 <b>200.0</b>	<b>2:18.552</b>
5	43.738 187.1	53.729 210.9	48.354 198.1	2:25.821	11 - 42.817 209.3	48.877 210.9	<b>47.572</b> 199.2	2:19.266
6	43.462 208.4	52.242 212.5	48.484 198.5	2:24.188				
<b>34</b>	<b>Tomas ENGSTROM</b>			<b>SWE</b>	Honda Accord Euro R			<b>I</b>
1	X:00.000 151.6	56.714 175.6	54.290 191.8	X:00.000	6 - 4:10.103 164.8	58.360 171.1	57.220 192.8	X:00.000
2	47.389 181.5	53.670 158.1	52.440 194.9	2:33.499	7 - 45.040 174.7	56.481 <b>212.5</b>	53.209 195.2	2:34.730
3	45.309 185.5	50.791 201.1	50.671 196.3	2:26.771	8 - 44.253 183.6	53.746 197.0	1:02.148	2:40.147P
4	44.063 <b>197.4</b>	<b>49.390</b> 192.1	<b>50.117</b> 196.7	<b>2:23.570</b>	9 - 4:37.430 184.3	52.845 189.8	50.972 <b>197.4</b>	X:00.000
5	<b>43.389</b> 194.5	54.367 195.2	1:03.614	2:41.370P				
<b>35</b>	<b>Jens HELLSTROM</b>			<b>SWE</b>	Honda Civic Type-R			<b>I</b>
1	X:00.000 136.3	1:01.215 154.2	57.298 177.3	X:00.000	5 - 48.035 157.4	58.692 186.8	1:01.257	2:47.984P
2	53.667 161.1	59.793 169.5	1:05.746	2:59.206P	6 - 5:44.700 154.2	1:00.772 149.7	53.137 191.4	X:00.000
3	4:28.094 174.7	1:00.078 165.6	53.946 191.4	X:00.000	7 - 47.824 <b>182.1</b>	55.098 <b>195.2</b>	51.969 193.5	2:34.891
4	49.311 175.0	57.967 168.4	53.584 192.1	2:40.862	8 - 46.834 173.0	<b>54.355</b> 192.5	<b>51.377 194.9</b>	<b>2:32.566</b>
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	BMW 320i			
1	X:00.000 184.3	51.705 187.8	57.254	X:00.000P	5 - 42.210 207.6	52.105 196.7	55.355	2:29.670P
2	1:17.755 190.1		1:36.549 201.8	2:54.304	6 - 4:16.912 192.1	52.648 200.7	48.290 200.3	X:00.000
3	42.475 <b>212.5</b>	47.010 214.7	47.331 201.1	2:16.816	7 - 42.313 193.2	50.917 213.0	47.547 <b>203.3</b>	2:20.777
4	<b>42.152</b> 209.7	<b>46.721 222.2</b>	<b>46.136</b> 202.2	<b>2:15.009</b>	8 - 42.429 192.8	49.586 211.3	54.293	2:26.308P
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	BMW 320i			
1	X:00.000 200.0	48.795 205.3	48.732 200.3	X:00.000	6 - 42.191 208.0	49.520 218.6	53.257	2:24.968P
2	42.514 207.2	47.100 209.7	49.038 196.7	2:18.652	7 - 4:37.085 201.1	53.577 210.5	47.744 <b>201.8</b>	X:00.000
3	42.103 <b>216.4</b>	<b>46.566 219.9</b>	47.281 198.8	<b>2:15.950</b>	8 - 42.222 216.0	48.378 <b>219.9</b>	47.479 200.3	2:18.079
4	42.501 208.4	47.103 208.8	53.910	2:23.514P	9 - 46.307 176.4	49.202 213.0	47.535 <b>201.8</b>	2:23.044
5	2:41.342 190.4	55.067 191.4	49.013 200.3	4:25.422	10 - 46.212 189.1	48.123 198.1	<b>47.191 201.8</b>	2:21.526
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	Alfa Romeo 156			<b>I</b>
1	X:00.000 152.1	52.035 186.5	1:01.848	X:00.000P	6 - 44.122 204.1	50.444 210.5	49.297 198.1	2:23.863
2	3:44.666 208.0	51.341 200.3	49.527 196.0	X:00.000	7 - 43.677 206.1	50.619 <b>211.3</b>	49.011 199.2	2:23.307
3	43.613 187.8	56.277 188.4	1:03.185	2:43.075P	8 - <b>43.019</b> 199.6	<b>48.943 211.3</b>	<b>48.464 200.0</b>	<b>2:20.426</b>
4	3:39.286 196.0	53.960 201.8	50.839 194.9	X:00.000	9 - 43.106 <b>209.3</b>	49.233 201.4	49.264 198.5	2:21.603
5	44.243 193.2	57.396 168.7	53.766 195.2	2:35.405				

Weather/Track: Cloud/Wet

www.mstworld.com

Page 5 of 6

Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:37 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	Alfa Romeo 156			<b>I</b>
<b>1</b>	X:00.000 186.5	51.811 200.3	1:01.249	X:00.000P	<b>5</b> - 43.338 203.0	50.660 216.0	<i>47.640</i> 196.7	<b>2:21.638</b>
<b>2</b>	3:30.266 188.1	53.199 205.7	49.546 195.6	X:00.000	<b>6</b> - 46.256 191.1	51.413 210.9	58.422	2:36.091P
<b>3</b>	44.018 191.8	52.530 211.7	49.325 196.0	<b>2:25.873</b>	<b>7</b> - 4:34.865 190.1	53.711 210.1	49.651 <i>198.1</i>	X:00.000
<b>4</b>	<i>43.282</i> 192.5	51.881 211.7	47.885 197.0	<b>2:23.048</b>	<b>8</b> - 44.566 193.5	48.920 <i>216.4</i>	48.318 197.0	2:21.804
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	BMW 320i			<b>I</b>
<b>1</b>	X:00.000 158.3	54.727 174.1	1:00.114	X:00.000P	<b>6</b> - 45.189 162.1	54.245 188.4	58.725	2:38.159P
<b>2</b>	2:47.250 187.5	<i>48.280</i> 196.3	195.2	<b>3:54.870</b>	<b>7</b> - 2:56.142 181.2	53.293 193.8	50.591 196.7	4:40.026
<b>3</b>	1:15.803 <i>213.4</i>		1:06.908 195.2	<b>2:22.711</b>	<b>8</b> - 44.346 174.1	51.749 205.7	49.270 198.1	2:25.365
<b>4</b>		1:36.988 194.2		<b>2:37.204P</b>	<b>9</b> - <i>43.374</i> 188.1	50.766 200.3	48.187 <i>200.0</i>	2:22.327
<b>5</b>	3:02.345 180.6	52.565 186.2	50.625 196.0	<b>4:45.535</b>	<b>10</b> - 43.689 197.0	49.737 <i>213.8</i>	<i>47.786</i> 198.8	<b>2:21.212</b>
<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	BMW 320i			<b>I</b>
<b>1</b>	X:00.000 129.4	1:00.921 142.6	55.365	X:00.000	<b>5</b> - 9:51.029 171.1	55.617 179.4	1:07.805 189.4	X:00.000
<b>2</b>	47.570 164.6	<i>51.105</i> 193.2	50.692 193.8	<b>2:29.367</b>	<b>6</b> - 44.773 183.0	53.133 206.8	50.790	2:28.696
<b>3</b>	45.794 187.8	52.430 190.1	50.951	<b>2:29.175</b>	<b>7</b> - <i>43.791</i> <i>190.8</i>	51.400 <i>210.9</i>	<i>49.691</i> <i>196.0</i>	<b>2:24.882</b>
<b>4</b>	49.089 154.9	58.104 178.8	58.177	<b>2:45.370P</b>				
<b>55</b>	<b>Alessandro BALZAN</b>			<b>ITA</b>	SEAT Toledo Cupra			<b>I</b>
<b>1</b>	X:00.000 140.6	54.736 161.9	55.331 196.0	X:00.000	<b>5</b> - 44.277 210.5	51.091 213.0	59.030	2:34.398P
<b>2</b>	43.887 197.4	50.769 177.3	1:13.672	<b>2:48.328P</b>	<b>6</b> - 5:47.134 210.5	50.476 212.1	51.394 197.4	X:00.000
<b>3</b>	4:46.546 191.4	53.579 190.8	1:02.802	X:00.000P	<b>7</b> - <i>42.868</i> <i>210.9</i>	<i>49.741</i> <i>215.1</i>	<i>50.222</i> <i>197.8</i>	<b>2:22.831</b>
<b>4</b>	3:14.668 199.2	54.638 206.1	51.979 196.7	X:00.000				

Weather/Track: Cloud/Wet

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Page 6 of 6

Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:37 Saturday, 09 April 2005



## 2005 FIA World Touring Car Championship

### FREE PRACTICE 1 - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	204.1
2	42		Jorg MULLER	GER	BMW 320i	203.3
3	5		Antonio GARCIA	ESP	BMW 320i	203.0
4	43		Dirk MULLER	GER	BMW 320i	201.8
5	10		Peter TERTING	GER	SEAT Toledo Cupra	201.4
6	4		Alessandro ZANARDI	ITA	BMW 320i	201.1
7	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	201.1
8	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	201.1
9	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	200.7
10	28		Carl ROSENBLAD	SWE	BMW 320i	200.0
11	51		Salvatore TAVANO	ITA	Alfa Romeo 156	200.0
12	30		Stefano D'ASTE	ITA	BMW 320i	200.0
13	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	200.0
14	53		Gianluca DE LORENZI	ITA	BMW 320i	200.0
15	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	200.0
16	9		Jordi GENE	ESP	SEAT Toledo Cupra	200.0
17	32		Marc HENNERICI	GER	BMW 320i	199.6
18	3		James THOMPSON	GBR	Alfa Romeo 156	198.5
19	52		Andrea LARINI	ITA	Alfa Romeo 156	198.1
20	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	197.8
21	20		Tom CORONEL	NED	Seat Toledo Cupra	197.8
22	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	197.4
23	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	197.4
24	31		Giuseppe CIRO	ITA	BMW 320i	196.7
25	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	196.3
26	19		Valle MAKELA	FIN	Seat Toledo Cupra	196.3
27	54		Stefano VALLI	RSM	BMW 320i	196.0
28	22		Nicola LARINI	ITA	Chevrolet Lacetti	195.6
29	35		Jens HELLSTROM	SWE	Honda Civic Type-R	194.9
30	23		Alain MENU	SUI	Chevrolet Lacetti	194.5
31	21		Robert HUFF	GBR	Chevrolet Lacetti	193.8
32	14		Thomas KLENKE	GER	Ford Focus	190.8

Weather/Track: Cloud/Wet

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Monza  
Circuit Length = 5.7930 km.  
Start: 09:00 End: 09:30

Printed - 09:39 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	10		Peter TERTING	GER	SEAT Toledo Cupra	218.1
2	1		Andy PRIAULX	GBR	BMW 320i	217.7
3	4		Alessandro ZANARDI	ITA	BMW 320i	216.4
4	43		Dirk MULLER	GER	BMW 320i	216.4
5	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	216.0
6	9		Jordi GENE	ESP	SEAT Toledo Cupra	216.0
7	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	214.2
8	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	213.8
9	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	213.4
10	53	I	Gianluca DE LORENZI	ITA	BMW 320i	213.4
11	42		Jorg MULLER	GER	BMW 320i	212.5
12	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	211.7
13	5		Antonio GARCIA	ESP	BMW 320i	211.7
14	52	I	Andrea LARINI	ITA	Alfa Romeo 156	211.3
15	30	I	Stefano D'ASTE	ITA	BMW 320i	211.3
16	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	210.9
17	32	I	Marc HENNERICI	GER	BMW 320i	210.9
18	28	I	Carl ROSENBLAD	SWE	BMW 320i	209.7
19	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	209.3
20	23		Alain MENU	SUI	Chevrolet Lacetti	209.3
21	21		Robert HUFF	GBR	Chevrolet Lacetti	208.8
22	22		Nicola LARINI	ITA	Chevrolet Lacetti	208.8
23	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	208.4
24	20	I	Tom CORONEL	NED	Seat Toledo Cupra	207.6
25	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	207.6
26	31	I	Giuseppe CIRO	ITA	BMW 320i	203.7
27	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	202.6
28	14		Thomas KLENKE	GER	Ford Focus	200.3
29	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	197.4
30	54	I	Stefano VALLI	RSM	BMW 320i	190.8
31	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	182.1
32	3		James THOMPSON	GBR	Alfa Romeo 156	177.9

Weather/Track: Cloud/Wet

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Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:39 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 1 - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	223.1
2	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	222.6
3	10		Peter TERTING	GER	SEAT Toledo Cupra	222.2
4	42		Jorg MULLER	GER	BMW 320i	222.2
5	1		Andy PRIAULX	GBR	BMW 320i	221.7
6	9		Jordi GENE	ESP	SEAT Toledo Cupra	221.7
7	4		Alessandro ZANARDI	ITA	BMW 320i	219.9
8	43		Dirk MULLER	GER	BMW 320i	219.9
9	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	219.0
10	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	219.0
11	5		Antonio GARCIA	ESP	BMW 320i	217.7
12	3		James THOMPSON	GBR	Alfa Romeo 156	217.3
13	52		Andrea LARINI	ITA	Alfa Romeo 156	216.4
14	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	216.0
15	32		Marc HENNERICI	GER	BMW 320i	215.5
16	20		Tom CORONEL	NED	Seat Toledo Cupra	215.5
17	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	215.1
18	22		Nicola LARINI	ITA	Chevrolet Lacetti	214.7
19	53		Gianluca DE LORENZI	ITA	BMW 320i	213.8
20	31		Giuseppe CIRO	ITA	BMW 320i	213.8
21	23		Alain MENU	SUI	Chevrolet Lacetti	213.4
22	30		Stefano D'ASTE	ITA	BMW 320i	213.4
23	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	213.0
24	21		Robert HUFF	GBR	Chevrolet Lacetti	212.5
25	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	212.5
26	51		Salvatore TAVANO	ITA	Alfa Romeo 156	211.3
27	54		Stefano VALLI	RSM	BMW 320i	210.9
28	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	210.5
29	28		Carl ROSENBLAD	SWE	BMW 320i	208.0
30	35		Jens HELLSTROM	SWE	Honda Civic Type-R	195.2
31	14		Thomas KLENKE	GER	Ford Focus	183.3
32	19		Valle MAKELA	FIN	Seat Toledo Cupra	180.6

Weather/Track: Cloud/Wet

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Monza

Circuit Length = 5.7930 km.

Start: 09:00 End: 09:30

Printed - 09:39 Saturday, 09 April 2005

# 2005 FIA World Touring Car Championship

## Free Practice 1 - Best Sector Times Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			IDEAL/BEST LAP COMPARISON					
	NO	TIME	LAP	NO	TIME	LAP	NO	TIME	LAP	NO	NAME	IDEAL	BEST	LAP	DIFF
1	7	41.669	10	6	46.236	4	1	45.752	12	1	PRIAULX	2:14.101	2:14.726	4	+ 0.625
2	6	41.908	5	1	46.361	4	42	46.136	4	6	GIOVANARD	2:14.833	2:15.231	4	+ 0.398
3	9	41.935	10	5	46.401	4	6	46.689	4	42	MULLER	2:15.009	2:15.009	4	+ 0.000
4	1	41.988	12	43	46.566	3	8	46.716	10	7	FARFUS JR.	2:15.224	2:16.205	11	+ 0.981
5	4	42.065	13	42	46.721	4	5	46.763	4	5	GARCIA	2:15.471	2:15.787	4	+ 0.316
6	43	42.103	3	7	46.746	4	7	46.809	11	43	MULLER	2:15.860	2:15.950	3	+ 0.090
7	2	42.145	9	26	46.827	3	4	46.877	13	8	RYDELL	2:16.295	2:16.382	10	+ 0.087
8	42	42.152	4	8	47.420	10	2	46.973	8	9	GENE	2:16.502	2:16.502	10	+ 0.000
9	8	42.159	9	9	47.510	10	9	47.057	10	4	ZANARDI	2:16.671	2:16.671	13	+ 0.000
10	5	42.307	8	22	47.560	3	10	47.136	12	2	TARQUINI	2:17.392	2:17.698	8	+ 0.306
11	26	42.332	4	4	47.729	13	43	47.191	10	26	COLCIAGO	2:17.528	2:17.590	3	+ 0.062
12	10	42.582	12	33	47.812	10	33	47.572	11	33	LACKO	2:18.104	2:18.552	10	+ 0.448
13	33	42.720	8	2	48.274	2	52	47.640	5	10	TERTING	2:18.161	2:18.240	12	+ 0.079
14	55	42.868	7	53	48.280	2	23	47.672	3	22	LARINI	2:18.193	2:19.433	2	+ 1.240
15	22	42.885	4	10	48.443	11	22	47.748	3	53	DE LORENZI	2:19.440	2:21.212	10	+ 1.772
16	20	42.911	8	30	48.479	4	53	47.786	10	23	MENU	2:19.782	2:20.306	3	+ 0.524
17	51	43.019	8	28	48.630	3	31	48.101	10	52	LARINI	2:19.842	2:21.638	5	+ 1.796
18	3	43.184	4	31	48.644	10	21	48.164	10	30	D'ASTE	2:20.388	2:20.388	4	+ 0.000
19	52	43.282	4	23	48.800	3	32	48.305	9	21	HUFF	2:20.400	2:21.042	9	+ 0.642
20	21	43.306	10	20	48.855	9	26	48.369	3	31	CIRO	2:20.419	2:20.419	10	+ 0.000
21	23	43.310	9	52	48.920	8	30	48.447	4	51	TAVANO	2:20.426	2:20.426	8	+ 0.000
22	32	43.338	8	21	48.930	2	3	48.462	4	20	CORONEL	2:20.593	2:21.076	9	+ 0.483
23	53	43.374	9	51	48.943	8	51	48.464	8	32	HENNERICI	2:20.837	2:22.233	9	+ 1.396
24	34	43.389	5	32	49.194	2	28	48.795	9	3	THOMPSON	2:21.343	2:23.971	4	+ 2.628
25	30	43.462	4	34	49.390	4	20	48.827	9	28	ROSENBLAD	2:21.723	2:22.938	3	+ 1.215
26	27	43.592	7	3	49.697	1	54	49.691	7	55	BALZAN	2:22.831	2:22.831	7	+ 0.000
27	31	43.674	10	55	49.741	7	27	49.715	8	34	ENGSTROM	2:22.896	2:23.570	4	+ 0.674
28	54	43.791	7	27	49.957	3	34	50.117	4	27	DE MICHELI	2:23.264	2:25.383	8	+ 2.119
29	28	44.298	4	54	51.105	2	55	50.222	7	54	VALLI	2:24.587	2:24.882	7	+ 0.295
30	19	45.190	5	14	51.358	2	14	50.547	2	14	KLENKE	2:27.592	2:27.592	2	+ 0.000
31	14	45.687	2	19	52.877	8	19	51.312	4	19	MAKELA	2:29.379	2:30.803	7	+ 1.424
32	35	46.834	8	35	54.355	8	35	51.377	8	35	HELLSTROM	2:32.566	2:32.566	8	+ 0.000

'Perfect Lap' - 2:13.657



Weather/Track: Rain/Wet

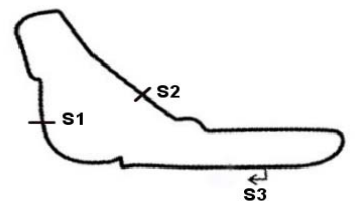


Circuit Length - 5.7930 kilometres  
Autodromo Monza  
Monza, Italy

# 2005 FIA World Touring Car Championship

## Free Practice 1 - Best Sector Speeds Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			
	NO	SPEED	LAP	NO	SPEED	LAP	NO	NAME	SPEED	LAP
1	10	218.1	9	6	223.1	4	1	PRIAULX	204.1	12
2	1	217.7	5	7	222.6	4	42	MULLER	203.3	7
3	4	216.4	12	10	222.2	11	5	GARCIA	203.0	7
4	43	216.4	3	42	222.2	4	43	MULLER	201.8	7
5	7	216.0	11	1	221.7	12	10	TERTING	201.4	2
6	9	216.0	9	9	221.7	10	4	ZANARDI	201.1	12
7	8	214.2	4	4	219.9	10	7	FARFUS JR.	201.1	4
8	33	213.8	10	43	219.9	3	8	RYDELL	201.1	9
9	6	213.4	5	2	219.0	5	2	TARQUINI	200.7	2
10	53	213.4	3	8	219.0	10	6	GIOVANARDI	200.0	8
11	42	212.5	3	5	217.7	3	9	GENE	200.0	6
12	2	211.7	3	3	217.3	4	28	ROSENBLAD	200.0	9
13	5	211.7	4	52	216.4	8	30	D'ASTE	200.0	10
14	30	211.3	4	33	216.0	10	33	LACKO	200.0	10
15	32	210.9	2	20	215.5	2	51	TAVANO	200.0	8
16	55	210.9	7	32	215.5	9	53	DE LORENZI	200.0	9
17	28	209.7	4	55	215.1	7	32	HENNERICI	199.6	5
18	23	209.3	6	22	214.7	8	3	THOMPSON	198.5	4
19	51	209.3	9	31	213.8	9	52	LARINI	198.1	7
20	21	208.8	10	53	213.8	10	20	CORONEL	197.8	9
21	22	208.8	8	23	213.4	7	55	BALZAN	197.8	7
22	26	208.4	4	30	213.4	3	26	COLCIAGO	197.4	2
23	20	207.6	9	26	213.0	2	34	ENGSTROM	197.4	9
24	27	207.6	3	21	212.5	10	31	CIRO	196.7	9
25	31	203.7	4	34	212.5	7	19	MAKELA	196.3	5
26	52	203.0	5	51	211.3	7	27	DE MICHELI	196.3	8
27	19	202.6	4	54	210.9	7	54	VALLI	196.0	7
28	34	197.4	4	27	210.5	6	22	LARINI	195.6	3
29	14	193.2	2	28	208.0	3	35	HELLSTROM	194.9	8
30	54	190.8	7	35	195.2	7	23	MENU	194.5	2
31	35	182.1	7	14	183.3	2	21	HUFF	193.8	10
32	3	177.9	3	19	180.6	5	14	KLENKE	190.8	1



Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Cloud/Wet

## 2005 FIA World Touring Car Championship FREE PRACTICE 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	2:12.172	10		157.78
2	3		James THOMPSON	GBR	Alfa Romeo 156	2:12.780	8	0.608	157.06
3	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:13.023	10	0.851	156.77
4	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:13.029	11	0.857	156.76
5	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:13.139	10	0.967	156.63
6	10		Peter TERTING	GER	SEAT Toledo Cupra	2:13.142	10	0.970	156.63
7	4		Alessandro ZANARDI	ITA	BMW 320i	2:13.231	10	1.059	156.53
8	30	I	Stefano D'ASTE	ITA	BMW 320i	2:13.396	9	1.224	156.33
9	5		Antonio GARCIA	ESP	BMW 320i	2:13.625	9	1.453	156.07
10	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	2:13.629	9	1.457	156.06
11	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:13.631	10	1.459	156.06
12	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:13.696	7	1.524	155.98
13	43		Dirk MULLER	GER	BMW 320i	2:13.721	6	1.549	155.95
14	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	2:13.846	9	1.674	155.81
15	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	2:14.129	9	1.957	155.48
16	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	2:14.183	11	2.011	155.42
17	9		Jordi GENE	ESP	SEAT Toledo Cupra	2:14.264	6	2.092	155.32
18	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	2:14.518	9	2.346	155.03
19	31	I	Giuseppe CIRO	ITA	BMW 320i	2:14.524	9	2.352	155.02
20	21		Robert HUFF	GBR	Chevrolet Lacetti	2:14.531	8	2.359	155.01
21	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:14.546	10	2.374	155.00
22	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	2:14.628	8	2.456	154.90
23	42		Jorg MULLER	GER	BMW 320i	2:14.688	9	2.516	154.83
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:14.710	9	2.538	154.81
25	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:15.067	11	2.895	154.40
26	15		Thomas JAGER	GER	Ford Focus	2:15.836	10	3.664	153.52
27	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:15.967	9	3.795	153.38
28	23		Alain MENU	SUI	Chevrolet Lacetti	2:16.009	8	3.837	153.33
29	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	2:16.070	9	3.898	153.26
30	32	I	Marc HENNERICI	GER	BMW 320i	2:16.135	10	3.963	153.19
31	54	I	Stefano VALLI	RSM	BMW 320i	2:16.241	7	4.069	153.07
32	14		Thomas KLENKE	GER	Ford Focus	2:18.356	6	6.184	150.73
33	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	2:21.491	7	9.319	147.39

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship

### FREE PRACTICE 2 - SECTOR ANALYSIS

<b>1</b>	<b>Andy PRIAULX</b>			<b>GBR</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 205.3	47.505 192.1	47.323 204.1	X:00.000	<b>6</b> - 41.401 216.8	46.149 222.2	45.895 203.0	2:13.445
<b>2</b>	41.635 <b>218.6</b>	46.320 222.6	45.906 203.3	2:13.861	<b>7</b> - 42.286 216.0	45.921 221.7	52.313	2:20.520P
<b>3</b>	41.919 218.1	46.518 222.2	46.103 203.7	2:14.540	<b>8</b> - 2:25.269 215.1	45.608 212.5	45.611 204.5	3:56.488
<b>4</b>	41.825 210.1	46.580 218.1	52.207	2:20.612P	<b>9</b> - 41.773 218.1	45.589 224.5	45.307 202.2	2:12.669
<b>5</b>	3:08.999 217.7	45.702 223.6	45.777 <b>206.5</b>	4:40.478	<b>10</b> - 41.749 218.1	<b>45.328 226.4</b>	<b>45.095</b> 203.0	<b>2:12.172</b>
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 203.0	47.612 205.7	47.434 197.8	X:00.000	<b>6</b> - 42.253 212.1	46.178 220.4	<b>46.001</b> 198.1	2:14.432
<b>2</b>	42.152 213.8	46.047 219.0	46.479 <b>198.8</b>	2:14.678	<b>7</b> - 41.379 213.4	<b>46.010</b> 220.4	46.457 197.0	<b>2:13.846</b>
<b>3</b>	41.692 <b>214.7</b>	46.221 222.2	46.306 198.5	2:14.219	<b>8</b> - 42.856 213.4	46.457 215.5	54.334	2:23.647P
<b>4</b>	44.330 194.2	47.203 218.6	59.573	2:31.106P	<b>9</b> - 3:02.267 210.9	46.109 <b>222.6</b>	46.233 <b>198.8</b>	4:34.609
<b>5</b>	4:24.648 212.1	46.605 217.3	46.518 198.1	X:00.000				
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 198.8	48.073 194.9	47.709 197.8	X:00.000	<b>5</b> - 6:43.866 200.0	47.390 220.8	55.562	X:00.000P
<b>2</b>	47.263 206.8	47.207 222.2	47.299 197.8	2:21.769	<b>6</b> - 3:16.945 168.4	47.604 197.8	46.354 203.3	4:50.903
<b>3</b>	42.388 215.1	47.047 213.0	47.232 199.2	2:16.667	<b>7</b> - 41.624 213.4	<b>46.090</b> 226.8	<b>45.066 207.6</b>	<b>2:12.780</b>
<b>4</b>	42.703 214.7	47.406 211.3	59.136	2:29.245P	<b>8</b> - 41.768 <b>216.4</b>	46.135 <b>227.3</b>	50.171 203.3	2:18.074
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 175.3	49.247 194.5	49.227 198.8	X:00.000	<b>6</b> - 41.661 215.5	45.766 219.9	46.455 199.2	2:13.882
<b>2</b>	42.115 215.5	46.837 219.5	46.614 <b>200.7</b>	2:15.566	<b>7</b> - 45.406 210.1	46.777 219.5	55.995	2:28.178P
<b>3</b>	42.227 215.1	46.604 <b>222.6</b>	47.020 199.6	2:15.851	<b>8</b> - 3:37.848 <b>216.4</b>	45.935 221.7	46.218 200.0	X:00.000
<b>4</b>	41.981 215.1	46.234 219.5	46.743 199.6	2:14.958	<b>9</b> - 46.247 187.5	49.285 220.8	48.310 200.3	2:23.842
<b>5</b>	41.910 215.5	46.036 219.0	46.639 199.6	2:14.585	<b>10</b> - 41.946 <b>216.4</b>	<b>45.443</b> 221.7	<b>45.842</b> 200.3	<b>2:13.231</b>
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 162.8	50.408 163.6	50.415 199.2	X:00.000	<b>6</b> - 41.804 215.1	46.047 219.9	54.156	2:22.007P
<b>2</b>	45.389 201.4	46.396 213.8	46.743 201.8	2:18.528	<b>7</b> - 3:44.781 212.1	45.742 220.8	<b>45.799 202.6</b>	X:00.000
<b>3</b>	42.052 214.7	46.155 220.4	46.263 <b>202.6</b>	2:14.470	<b>8</b> - 41.789 <b>215.5</b>	45.712 218.1	47.017 200.0	2:14.518
<b>4</b>	41.922 214.2	45.836 220.8	46.256 201.8	2:14.014	<b>9</b> - 41.842 214.7	45.590 <b>221.7</b>	46.193 201.1	<b>2:13.625</b>
<b>5</b>	41.778 <b>215.5</b>	45.993 220.4	46.293 200.7	2:14.064				
<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 191.4	48.218 200.0	47.127 <b>201.1</b>	X:00.000	<b>6</b> - 6:49.566 208.0	46.343 223.1	45.763 198.5	X:00.000
<b>2</b>	41.623 <b>216.8</b>	46.214 <b>224.0</b>	46.720 198.1	2:14.557	<b>7</b> - 41.939 215.1	45.715 <b>224.0</b>	46.166 197.0	2:13.820
<b>3</b>	42.456 214.2	46.249 222.6	46.740 197.0	2:15.445	<b>8</b> - 45.108 210.1	48.556 188.8	48.484 198.5	2:22.148
<b>4</b>	41.985 215.1	46.493 218.6	46.779 198.1	2:15.257	<b>9</b> - 42.143 212.5	<b>45.496 224.0</b>	<b>45.990</b> 199.2	<b>2:13.629</b>
<b>5</b>	42.820 204.9	46.609 216.8	53.492	2:22.921P				

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Page 1 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:07 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156			
<b>1</b>	X:00.000 198.1	46.791 210.9	47.543 <i>201.4</i>	X:00.000	<b>6</b> - 5:53.176 209.3	47.570 212.5	48.232 196.7	X:00.000
<b>2</b>	- <i>41.687</i> 210.9	46.993 217.3	47.294 198.1	2:15.974	<b>7</b> - 42.091 213.0	46.033 221.7	<i>46.394</i> 197.4	<b>2:14.518</b>
<b>3</b>	- 42.232 <i>216.4</i>	46.610 <i>225.9</i>	47.070 198.1	2:15.912	<b>8</b> - 42.207 213.8	<i>45.998</i> 220.8	46.395 197.8	2:14.600
<b>4</b>	- 42.008 215.1	46.428 219.0	47.380 197.8	2:15.816	<b>9</b> - 43.994 192.8	47.033 204.9	56.473	2:27.500P
<b>5</b>	- 42.267 214.2	46.509 219.9	57.119	2:25.895P				
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 193.5	48.668 207.6	47.524 <i>199.6</i>	X:00.000	<b>5</b> - X:00.000 213.4	46.240 220.4	49.146 199.2	X:00.000
<b>2</b>	- 42.066 213.4	46.157 221.3	46.370 198.8	2:14.593	<b>6</b> - 42.186 <i>214.7</i>	45.899 <i>223.1</i>	<i>45.776</i> <i>199.6</i>	2:13.861
<b>3</b>	- 42.058 212.1	46.350 220.8	46.279 198.5	2:14.687	<b>7</b> - <i>41.894</i> 213.8	<i>45.795</i> <i>223.1</i>	46.007 197.8	<b>2:13.696</b>
<b>4</b>	- 42.008 213.4	46.456 221.3	55.002	2:23.466P				
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 165.3	51.194 184.6	50.217 188.1	X:00.000	<b>4</b> - <i>42.025</i> <i>215.5</i>	46.143 <i>223.1</i>	<i>46.096</i> 200.0	<b>2:14.264</b>
<b>2</b>	- 43.954 211.3	48.555 195.6	57.826	2:30.335P	<b>5</b> - 42.412 215.1	<i>45.973</i> 222.2	46.338 198.5	2:14.723
<b>3</b>	- 3:13.895 207.2	47.327 197.8	47.622 <i>200.3</i>	4:48.844	<b>6</b> - 42.480 213.8	46.152 220.4	55.677	2:24.309P
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 183.9	48.676 220.4	47.208 199.2	X:00.000	<b>6</b> - 42.210 215.5	46.481 221.7	54.504	2:23.195P
<b>2</b>	- 42.854 210.9	46.855 224.0	46.506 200.0	2:16.215	<b>7</b> - 4:32.311 214.7	47.881 190.1	47.600 198.5	X:00.000
<b>3</b>	- 43.653 213.4	46.323 220.8	46.554 <i>201.7</i>	2:16.530	<b>8</b> - 42.112 216.4	45.806 209.7	46.425 198.5	2:14.343
<b>4</b>	- <i>41.753</i> 216.0	46.076 223.6	46.453 200.7	2:14.282	<b>9</b> - 41.961 <i>218.6</i>	45.758 <i>225.4</i>	46.027 200.3	2:13.746
<b>5</b>	- 42.296 216.0	46.820 218.6	46.681 197.8	2:15.797	<b>10</b> - 41.825 218.1	<i>45.329</i> 225.0	<i>45.988</i> 199.2	<b>2:13.142</b>
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	Ford Focus			
<b>1</b>	X:00.000 184.6	50.592 193.5	49.420 185.8	X:00.000	<b>4</b> - 44.918 204.1	<i>47.443</i> <i>208.0</i>	49.094 185.8	2:21.455
<b>2</b>	- 43.765 201.4	49.743 181.2	48.781 192.8	2:22.289	<b>5</b> - 43.626 <i>205.3</i>	48.956 196.0	56.689	2:29.271P
<b>3</b>	- <i>43.367</i> 203.7	47.586 203.3	<i>47.403</i> <i>193.8</i>	<b>2:18.356</b>	<b>6</b> - 6:20.092 81.8	1:14.304 80.6	1:20.433	X:00.000P
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	Ford Focus			
<b>1</b>	X:00.000 160.2	49.905 194.5	57.460	X:00.000P	<b>6</b> - <i>42.895</i> 206.1	46.983 211.7	47.017 192.8	2:16.895
<b>2</b>	- 1:49.160 195.2	49.011 210.1	48.082 193.2	3:26.253	<b>7</b> - 43.580 205.3	48.704 208.4	47.754 192.1	2:20.038
<b>3</b>	- 43.308 <i>206.8</i>	47.609 212.1	47.657 <i>193.8</i>	2:18.574	<b>8</b> - 43.168 205.7	46.581 213.4	<i>46.565</i> 192.8	2:16.314
<b>4</b>	- 43.131 205.7	47.226 211.7	47.533 192.8	2:17.890	<b>9</b> - 43.361 <i>206.8</i>	46.682 <i>213.8</i>	46.731 192.8	2:16.774
<b>5</b>	- 43.967 205.7	47.142 210.9	47.210 192.8	2:18.319	<b>10</b> - 43.134 204.5	<i>46.051</i> 213.4	46.651 193.2	<b>2:15.836</b>

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Page 2 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:07 Saturday, 09 April 2005



## 2005 FIA World Touring Car Championship FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

<b>19</b>	<b>Valle MAKELA</b>			<b>FIN</b>	Seat Toledo Cupra			<b>I</b>
1	X:00.000 189.4	49.505 187.1	48.379 198.8	X:00.000	7 - 42.480 <b>216.8</b>	46.014 216.0	46.475 200.3	2:14.969
2	43.867 204.1	47.980 188.1	48.060 <b>201.7</b>	2:19.907	8 - <b>41.578</b> 213.8	46.620 216.4	46.444 200.0	2:14.642
3	43.170 210.5	46.576 208.4	47.701 199.2	2:17.447	9 - 42.513 215.1	46.699 208.0	46.348 200.3	2:15.560
4	42.895 213.4	48.337 207.2	47.362 <b>201.7</b>	2:18.594	10 - 42.263 214.7	<b>45.715 223.6</b>	<b>46.205</b> 200.3	<b>2:14.183</b>
5	42.379 215.5	46.833 210.5	46.852 200.7	2:16.064	11 - 43.385 216.0	46.346 211.3	46.962 198.1	2:16.693D
6	42.332 <b>216.8</b>	46.872 218.6	46.620 200.7	2:15.824				
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	Seat Toledo Cupra			<b>I</b>
1	X:00.000 200.3	48.299 217.7	51.418 198.1	X:00.000	7 - 42.063 215.1	<b>46.001</b> 223.1	45.820 <b>201.8</b>	2:13.884
2	42.338 215.1	47.777 219.9	47.649 196.7	2:17.764	8 - 42.275 213.8	46.459 220.8	45.949 199.2	2:14.683
3	41.832 214.2	46.991 219.5	47.727 201.1	2:16.550	9 - 44.487 208.4	46.333 221.3	52.365	2:23.185P
4	42.111 212.1	46.977 221.3	46.709 200.7	2:15.797	10 - 2:25.982 202.2	47.968 224.0	55.634 200.7	4:09.584
5	42.061 216.0	46.574 219.5	47.006 196.7	2:15.641	11 - 41.672 <b>216.4</b>	46.083 <b>224.5</b>	<b>45.274 201.8</b>	<b>2:13.029</b>
6	<b>41.232</b> 215.1	46.442 222.2	46.166 198.8	2:13.840				
<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	Chevrolet Lacetti			
1	X:00.000 204.1	48.244 198.1	48.507 190.4	X:00.000	5 - 42.935 209.3	46.650 215.1	53.541	2:23.126P
2	43.378 208.8	47.416 215.5	47.485 193.8	2:18.279	6 - 8:04.271 205.7	46.854 211.7	46.790 193.5	X:00.000
3	<b>42.668 210.1</b>	46.979 215.5	46.981 <b>195.2</b>	2:16.628	7 - 43.102 <b>210.1</b>	46.250 215.1	46.349 194.5	2:15.701
4	43.081 209.7	46.845 216.0	47.089 <b>195.2</b>	2:17.015	8 - 42.882 209.7	<b>45.658 216.4</b>	<b>45.991</b> 194.2	<b>2:14.531</b>
<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	Chevrolet Lacetti			
1	X:00.000 183.6	48.514 194.9	48.351 194.5	X:00.000	6 - 42.762 208.8	46.072 216.0	46.823 194.5	2:15.657
2	42.608 <b>210.9</b>	46.949 <b>216.8</b>	47.267 <b>198.8</b>	2:16.824	7 - 42.565 208.0	46.342 213.8	46.604 194.9	2:15.511
3	43.008 207.6	47.310 211.7	53.627	2:23.945P	8 - <b>42.456</b> 209.7	<b>46.017 216.8</b>	<b>46.237</b> 195.2	<b>2:14.710</b>
4	4:18.831 206.1	47.283 208.0	50.074 194.9	X:00.000	9 - 43.367 195.2	47.229 216.4	57.720	2:28.316P
5	46.563 202.6	47.235 213.0	47.186 195.2	2:20.984				
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	Chevrolet Lacetti			
1	X:00.000 180.3	51.482 185.2	49.563 193.5	X:00.000	5 - 42.839 207.6	<b>46.728</b> 213.4	46.575 192.8	2:16.142
2	43.374 <b>209.3</b>	48.082 <b>214.7</b>	47.558 <b>196.0</b>	2:19.014	6 - <b>42.817</b> 206.5	46.761 214.2	<b>46.431</b> 194.2	<b>2:16.009</b>
3	43.669 206.1	48.062 213.8	52.859	2:24.590P	7 - 43.231 206.1	47.648 189.8	53.445	2:24.324P
4	4:11.578 201.4	47.453 213.0	46.999 192.8	X:00.000	8 - 4:15.869 189.1	49.218 196.0	55.635	X:00.000P
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	Honda Accord Euro R			
1	X:00.000 207.2	47.691 201.8	48.925 196.0	X:00.000	6 - 41.906 211.7	45.616 219.9	47.126 196.3	2:14.648
2	42.190 210.9	46.175 217.3	47.678 <b>199.6</b>	2:16.043	7 - 43.088 188.1	46.559 219.9	56.779	2:26.426P
3	42.150 210.9	46.165 218.6	47.554 197.0	2:15.869	8 - 4:42.668 203.7	46.510 211.7	46.866 197.4	X:00.000
4	42.576 211.3	45.851 213.0	47.634 198.5	2:16.061	9 - 41.848 210.1	45.472 <b>220.4</b>	<b>46.628</b> 197.8	2:13.948
5	<b>41.744 212.1</b>	46.607 199.2	51.397 197.8	2:19.748	10 - 41.765 <b>212.1</b>	<b>44.650 220.4</b>	46.724 198.5	<b>2:13.139</b>

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

www.mstworld.com

Page 3 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:07 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R			<b> </b>
<b>1</b>	X:00.000 208.0	48.902 212.5	48.486 195.6	X:00.000	<b>5</b> - 42.047 213.0	46.521 221.3	46.832 <b>199.2</b>	2:15.400
<b>2</b>	42.594 213.0	51.200 202.2	47.906 198.5	2:21.700	<b>6</b> - 42.007 213.0	46.521 219.0	57.875	2:26.403P
<b>3</b>	44.672 209.3	47.161 216.4	47.280 198.1	2:19.113	<b>7</b> - 6:57.312 <b>213.4</b>	45.835 <b>221.7</b>	47.239 198.1	X:00.000
<b>4</b>	46.191 208.4	46.576 219.5	47.360 197.8	2:20.127	<b>8</b> - <b>41.937</b> 211.3	46.153 209.3	<b>46.538</b> 198.8	<b>2:14.628</b>
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 167.4	49.686 192.5	48.229 200.7	X:00.000	<b>7</b> - 42.092 215.1	46.770 219.5	46.811 200.0	2:15.673
<b>2</b>	46.138 190.4	48.681 198.5	48.791 199.6	2:23.610	<b>8</b> - 42.254 213.4	<b>46.120</b> 219.0	46.693 199.6	<b>2:15.067</b>
<b>3</b>	43.048 207.2	48.010 209.7	47.358 199.2	2:18.416	<b>9</b> - 43.030 203.3	47.762 219.0	47.047 199.6	2:17.839
<b>4</b>	42.592 202.6	47.663 203.0	48.258 <b>203.3</b>	2:18.513	<b>10</b> - <b>42.036</b> <b>216.0</b>	46.673 <b>221.7</b>	54.397	2:23.106P
<b>5</b>	42.438 214.7	47.016 209.3	47.365 200.0	2:16.819	<b>11</b> - 1:22.496 189.1	47.489 219.0	<b>46.381</b> 199.6	2:56.366
<b>6</b>	42.113 213.8	47.120 217.7	47.691 198.1	2:16.924				
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 189.1	51.148 208.0	47.778 198.1	X:00.000	<b>6</b> - 42.504 211.3	46.144 211.7	53.206	2:21.854P
<b>2</b>	42.390 208.0	46.961 211.7	46.652 200.0	2:16.003	<b>7</b> - 6:47.136 211.3	46.106 219.0	46.164 198.8	X:00.000
<b>3</b>	42.311 210.1	46.977 214.7	46.869 200.0	2:16.157	<b>8</b> - 42.205 213.8	45.784 <b>220.4</b>	<b>45.834</b> 199.2	2:13.823
<b>4</b>	42.447 205.3	45.328 215.5	47.204 198.8	2:14.979	<b>9</b> - 42.476 <b>214.2</b>	<b>44.778</b> <b>220.8</b>	46.142 200.3	<b>2:13.396</b>
<b>5</b>	<b>41.443</b> 207.2	45.430 216.0	46.819 <b>201.1</b>	2:13.692				
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 189.1	49.683 192.8	51.218 192.5	X:00.000	<b>6</b> - 42.306 <b>211.3</b>	<b>45.084</b> 216.8	47.134 197.0	<b>2:14.524</b>
<b>2</b>	44.744 196.7	48.266 191.8	47.687 <b>198.1</b>	2:20.697	<b>7</b> - <b>41.770</b> 210.1	46.933 214.2	56.536	2:25.239P
<b>3</b>	43.153 210.9	47.018 208.0	47.590 192.5	2:17.761	<b>8</b> - 5:45.536 195.6	47.374 205.7	47.266 197.4	X:00.000
<b>4</b>	42.844 207.6	46.915 212.5	47.373 196.3	2:17.132	<b>9</b> - 45.138 208.0	47.707 214.7	<b>46.680</b> <b>198.1</b>	2:19.525
<b>5</b>	42.170 209.3	46.133 214.7	46.923 196.0	2:15.226				
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 195.6	48.669 214.7	48.326 197.8	X:00.000	<b>6</b> - 42.581 213.0	46.815 <b>220.4</b>	46.873 199.6	2:16.269
<b>2</b>	43.563 212.1	47.173 216.0	47.253 198.8	2:17.989	<b>7</b> - 42.829 210.5	46.496 219.0	<b>46.810</b> 197.4	<b>2:16.135</b>
<b>3</b>	<b>42.558</b> 214.7	47.087 217.3	47.036 <b>201.8</b>	2:16.681	<b>8</b> - 42.935 210.9	46.596 218.6	55.014	2:24.545P
<b>4</b>	42.735 <b>216.0</b>	47.453 217.3	47.838 200.3	2:18.026	<b>9</b> - 4:09.522 165.3	51.505 199.2	48.181 201.4	X:00.000
<b>5</b>	42.720 212.1	47.037 219.5	47.047 198.1	2:16.804	<b>10</b> - 44.528 202.6	<b>46.424</b> 208.0	46.811 201.4	2:17.763
<b>33</b>	<b>Adam LACKO</b>			<b>CZE</b>	Alfa Romeo 156 Gta			<b> </b>
<b>1</b>	X:00.000 204.9	48.009 180.3	56.129	X:00.000P	<b>6</b> - 42.318 <b>212.5</b>	<b>45.426</b> 215.5	46.385 200.0	<b>2:14.129</b>
<b>2</b>	2:55.859 205.7	47.253 212.1	46.932 198.1	4:30.044	<b>7</b> - 42.153 212.1	46.406 222.2	53.857	2:22.416P
<b>3</b>	41.914 <b>212.5</b>	46.954 220.4	47.567 198.8	2:16.435	<b>8</b> - 3:17.990 211.3	46.361 219.5	<b>46.315</b> 197.4	4:50.666
<b>4</b>	<b>41.781</b> <b>212.5</b>	46.138 220.4	46.724 198.1	2:14.643	<b>9</b> - 42.245 211.7	45.537 <b>223.1</b>	46.541 196.0	2:14.323
<b>5</b>	42.178 <b>212.5</b>	46.350 222.6	46.361 <b>200.3</b>	2:14.889				

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Page 4 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:07 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

<b>34</b>	<b>Tomas ENGSTROM</b>			<b>SWE</b>	Honda Accord Euro R			<b> </b>
<b>1</b>	X:00.000 190.4	50.920 191.4	50.800 194.9	X:00.000	<b>6</b> - 43.571 202.6	47.757 214.2	59.011	2:30.339P
<b>2</b>	43.029 207.6	48.480 198.5	49.851 197.8	2:21.360	<b>7</b> - 5:08.144 183.9	47.962 213.0	47.787 197.0	X:00.000
<b>3</b>	42.920 208.4	48.158 211.3	49.389 194.9	2:20.467	<b>8</b> - <b>42.225</b> 210.5	46.588 218.6	47.257 197.0	<b>2:16.070</b>
<b>4</b>	43.656 208.0	55.131 143.2	50.681 197.8	2:29.468	<b>9</b> - 42.521 <b>212.5</b>	46.787 <b>220.4</b>	<b>47.065 200.7</b>	2:16.373
<b>5</b>	42.715 205.7	48.144 202.2	48.552 197.4	2:19.411				
<b>35</b>	<b>Jens HELLSTROM</b>			<b>SWE</b>	Honda Civic Type-R			<b> </b>
<b>1</b>	X:00.000 164.8	52.079 177.0	50.749 195.6	X:00.000	<b>5</b> - 7:36.199 201.4	49.912 160.2	48.690 <b>197.4</b>	X:00.000
<b>2</b>	44.620 201.4	49.536 <b>195.2</b>	49.032 197.0	2:23.188	<b>6</b> - <b>42.816 210.1</b>	57.053 154.2	48.872 196.0	2:28.741
<b>3</b>	43.457 204.9	<b>49.185</b> 177.3	<b>48.849 197.4</b>	<b>2:21.491</b>	<b>7</b> - 46.073 188.1	49.569 194.2	57.271	2:32.913P
<b>4</b>	43.506 185.8	50.662 194.2	55.746	2:29.914P				
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 187.8	49.783 194.5	55.342	X:00.000P	<b>6</b> - 41.727 209.7	46.658 221.7	46.649 198.8	2:15.034
<b>2</b>	2:25.783 209.3	47.571 216.8	47.332 199.2	4:00.686	<b>7</b> - <b>41.621</b> 214.2	46.544 222.2	46.523 200.0	<b>2:14.688</b>
<b>3</b>	41.974 213.8	46.871 219.5	47.338 199.6	2:16.183	<b>8</b> - 43.335 210.1	46.664 208.4	53.085	2:23.084P
<b>4</b>	41.994 215.1	47.048 220.8	46.659 200.3	2:15.701	<b>9</b> - 3:58.330 216.4	<b>45.353 222.6</b>	<b>45.401 201.4</b>	X:00.000
<b>5</b>	42.093 <b>216.8</b>	46.394 219.5	47.694 197.0	2:16.181				
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 201.8	47.483 217.3	47.154 <b>203.3</b>	X:00.000	<b>4</b> - 43.274 181.5	46.889 220.8	46.357 200.3	2:16.520
<b>2</b>	41.779 217.3	46.288 223.1	46.224 201.4	2:14.291	<b>5</b> - 42.091 215.5	<b>46.013</b> 222.2	46.815 200.3	2:14.919
<b>3</b>	<b>41.675 217.7</b>	<b>46.013 224.0</b>	<b>46.033</b> 200.7	<b>2:13.721</b>	<b>6</b> - 41.761 216.4	46.793 222.2	52.712	2:21.266P
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	Alfa Romeo 156			<b> </b>
<b>1</b>	X:00.000 211.3	48.744 215.5	1:10.268	X:00.000P	<b>6</b> - 45.030 201.8	46.494 217.3	47.361 <b>196.0</b>	2:18.885
<b>2</b>	3:19.900 204.1	47.924 216.0	48.515 193.8	4:56.339	<b>7</b> - 42.801 211.3	46.607 217.3	47.415 194.9	2:16.823
<b>3</b>	48.453 186.8	47.660 216.0	47.815 195.6	2:23.928	<b>8</b> - 42.516 212.1	<b>46.410</b> 218.1	<b>47.041</b> 195.2	<b>2:15.967</b>
<b>4</b>	42.444 211.7	47.234 216.4	47.780 194.9	2:17.458	<b>9</b> - <b>42.251 212.5</b>	47.048 <b>219.0</b>	57.495	2:26.794P
<b>5</b>	42.373 212.1	46.747 217.7	47.352 193.8	2:16.472				
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	Alfa Romeo 156			<b> </b>
<b>1</b>	X:00.000 196.0	48.287 203.0	47.836 197.8	X:00.000	<b>6</b> - 41.252 <b>214.2</b>	46.196 218.6	46.097 <b>201.4</b>	2:13.545
<b>2</b>	42.481 213.0	47.043 216.8	46.443 198.5	2:15.967	<b>7</b> - <b>41.044</b> 213.0	45.936 <b>220.4</b>	46.043 198.5	<b>2:13.023</b>
<b>3</b>	42.351 213.0	46.225 <b>220.4</b>	46.541 197.8	2:15.117	<b>8</b> - 42.577 207.2	46.322 219.0	53.966	2:22.865P
<b>4</b>	41.222 212.1	46.186 219.5	46.356 199.2	2:13.764	<b>9</b> - 3:44.407 204.1	46.080 218.6	45.893 198.5	X:00.000
<b>5</b>	42.578 212.5	46.214 219.9	46.433 198.5	2:15.225	<b>10</b> - 42.930 211.7	45.633 219.0	<b>45.852</b> 196.7	2:14.415

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Page 5 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:07 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

<b>53</b>	<b>Gianluca DE LORENZI</b>				<b>ITA</b>	<b>BMW 320i</b>				<b> </b>
<b>1</b> -X:00.000 181.5	50.946 184.3	50.057 199.2	X:00.000	<b>6</b> - 42.101 213.0	46.045 218.6	46.639 199.2	2:14.785			
<b>2</b> - 42.048 203.3	46.973 216.0	46.231 <b>201.8</b>	2:15.252	<b>7</b> - 42.094 <b>213.4</b>	<b>45.130</b> 219.5	46.407 199.6	<b>2:13.631</b>			
<b>3</b> - 42.160 210.9	47.433 213.4	50.795 180.3	2:20.388	<b>8</b> - <b>41.834 213.4</b>	45.996 218.1	46.201 199.2	2:14.031			
<b>4</b> - 44.652 197.8	46.778 208.0	47.217 200.0	2:18.647	<b>9</b> - 44.385 189.1	46.446 197.4	52.343	2:23.174P			
<b>5</b> - 41.907 212.1	46.170 214.7	47.118 201.1	2:15.195	<b>10</b> -3:17.890 210.1	47.449 <b>219.9</b>	<b>46.154</b> 200.3	4:51.493			
<b>54</b>	<b>Stefano VALLI</b>				<b>RSM</b>	<b>BMW 320i</b>				<b> </b>
<b>1</b> -X:00.000 166.9	49.799 197.4	49.392 200.7	X:00.000	<b>5</b> - 43.764 210.1	46.976 216.4	52.541	2:23.281P			
<b>2</b> - 42.804 208.0	47.000 212.1	51.606 190.1	2:21.410	<b>6</b> -7:35.434 189.4	47.585 206.8	47.313 189.4	X:00.000			
<b>3</b> - 43.203 209.3	47.041 216.0	47.939 194.2	2:18.183	<b>7</b> - 42.804 210.1	46.064 217.3	47.373 <b>203.7</b>	<b>2:16.241</b>			
<b>4</b> - 42.938 207.6	46.218 217.7	<b>47.357</b>	2:16.513							
<b>55</b>	<b>Alessandro BALZAN</b>				<b>ITA</b>	<b>SEAT Toledo Cupra</b>				<b> </b>
<b>1</b> -X:00.000 210.1	48.337 213.0	49.011 198.1	X:00.000	<b>6</b> - 42.840 191.8	46.750 219.5	47.190 <b>200.7</b>	2:16.780			
<b>2</b> - 43.300 212.1	47.705 216.4	48.045 196.0	2:19.050	<b>7</b> - 43.001 213.4	46.810 <b>219.9</b>	46.777 199.2	2:16.588			
<b>3</b> - 46.275 192.1	47.798 207.6	47.821 200.0	2:21.894	<b>8</b> - 45.393 208.8	47.472 219.5	55.365	2:28.230P			
<b>4</b> - 49.635 151.8	49.327 219.5	47.794 200.0	2:26.756	<b>9</b> -4:13.590 <b>214.2</b>	46.286 218.6	46.826 199.6	X:00.000			
<b>5</b> - 44.713 191.1	50.509 140.4	51.130 198.1	2:26.352	<b>10</b> - <b>42.133</b> 213.0	<b>45.967 219.9</b>	<b>46.446</b> 198.8	<b>2:14.546</b>			

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Page 6 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:07 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship

### FREE PRACTICE 2 - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	3		James THOMPSON	GBR	Alfa Romeo 156	207.6
2	1		Andy PRIAULX	GBR	BMW 320i	206.5
3	54		Stefano VALLI	RSM	BMW 320i	203.7
4	28		Carl ROSENBLAD	SWE	BMW 320i	203.3
5	43		Dirk MULLER	GER	BMW 320i	203.3
6	5		Antonio GARCIA	ESP	BMW 320i	202.6
7	20		Tom CORONEL	NED	Seat Toledo Cupra	201.8
8	32		Marc HENNERICI	GER	BMW 320i	201.8
9	53		Gianluca DE LORENZI	ITA	BMW 320i	201.8
10	42		Jorg MULLER	GER	BMW 320i	201.4
11	52		Andrea LARINI	ITA	Alfa Romeo 156	201.4
12	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	201.4
13	30		Stefano D'ASTE	ITA	BMW 320i	201.1
14	10		Peter TERTING	GER	SEAT Toledo Cupra	201.1
15	19		Valle MAKELA	FIN	Seat Toledo Cupra	201.1
16	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	201.1
17	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	200.7
18	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	200.7
19	4		Alessandro ZANARDI	ITA	BMW 320i	200.7
20	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	200.3
21	9		Jordi GENE	ESP	SEAT Toledo Cupra	200.3
22	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	199.6
23	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	199.6
24	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	199.2
25	22		Nicola LARINI	ITA	Chevrolet Lacetti	198.8
26	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	198.8
27	31		Giuseppe CIRO	ITA	BMW 320i	198.1
28	35		Jens HELLSTROM	SWE	Honda Civic Type-R	197.4
29	51		Salvatore TAVANO	ITA	Alfa Romeo 156	196.0
30	23		Alain MENU	SUI	Chevrolet Lacetti	196.0
31	21		Robert HUFF	GBR	Chevrolet Lacetti	195.2
32	14		Thomas KLENKE	GER	Ford Focus	193.8
33	15		Thomas JAGER	GER	Ford Focus	193.8

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:08 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship

### FREE PRACTICE 2 - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	10		Peter TERTING	GER	SEAT Toledo Cupra	218.6
2	1		Andy PRIAULX	GBR	BMW 320i	218.6
3	43		Dirk MULLER	GER	BMW 320i	217.7
4	42		Jorg MULLER	GER	BMW 320i	216.8
5	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	216.8
6	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	216.8
7	3		James THOMPSON	GBR	Alfa Romeo 156	216.4
8	20	I	Tom CORONEL	NED	Seat Toledo Cupra	216.4
9	4		Alessandro ZANARDI	ITA	BMW 320i	216.4
10	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	216.4
11	28	I	Carl ROSENBLAD	SWE	BMW 320i	216.0
12	32	I	Marc HENNERICI	GER	BMW 320i	216.0
13	5		Antonio GARCIA	ESP	BMW 320i	215.5
14	9		Jordi GENE	ESP	SEAT Toledo Cupra	215.5
15	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	214.7
16	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	214.7
17	54	I	Stefano VALLI	RSM	BMW 320i	214.2
18	30	I	Stefano D'ASTE	ITA	BMW 320i	214.2
19	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	214.2
20	52	I	Andrea LARINI	ITA	Alfa Romeo 156	214.2
21	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	213.4
22	53	I	Gianluca DE LORENZI	ITA	BMW 320i	213.4
23	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	212.5
24	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	212.5
25	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	212.5
26	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	212.1
27	31	I	Giuseppe CIRO	ITA	BMW 320i	211.3
28	22		Nicola LARINI	ITA	Chevrolet Lacetti	210.9
29	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	210.1
30	21		Robert HUFF	GBR	Chevrolet Lacetti	210.1
31	23		Alain MENU	SUI	Chevrolet Lacetti	209.3
32	15		Thomas JAGER	GER	Ford Focus	206.8
33	14		Thomas KLENKE	GER	Ford Focus	205.3

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

Printed - 12:08 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship FREE PRACTICE 2 - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	3		James THOMPSON	GBR	Alfa Romeo 156	227.3
2	1		Andy PRIAULX	GBR	BMW 320i	226.4
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	225.9
4	10		Peter TERTING	GER	SEAT Toledo Cupra	225.4
5	20	I	Tom CORONEL	NED	Seat Toledo Cupra	224.5
6	43		Dirk MULLER	GER	BMW 320i	224.0
7	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	224.0
8	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	223.6
9	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	223.1
10	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	223.1
11	9		Jordi GENE	ESP	SEAT Toledo Cupra	223.1
12	42		Jorg MULLER	GER	BMW 320i	222.6
13	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	222.6
14	4		Alessandro ZANARDI	ITA	BMW 320i	222.6
15	5		Antonio GARCIA	ESP	BMW 320i	221.7
16	28	I	Carl ROSENBLAD	SWE	BMW 320i	221.7
17	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	221.7
18	30	I	Stefano D'ASTE	ITA	BMW 320i	220.8
19	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	220.4
20	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	220.4
21	32	I	Marc HENNERICI	GER	BMW 320i	220.4
22	52	I	Andrea LARINI	ITA	Alfa Romeo 156	220.4
23	53	I	Gianluca DE LORENZI	ITA	BMW 320i	219.9
24	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	219.9
25	54	I	Stefano VALLI	RSM	BMW 320i	219.5
26	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	219.0
27	31	I	Giuseppe CIRO	ITA	BMW 320i	218.1
28	22		Nicola LARINI	ITA	Chevrolet Lacetti	216.8
29	21		Robert HUFF	GBR	Chevrolet Lacetti	216.4
30	23		Alain MENU	SUI	Chevrolet Lacetti	214.7
31	15		Thomas JAGER	GER	Ford Focus	213.8
32	14		Thomas KLENKE	GER	Ford Focus	208.0
33	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	195.2

Car 19, 1 lap disallowed  
Weather/Track: Cloudy/Wet

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Monza  
Circuit Length = 5.7930 km.  
Start: 11:35 End: 12:02

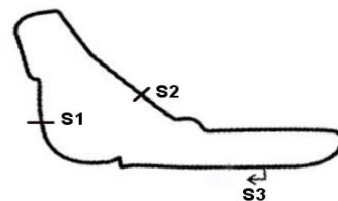
Printed - 12:08 Saturday, 09 April 2005

# 2005 FIA World Touring Car Championship

## Free Practice 2 - Best Sector Times Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		IDEAL/BEST LAP COMPARISON							
		TIME	LAP	NO	TIME	LAP	NO	TIME	LAP	NO	NAME	IDEAL	BEST	LAP	DIFF
1	52	41.044	7	26	44.650	10	3	45.066	7	1	PRIAULX	2:11.824	2:12.172	10	+ 0.348
2	20	41.232	6	30	44.778	9	1	45.095	10	30	D'ASTE	2:12.055	2:13.396	9	+ 1.341
3	2	41.379	7	31	45.084	6	20	45.274	11	42	MULLER	2:12.375	2:14.688	7	+ 2.313
4	1	41.401	6	53	45.130	7	42	45.401	9	20	CORONEL	2:12.507	2:13.029	11	+ 0.522
5	30	41.443	5	1	45.328	10	6	45.763	6	52	LARINI	2:12.529	2:13.023	7	+ 0.494
6	19	41.578	8	10	45.329	10	8	45.776	6	3	THOMPSON	2:12.780	2:12.780	7	+ 0.000
7	42	41.621	7	42	45.353	9	5	45.799	7	6	GIOVANARD	2:12.882	2:13.629	9	+ 0.747
8	6	41.623	2	33	45.426	6	30	45.834	8	4	ZANARDI	2:12.946	2:13.231	10	+ 0.285
9	3	41.624	7	4	45.443	10	4	45.842	10	26	COLCIAGO	2:13.022	2:13.139	10	+ 0.117
10	4	41.661	6	6	45.496	9	52	45.852	10	10	TERTING	2:13.070	2:13.142	10	+ 0.072
11	43	41.675	3	5	45.590	9	10	45.988	10	53	DE LORENZI	2:13.118	2:13.631	7	+ 0.513
12	7	41.687	2	52	45.633	10	21	45.991	8	5	GARCIA	2:13.167	2:13.625	9	+ 0.458
13	26	41.744	5	21	45.658	8	2	46.001	6	2	TARQUINI	2:13.390	2:13.846	7	+ 0.456
14	10	41.753	4	19	45.715	10	43	46.033	3	8	RYDELL	2:13.465	2:13.696	7	+ 0.231
15	31	41.770	7	8	45.795	7	9	46.096	4	19	MAKELA	2:13.498	2:14.183	10	+ 0.685
16	5	41.778	5	27	45.835	7	53	46.154	10	33	LACKO	2:13.522	2:14.129	6	+ 0.607
17	33	41.781	4	55	45.967	10	19	46.205	10	31	CIRO	2:13.534	2:14.524	6	+ 0.990
18	53	41.834	8	9	45.973	5	22	46.237	8	43	MULLER	2:13.721	2:13.721	3	+ 0.000
19	8	41.894	7	7	45.998	8	33	46.315	8	7	FARFUS JR.	2:14.079	2:14.518	7	+ 0.439
20	27	41.937	8	20	46.001	7	28	46.381	11	9	GENE	2:14.094	2:14.264	4	+ 0.170
21	9	42.025	4	2	46.010	7	7	46.394	7	27	DE MICHELI	2:14.310	2:14.628	8	+ 0.318
22	28	42.036	10	43	46.013	3	23	46.431	6	21	HUFF	2:14.317	2:14.531	8	+ 0.214
23	55	42.133	10	22	46.017	8	55	46.446	10	28	ROSENBLAD	2:14.537	2:15.067	8	+ 0.530
24	34	42.225	8	15	46.051	10	27	46.538	8	55	BALZAN	2:14.546	2:14.546	10	+ 0.000
25	51	42.251	9	54	46.064	7	15	46.565	8	22	LARINI	2:14.710	2:14.710	8	+ 0.000
26	22	42.456	8	3	46.090	7	26	46.628	9	15	JAGER	2:15.511	2:15.836	10	+ 0.325
27	32	42.558	3	28	46.120	8	31	46.680	9	51	TAVANO	2:15.702	2:15.967	8	+ 0.265
28	21	42.668	3	51	46.410	8	32	46.810	7	32	HENNERICI	2:15.792	2:16.135	7	+ 0.343
29	54	42.804	2	32	46.424	10	51	47.041	8	34	ENGSTROM	2:15.878	2:16.070	8	+ 0.192
30	35	42.816	6	34	46.588	8	34	47.065	9	23	MENU	2:15.976	2:16.009	6	+ 0.033
31	23	42.817	6	23	46.728	5	54	47.313	6	54	VALLI	2:16.181	2:16.241	7	+ 0.060
32	15	42.895	6	14	47.443	4	14	47.403	3	14	KLENKE	2:18.213	2:18.356	3	+ 0.143
33	14	43.367	3	35	49.185	3	35	48.690	5	35	HELLSTROM	2:20.691	2:21.491	3	+ 0.800

'Perfect Lap' - 2:10.760



Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

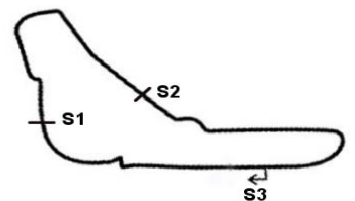
Weather/Track: Cloud/Wet



# 2005 FIA World Touring Car Championship

## Free Practice 2 - Best Sector Speeds Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			
	NO	SPEED	LAP	NO	SPEED	LAP	NO	NAME	SPEED	LAP
1	1	218.6	2	3	227.3	8	3	THOMPSON	207.6	7
2	10	218.6	9	1	226.4	10	1	PRIAULX	206.5	5
3	43	217.7	3	7	225.9	3	54	VALLI	203.7	7
4	6	216.8	2	10	225.4	9	28	ROSENBLAD	203.3	4
5	19	216.8	6	20	224.5	11	43	MULLER	203.3	1
6	42	216.8	5	6	224.0	2	5	GARCIA	202.6	3
7	3	216.4	8	43	224.0	3	20	CORONEL	201.8	7
8	4	216.4	8	19	223.6	10	32	HENNERICI	201.8	3
9	7	216.4	3	8	223.1	6	53	DE LORENZI	201.8	2
10	20	216.4	11	9	223.1	4	7	FARFUS JR.	201.4	1
11	28	216.0	10	33	223.1	9	42	MULLER	201.4	9
12	32	216.0	4	2	222.6	9	52	LARINI	201.4	6
13	5	215.5	5	4	222.6	3	6	GIOVANARDI	201.1	1
14	9	215.5	4	42	222.6	9	10	TERTING	201.1	3
15	2	214.7	3	5	221.7	9	19	MAKELA	201.1	2
16	8	214.7	6	27	221.7	7	30	D'ASTE	201.1	5
17	30	214.2	9	28	221.7	10	4	ZANARDI	200.7	2
18	52	214.2	6	30	220.8	9	34	ENGSTROM	200.7	9
19	55	214.2	9	26	220.4	9	55	BALZAN	200.7	6
20	27	213.4	7	32	220.4	6	9	GENE	200.3	3
21	53	213.4	7	34	220.4	9	33	LACKO	200.3	5
22	33	212.5	3	52	220.4	3	8	RYDELL	199.6	1
23	34	212.5	9	53	219.9	10	26	COLCIAGO	199.6	2
24	51	212.5	9	55	219.9	7	27	DE MICHELI	199.2	5
25	26	212.1	5	51	219.0	9	2	TARQUINI	198.8	2
26	31	211.3	6	54	217.7	4	22	LARINI	198.8	2
27	22	210.9	2	22	216.8	2	31	CIRO	198.1	2
28	21	210.1	3	31	216.8	6	35	HELLSTROM	197.4	3
29	35	210.1	6	21	216.4	8	23	MENU	196.0	2
30	54	210.1	5	23	214.7	2	51	TAVANO	196.0	6
31	23	209.3	2	15	213.8	9	21	HUFF	195.2	3
32	15	206.8	3	14	208.0	4	14	KLENKE	193.8	3
33	14	205.3	5	35	195.2	2	15	JAGER	193.8	3



Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Cloud/Wet

## 2005 FIA World Touring Car Championship QUALIFYING - Amended

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	43		Dirk MULLER	GER	BMW 320i	1:59.009	10		175.23
2	5		Antonio GARCIA	ESP	BMW 320i	1:59.411	9	0.402	174.64
3	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	1:59.709	9	0.700	174.21
4	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	1:59.729	10	0.720	174.18
5	1		Andy PRIAULX	GBR	BMW 320i	1:59.969	11	0.960	173.83
6	9		Jordi GENE	ESP	SEAT Toledo Cupra	2:00.316	8	1.307	173.33
7	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:00.481	9	1.472	173.09
8	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	2:00.511	10	1.502	173.05
9	3		James THOMPSON	GBR	Alfa Romeo 156	2:00.538	8	1.529	173.01
10	10		Peter TERTING	GER	SEAT Toledo Cupra	2:00.637	9	1.628	172.87
11	4		Alessandro ZANARDI	ITA	BMW 320i	2:00.654	10	1.645	172.84
12	32	I	Marc HENNERICI	GER	BMW 320i	2:00.851	11	1.842	172.56
13	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:01.627	11	2.618	171.46
14	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:01.872	10	2.863	171.12
15	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:01.903	10	2.894	171.07
16	30	I	Stefano D'ASTE	ITA	BMW 320i	2:02.033	11	3.024	170.89
17	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	2:02.086	10	3.077	170.82
18	42		Jorg MULLER	GER	BMW 320i	2:02.181	10	3.172	170.68
19	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:02.207	10	3.198	170.65
20	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:02.505	11	3.496	170.23
21	21		Robert HUFF	GBR	Chevrolet Lacetti	2:02.617	9	3.608	170.08
22	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	2:02.673	10	3.664	170.00
23	23		Alain MENU	SUI	Chevrolet Lacetti	2:02.695	7	3.686	169.97
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:02.725	8	3.716	169.93
25	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:03.167	9	4.158	169.32
26	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	2:03.343	10	4.334	169.08
27	15		Thomas JAGER	GER	Ford Focus	2:03.346	8	4.337	169.07
28	14		Thomas KLENKE	GER	Ford Focus	2:03.354	6	4.345	169.06
29	31	I	Giuseppe CIRO	ITA	BMW 320i	2:03.442	3	4.433	168.94
30	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	2:03.569	9	4.560	168.77
31	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:03.620	9	4.611	168.70
32	54	I	Stefano VALLI	RSM	BMW 320i	2:04.291	9	5.282	167.79
33	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	2:05.207	10	6.198	166.56

QUALIFICATION MAXIMA 2:07.339

Car 42 times disallowed ref. Stewards decision TC02  
Weather/Track: Cloudy/Dry

Monza  
Circuit Length = 5.7930 km.  
Start: 14:45 End: 15:15

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship QUALIFYING - SECTOR ANALYSIS

<b>1</b>	<b>Andy PRIAULX</b>			<b>GBR</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 213.8	41.853 <i>232.7</i>	42.014 210.5	X:00.000	<b>7</b> - 40.504 221.7	40.991 230.2	47.472	2:08.967P
<b>2</b>	38.559 222.6	40.556 229.7	41.330 208.0	2:00.445	<b>8</b> - 4:02.803 125.4	48.993 220.8	42.292 <i>212.1</i>	X:00.000
<b>3</b>	38.457 224.0	40.414 230.7	41.169 209.3	2:00.040	<b>9</b> - <i>38.175</i> 225.4	40.742 231.7	41.190 210.5	2:00.107
<b>4</b>	38.370 224.0	<i>40.398</i> 229.7	41.290 210.1	2:00.058	<b>10</b> - 38.401 222.2	40.524 229.2	41.207 208.0	2:00.132
<b>5</b>	38.317 <i>227.3</i>	40.833 229.7	41.194 210.1	2:00.344	<b>11</b> - 38.464 222.6	40.436 230.2	<i>41.069</i> 209.7	<b>1:59.969</b>
<b>6</b>	38.180 225.4	40.756 230.2	41.296 208.8	2:00.232				
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 216.8	43.605 216.0	43.531 207.6	X:00.000	<b>6</b> - 38.492 221.3	40.495 228.3	41.426 207.2	2:00.413
<b>2</b>	38.709 220.4	41.255 229.2	41.592 204.9	2:01.556	<b>7</b> - 38.724 221.7	40.388 <i>229.7</i>	47.993	2:07.105P
<b>3</b>	38.949 221.3	43.274 209.7	51.142	2:13.365P	<b>8</b> - 6:17.590 219.0	47.039 228.8	42.688 <i>210.5</i>	X:00.000
<b>4</b>	3:12.168 212.5	45.666 183.9	42.502 207.6	4:40.336	<b>9</b> - <i>38.265</i> <i>223.6</i>	<i>40.238</i> 227.8	<i>41.206</i> 208.0	<b>1:59.709</b>
<b>5</b>	38.838 219.5	40.421 227.3	41.459 207.2	2:00.718				
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 207.6	43.259 225.0	42.524 206.8	X:00.000	<b>5</b> - 5:28.461 220.4	43.508 225.0	42.049 206.1	X:00.000
<b>2</b>	39.004 220.8	41.859 225.9	43.951 <i>208.4</i>	2:04.814	<b>6</b> - 38.492 221.3	<i>40.697</i> 227.8	41.349 206.5	<b>2:00.538</b>
<b>3</b>	39.980 217.3	42.156 <i>228.8</i>	51.144	2:13.280P	<b>7</b> - 39.545 218.6	41.597 226.4	48.446	2:09.588P
<b>4</b>	3:13.041 221.3	44.517 193.5	49.704	4:47.262P	<b>8</b> - 2:48.522 219.9	41.881 226.8	<i>41.247</i> <i>208.4</i>	4:11.650
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 195.6	43.613 222.2	45.580 209.7	X:00.000	<b>6</b> - 41.625 206.5	42.531 225.0	50.553	2:14.709P
<b>2</b>	38.386 224.0	40.776 <i>230.7</i>	41.492 209.3	<b>2:00.654</b>	<b>7</b> - 5:36.045 143.6	48.320 216.8	42.506 208.4	X:00.000
<b>3</b>	38.624 220.8	40.735 227.8	<i>41.480</i> 208.0	2:00.839	<b>8</b> - 39.230 208.0	41.302 230.2	42.001 <i>210.5</i>	2:02.533
<b>4</b>	38.441 221.7	40.639 227.3	42.379 <i>210.5</i>	2:01.459	<b>9</b> - 38.277 225.0	42.718 228.8	41.522 210.1	2:02.517
<b>5</b>	38.468 225.0	<i>40.519</i> 230.2	41.807 208.0	2:00.794	<b>10</b> - 38.204 <i>226.4</i>	41.772 213.8	41.623 <i>210.5</i>	2:01.599
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 210.1	43.592 216.8	44.757 <i>210.9</i>	X:00.000	<b>6</b> - 7:42.232 129.8	48.261 221.3	42.943 210.5	X:00.000
<b>2</b>	39.057 221.7	40.627 223.6	43.967 210.1	2:03.651	<b>7</b> - 38.241 223.1	<i>40.047</i> 226.8	41.598 208.4	1:59.886
<b>3</b>	38.359 221.7	40.492 230.2	41.264 208.4	2:00.115	<b>8</b> - 40.525 219.9	42.401 227.8	42.398 210.5	2:05.324
<b>4</b>	38.395 225.0	40.301 <i>232.2</i>	41.327 208.0	2:00.023	<b>9</b> - <i>38.099</i> <i>225.4</i>	40.129 231.2	<i>41.183</i> 208.0	<b>1:59.411</b>
<b>5</b>	38.634 222.2	40.434 220.8	51.681	2:10.749P				
<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 220.4	42.992 225.0	44.462 208.8	X:00.000	<b>6</b> - 38.644 221.7	<i>40.438</i> 227.3	41.429 206.1	<b>2:00.511</b>
<b>2</b>	38.764 222.6	40.683 230.2	41.447 206.5	2:00.894	<b>7</b> - 39.937 216.8	41.254 229.7	<i>41.286</i> 208.4	2:02.477
<b>3</b>	38.962 220.8	40.838 228.3	41.436 208.4	2:01.236	<b>8</b> - 38.587 223.6	40.485 <i>230.7</i>	41.489 206.5	2:00.561
<b>4</b>	41.239 205.7	42.444 220.8	53.969	2:17.652P	<b>9</b> - 38.866 221.3	40.825 227.3	49.698	2:09.389P
<b>5</b>	3:37.964 213.8	43.562 193.5	47.591 208.4	X:00.000	<b>10</b> - 3:04.336 221.7	42.370 226.4	<i>41.286</i> <i>211.7</i>	4:27.992

Weather/Track: Cloudy/Dry

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Page 1 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 14:45 End: 15:15

Printed - 15:24 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SECTOR ANALYSIS

(contd.)

<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156			
<b>1</b>	X:00.000 218.1	43.068 209.7	43.710 208.8	X:00.000	<b>6</b> - 38.498 <i>223.6</i>	<i>40.298</i> 230.7	<i>40.933</i> 209.7	<b>1:59.729</b>
<b>2</b>	- 38.606 220.4	41.613 202.6	44.050 207.6	2:04.269	<b>7</b> - <i>38.263</i> 222.2	40.527 227.8	41.305 207.2	2:00.095
<b>3</b>	- 38.522 222.6	40.471 <i>232.2</i>	41.138 <i>213.8</i>	2:00.131	<b>8</b> - 38.702 220.8	41.097 228.8	52.610	2:12.409P
<b>4</b>	- 39.654 196.0	42.788 213.4	53.389	2:15.831P	<b>9</b> - 3:26.836 216.8	46.874 225.9	41.989 207.2	4:55.699
<b>5</b>	- 3:40.342 220.4	43.422 199.6	48.367 208.4	X:00.000	<b>10</b> - 38.675 221.3	41.990 229.2	41.142 209.3	2:01.807
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 178.2	47.719 212.1	43.354 206.5	X:00.000	<b>6</b> - 38.655 221.3	40.803 227.8	41.781 203.0	2:01.239
<b>2</b>	- 38.527 221.7	40.858 228.8	41.486 208.0	2:00.871	<b>7</b> - 40.367 223.1	42.697 204.9	49.856	2:12.920P
<b>3</b>	- 39.617 200.3	1:13.698 121.6	57.416 206.1	2:50.731	<b>8</b> - 6:23.726 220.4	46.892 228.8	42.687 <i>210.1</i>	X:00.000
<b>4</b>	- 38.871 219.9	58.173 117.0	51.273 206.5	2:28.317	<b>9</b> - <i>38.441</i> <i>224.5</i>	<i>40.673</i> <i>230.7</i>	<i>41.367</i> 207.2	<b>2:00.481</b>
<b>5</b>	- 38.772 222.6	41.546 216.8	41.866 207.2	2:02.184				
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 165.1	47.044 203.0	43.101 206.8	X:00.000	<b>5</b> - 38.706 221.3	41.145 226.8	53.644	2:13.495P
<b>2</b>	- 39.738 211.7	41.355 220.4	41.789 208.0	2:02.882	<b>6</b> - 7:59.956 222.2	41.349 227.3	41.155 208.4	X:00.000
<b>3</b>	- 38.839 224.0	<i>40.640</i> <i>231.7</i>	<i>41.141</i> 206.8	2:00.620	<b>7</b> - <i>38.270</i> <i>225.0</i>	40.813 230.2	41.233 <i>209.3</i>	<b>2:00.316</b>
<b>4</b>	- 38.751 224.0	40.696 226.8	41.713 204.1	2:01.160	<b>8</b> - 38.681 220.8	56.285	1:06.927 <i>209.3</i>	2:41.893
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 166.9	47.040 188.4	43.366 207.6	X:00.000	<b>6</b> - 44.465 207.6	43.265 227.3	51.077	2:18.807P
<b>2</b>	- 38.764 219.5	41.213 226.4	41.747 206.1	2:01.724	<b>7</b> - 5:51.124 <i>225.4</i>	41.449 <i>230.7</i>	41.431 <i>211.3</i>	X:00.000
<b>3</b>	- 38.869 219.9	<i>40.588</i> 227.8	41.598 203.3	2:01.055	<b>8</b> - <i>38.404</i> 223.6	40.869 225.0	41.364 209.7	<b>2:00.637</b>
<b>4</b>	- 39.281 225.0	40.900 229.2	41.561 206.8	2:01.742	<b>9</b> - 41.816 136.3	1:15.786 164.8	45.280 208.8	2:42.882
<b>5</b>	- 38.732 222.6	40.961 <i>230.7</i>	<i>41.363</i> 204.1	2:01.056				
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	Ford Focus			
<b>1</b>	X:00.000 198.1	44.889 213.8	43.645 199.6	X:00.000	<b>4</b> - 40.135 210.1	42.967 216.4	50.702	2:13.804P
<b>2</b>	- 43.472 193.8	43.253 216.0	44.428 195.6	2:11.153	<b>5</b> - 3:39.453 212.1	45.234 219.5	42.633 <i>204.9</i>	X:00.000
<b>3</b>	- 40.310 210.1	42.055 215.5	42.697 197.4	2:05.062	<b>6</b> - <i>39.563</i> <i>216.8</i>	<i>41.439</i> <i>223.1</i>	<i>42.352</i> 200.3	<b>2:03.354</b>
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	Ford Focus			
<b>1</b>	X:00.000 171.1	52.779 206.1	45.549 199.6	X:00.000	<b>5</b> - 3:58.459 204.1	42.688 211.7	43.085 200.7	X:00.000
<b>2</b>	- 39.837 211.3	41.775 217.3	42.851 200.0	2:04.463	<b>6</b> - 39.715 211.7	42.095 216.8	49.808	2:11.618P
<b>3</b>	- 39.848 209.3	<i>41.488</i> 215.1	42.810 197.8	2:04.146	<b>7</b> - 5:29.721 210.5	45.889 219.0	42.729 <i>202.6</i>	X:00.000
<b>4</b>	- 40.058 208.0	42.107 213.4	52.796	2:14.961P	<b>8</b> - <i>39.638</i> <i>214.7</i>	41.581 <i>222.2</i>	<i>42.127</i> 200.0	<b>2:03.346</b>

Weather/Track: Cloudy/Dry

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Page 2 of 6

Monza

Circuit Length = 5.7930 km.

Start: 14:45 End: 15:15

Printed - 15:24 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SECTOR ANALYSIS

(contd.)

<b>19</b>	<b>Valle MAKELA</b>			<b>FIN</b>	<b>Seat Toledo Cupra</b>			<b>I</b>
1	-X:00.000 141.5	48.096 218.1	42.978 <i>208.4</i>	X:00.000	6 - 43.053 166.9	42.792 225.4	42.925 204.5	2:08.770
2	- 39.169 220.8	<i>41.653</i> 227.3	43.343 194.5	2:04.165	7 - 39.668 218.1	42.094 225.0	42.670 204.5	2:04.432
3	- 40.625 218.6	44.356 224.5	42.948 204.1	2:07.929	8 - 42.491 180.9	45.852 191.4	57.796	2:26.139P
4	- 39.591 217.7	42.152 225.0	42.586 203.0	2:04.329	9 - 4:15.930 220.8	43.744 222.6	44.565 205.7	X:00.000
5	- 39.550 218.1	41.820 227.3	42.522 208.0	2:03.892	10 - 39.465 219.9	41.740 225.0	<i>42.138</i> 206.5	<b>2:03.343</b>
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>Seat Toledo Cupra</b>			<b>I</b>
1	-X:00.000 144.7	56.887 177.6	49.753 198.8	X:00.000	7 - 39.507 217.3	41.551 223.6	42.392 203.0	2:03.450
2	- 40.579 213.0	42.965 223.1	43.884 202.6	2:07.428	8 - 39.225 218.6	<i>41.187</i> 223.1	<i>42.093</i> 203.7	<b>2:02.505</b>
3	- 39.651 <i>227.7</i>	42.078 <i>227.3</i>	42.698 203.3	2:04.427	9 - 39.247 218.1	42.320 222.6	50.878	2:12.445P
4	- 39.530 219.9	41.594 226.8	42.367 207.2	2:03.491	10 - 3:24.029 127.5	45.576 221.3	44.326 203.7	4:53.931
5	- 40.151 216.4	41.957 223.6	42.236 204.1	2:04.344	11 - 40.533 215.1	43.700 203.0	47.746 <i>209.3</i>	2:11.979
6	- 41.064 205.7	52.870 191.1	45.375 203.0	2:19.309				
<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	<b>Chevrolet Lacetti</b>			
1	-X:00.000 196.7	47.927 210.1	44.086 201.4	X:00.000	6 - 7:38.212 211.3	46.719 170.3	44.054 200.7	X:00.000
2	- 39.680 216.0	41.556 <i>227.3</i>	42.153 199.6	2:03.389	7 - 39.884 213.4	41.352 220.4	42.134 201.1	2:03.370
3	- 39.759 215.1	41.478 220.4	42.347 200.3	2:03.584	8 - 39.504 214.2	<i>41.119</i> 220.4	<i>41.994</i> 201.4	<b>2:02.617</b>
4	- 39.643 214.7	41.326 220.4	42.553 <i>203.3</i>	2:03.522	9 - 39.400 213.8	43.184 220.8	42.628 <i>203.3</i>	2:05.212
5	- <i>39.131</i> 216.8	43.379 <i>227.3</i>	49.418	2:11.928P				
<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	<b>Chevrolet Lacetti</b>			
1	-X:00.000 187.5	44.153 217.7	45.670 200.3	X:00.000	5 - 9:10.902 210.1	46.137 167.7	45.116 202.6	X:00.000
2	- 39.697 213.4	41.843 <i>220.8</i>	42.744 200.7	2:04.284	6 - 39.324 <i>216.4</i>	41.466 217.7	42.210 <i>203.3</i>	2:03.000
3	- 39.636 213.0	41.440 220.4	42.550 200.7	2:03.626	7 - 39.370 <i>216.4</i>	41.182 <i>220.8</i>	<i>42.198</i> 202.6	2:02.750
4	- 39.620 212.1	41.310 219.9	49.467	2:10.397P	8 - <i>39.181</i> 216.0	<i>41.128</i> 219.0	42.416 201.8	<b>2:02.725</b>
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	<b>Chevrolet Lacetti</b>			
1	-X:00.000 200.0	44.336 215.5	44.910 <i>203.3</i>	X:00.000	5 - 41.890 210.5	42.525 214.7	48.751	2:13.166P
2	- 39.729 213.8	41.563 219.5	42.392 202.2	2:03.684	6 - X:00.000 211.3	43.394 218.1	46.016 202.2	X:00.000
3	- 39.835 213.4	41.460 219.0	47.193 202.6	2:08.488	7 - <i>39.546</i> 210.9	41.114 219.9	<i>42.035</i> 203.0	<b>2:02.695</b>
4	- 39.668 <i>214.2</i>	<i>41.100</i> <i>222.6</i>	42.208 201.8	2:02.976				
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	<b>Honda Accord Euro R</b>			
1	-X:00.000 212.1	43.194 216.0	43.457 <i>206.1</i>	X:00.000	7 - 39.124 <i>222.2</i>	40.696 223.1	41.807 <i>206.1</i>	<b>2:01.627</b>
2	- 38.892 219.5	40.941 <i>228.3</i>	42.448 204.1	2:02.281	8 - <i>38.647</i> <i>222.2</i>	<i>40.042</i> 224.0	41.724 203.7	2:00.413D
3	- 39.915 216.4	43.660 226.4	42.648 204.9	2:06.223	9 - 41.211 206.1	45.072 227.8	41.941 <i>206.1</i>	2:08.224
4	- 39.129 219.5	40.804 223.1	42.146 202.6	2:02.079	10 - 40.507 215.5	41.861 223.6	2:56.893	4:19.261P
5	- 42.242 203.7	42.672 212.1	50.820	2:15.734P	11 - 2:12.453 176.1	51.060 158.3	37.317 <i>206.1</i>	3:40.830
6	- 2:57.681 204.9	42.724 225.4	43.903 205.3	4:24.308				

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www.mstworld.com

Page 3 of 6

Monza

Circuit Length = 5.7930 km.

Start: 14:45 End: 15:15

Printed - 15:24 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SECTOR ANALYSIS

(contd.)

<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R			<b> </b>
<b>1</b>	X:00.000 206.5	42.943 221.7	43.691 203.3	X:00.000	<b>6</b> - 39.773 213.4	41.996 218.6	<b>42.545</b> 200.3	2:04.314
<b>2</b>	- 39.662 216.0	42.482 177.0	45.516 <b>204.7</b>	2:07.660	<b>7</b> - 43.000 196.0	46.122 197.4	43.529 201.8	2:12.651
<b>3</b>	- <b>39.274 218.1</b>	<b>41.678</b> 221.7	42.617 202.6	<b>2:03.569</b>	<b>8</b> - 39.607 213.8	41.948 <b>222.2</b>	43.092 <b>204.1</b>	2:04.647
<b>4</b>	- 42.601 198.8	43.597 219.0	53.951	2:20.149P	<b>9</b> - 40.210 214.7	41.869 221.7	45.802 203.3	2:07.881
<b>5</b>	- 4:15.504 209.7	42.811 211.7	43.810 200.3	X:00.000				
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 213.8	44.646 220.4	45.818 206.1	X:00.000	<b>6</b> - 39.338 220.8	41.514 226.8	51.945	2:12.797P
<b>2</b>	- 39.345 222.6	42.361 226.8	43.070 204.9	2:04.776	<b>7</b> - 5:59.583 140.6	52.813 199.2	49.803 208.0	X:00.000
<b>3</b>	- 39.709 <b>223.6</b>	42.018 227.3	42.367 208.0	2:04.094	<b>8</b> - 39.108 221.7	41.383 227.3	42.125 206.1	2:02.616
<b>4</b>	- 39.011 221.7	41.852 227.3	42.561 204.5	2:03.424	<b>9</b> - 38.889 221.3	<b>41.010 230.2</b>	42.059 208.0	2:01.958
<b>5</b>	- 39.306 220.4	41.603 227.8	42.683 <b>208.4</b>	2:03.592	<b>10</b> - <b>38.771</b> 222.6	41.068 228.3	<b>42.033</b> 207.2	<b>2:01.872</b>
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 188.4	45.571 213.4	43.939 206.8	X:00.000	<b>7</b> - 39.270 219.0	41.252 224.0	41.778 205.7	2:02.300
<b>2</b>	- 39.444 217.3	41.304 223.6	42.087 205.3	2:02.835	<b>8</b> - 39.573 216.8	41.258 221.7	41.778 206.1	2:02.609
<b>3</b>	- 39.112 218.1	41.503 223.6	42.156 204.9	2:02.771	<b>9</b> - 39.095 217.3	<b>40.990</b> 222.2	41.948 205.3	<b>2:02.033</b>
<b>4</b>	- 39.249 217.3	45.102 186.8	42.688 206.5	2:07.039	<b>10</b> - 39.385 218.1	41.122 <b>228.3</b>	<b>41.677 208.4</b>	2:02.184
<b>5</b>	- 39.452 <b>222.6</b>	42.638 207.6	51.461	2:13.551P	<b>11</b> - <b>39.069</b> 220.8	41.146 225.9	43.067 201.4	2:03.282
<b>6</b>	- 4:21.974 173.6	43.564 221.3	42.557 206.1	X:00.000				
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 194.9	48.578 197.4	43.282 206.1	X:00.000	<b>3</b> - <b>39.404 219.9</b>	42.130 221.7	<b>42.193</b> 204.5	2:03.727
<b>2</b>	- 39.656 217.3	<b>41.380 228.3</b>	42.406 <b>207.6</b>	<b>2:03.442</b>				
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 217.3	42.730 223.6	43.830 205.7	X:00.000	<b>7</b> - 4:24.915 152.9	53.112 152.1	46.007 200.0	X:00.000
<b>2</b>	- 40.048 218.1	41.970 224.5	44.189 208.8	2:06.207	<b>8</b> - 42.723 169.0	45.246 185.2	42.540 <b>209.7</b>	2:10.509
<b>3</b>	- 39.277 218.6	41.553 224.5	42.181 204.9	2:03.011	<b>9</b> - <b>38.782</b> 222.6	<b>40.410 229.7</b>	<b>41.659</b> 208.8	<b>2:00.851</b>
<b>4</b>	- 39.213 218.1	41.624 225.4	41.989 206.1	2:02.826	<b>10</b> - 39.287 <b>223.1</b>	41.163 224.0	42.102 206.1	2:02.552
<b>5</b>	- 39.362 217.3	41.379 224.0	42.487 204.5	2:03.228	<b>11</b> - 39.338 219.5	40.946 225.4	41.945 205.7	2:02.229
<b>6</b>	- 39.419 218.6	41.272 224.5	53.462	2:14.153P				
<b>33</b>	<b>Adam LACKO</b>			<b>CZE</b>	Alfa Romeo 156 Gta			<b> </b>
<b>1</b>	X:00.000 212.5	44.350 222.6	44.370 204.5	X:00.000	<b>6</b> - 39.129 <b>220.8</b>	40.947 <b>234.7</b>	42.611 201.1	2:02.687
<b>2</b>	- 53.936 213.4	43.037 225.4	43.650 206.1	2:20.623	<b>7</b> - 39.653 <b>220.8</b>	41.677 233.2	42.391 205.7	2:03.721
<b>3</b>	- 39.483 217.3	41.977 225.0	42.714 <b>206.5</b>	2:04.174	<b>8</b> - 39.218 219.5	42.343 227.8	49.891	2:11.452P
<b>4</b>	- 39.429 216.4	41.677 225.4	53.601	2:14.707P	<b>9</b> - 2:50.945 216.0	43.513 223.6	43.129 204.5	4:17.587
<b>5</b>	- 3:07.278 172.5	45.331 175.6	42.996 205.3	4:35.605	<b>10</b> - 39.217 218.6	41.219 226.4	<b>42.237</b> 206.1	<b>2:02.673</b>

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 4 of 6

Monza

Circuit Length = 5.7930 km.

Start: 14:45 End: 15:15

Printed - 15:24 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SECTOR ANALYSIS

(contd.)

<b>34</b>	<b>Tomas ENGSTROM</b>			<b>SWE</b>	Honda Accord Euro R			<b>I</b>
1	X:00.000 214.7	44.010 222.6	44.078 203.3	X:00.000	6 - 6:14.326 216.8	42.704 223.1	42.375 203.7	X:00.000
2	39.309 217.3	42.038 224.0	42.576 204.9	2:03.923	7 - 38.920 219.0	41.405 224.5	<b>41.970</b> 206.1	2:02.295
3	39.054 218.6	41.187 <b>228.3</b>	42.421 <b>207.6</b>	2:02.662	8 - <b>38.892</b> 219.0	<b>40.780</b> <b>228.3</b>	42.414 204.9	<b>2:02.086</b>
4	39.384 <b>219.9</b>	41.286 <b>228.3</b>	42.078 206.5	2:02.748	9 - 38.956 217.7	41.055 225.4	42.401 204.1	2:02.412
5	42.332 216.8	41.857 206.5	51.732	2:15.921P	10 - 39.263 217.3	41.207 225.4	42.208 206.1	2:02.678
<b>35</b>	<b>Jens HELLSTROM</b>			<b>SWE</b>	Honda Civic Type-R			<b>I</b>
1	X:00.000 165.8	53.062 169.2	49.046 202.2	X:00.000	6 - 40.115 216.0	42.903 222.6	43.666 202.6	2:06.684
2	40.644 217.7	43.978 222.6	45.088 <b>204.9</b>	2:09.710	7 - 39.609 216.4	43.286 223.6	43.436 203.3	2:06.331
3	39.825 219.0	42.500 225.9	49.373	2:11.698P	8 - 39.798 218.1	42.332 <b>228.8</b>	<b>43.115</b> 204.1	2:05.245
4	3:39.310 208.8	45.178 183.6	46.066 203.0	X:00.000	9 - 39.357 <b>219.5</b>	<b>42.311</b> 226.4	43.539 203.0	<b>2:05.207</b>
5	40.476 215.5	43.285 224.5	44.239 203.7	2:08.000	10 - <b>39.346</b> 218.1	48.645 133.6	51.033 201.4	2:19.024
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	BMW 320i			
1	X:00.000 210.5	41.253 228.8	55.714 <b>210.5</b>	X:00.000	6 - 38.242 224.5	40.488 <b>232.7</b>	40.974 209.3	1:59.704
2	38.295 223.1	<b>40.188</b> <b>232.7</b>	<b>40.826</b> 208.0	<b>1:59.309</b>	7 - <b>38.226</b> <b>225.0</b>	42.725 219.9	47.434	2:08.385P
3	38.393 223.6	40.317 230.7	41.181 209.3	1:59.891	8 - 4:39.870 213.8	41.059 227.3	41.196 210.1	X:00.000
4	38.271 223.1	40.576 228.8	41.250 208.8	2:00.097	9 - 38.555 222.6	42.179 223.6	41.447 <b>210.5</b>	2:02.181
5	38.336 223.1	40.413 232.2	41.580 207.6	2:00.329	10 - 42.368 136.5	1:15.791 198.5	44.755 174.4	2:42.914
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	BMW 320i			
1	X:00.000 219.9	41.617 228.3	41.518 208.8	X:00.000	6 - 38.321 223.6	40.363 229.2	41.231 208.0	1:59.915
2	38.592 222.2	40.535 229.7	41.172 207.2	2:00.299	7 - 38.235 224.0	40.716 228.8	47.068	2:06.019P
3	38.295 224.0	40.570 229.7	41.293 207.2	2:00.158	8 - 4:48.103 212.5	41.683 229.2	41.368 <b>210.9</b>	X:00.000
4	38.136 224.5	40.277 <b>232.7</b>	41.484 207.6	1:59.897	9 - <b>37.912</b> <b>225.4</b>	<b>40.191</b> 228.8	<b>40.906</b> 208.4	<b>1:59.009</b>
5	38.361 222.2	40.458 228.3	41.222 208.0	2:00.041	10 - 43.591 137.4	1:16.445 197.8	43.959 181.8	2:43.995
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	Alfa Romeo 156			<b>I</b>
1	X:00.000 213.4	43.139 221.7	43.164 203.7	X:00.000	6 - 39.348 216.4	41.044 224.0	42.127 <b>204.9</b>	2:02.519
2	<b>38.768</b> 219.5	41.297 <b>226.8</b>	42.142 199.2	<b>2:02.207</b>	7 - 39.018 <b>220.4</b>	43.344 213.0	44.267 202.2	2:06.629
3	1:22.172 208.4	45.516 220.8	42.952 203.0	2:50.640	8 - 45.350 208.0	41.812 225.4	53.795	2:20.957P
4	39.360 215.5	41.102 222.6	42.221 201.4	2:02.683	9 - 4:06.537 129.6	45.619 221.3	45.246 202.6	X:00.000
5	39.222 216.4	41.172 224.0	<b>42.048</b> 203.7	2:02.442	10 - 39.021 219.0	43.090 214.7	45.566 204.1	2:07.677
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	Alfa Romeo 156			<b>I</b>
1	X:00.000 185.5	47.293 208.8	45.581 199.6	X:00.000	6 - 39.432 213.8	45.072 194.9	51.247 204.9	2:15.751
2	41.050 215.1	42.606 223.1	42.612 204.1	2:06.268	7 - 40.822 206.1	43.595 211.3	47.292	2:11.709P
3	39.344 218.6	41.275 <b>227.3</b>	42.330 203.0	2:02.949	8 - 3:46.585 215.5	48.571 113.3	1:11.155 160.4	X:00.000
4	39.530 212.1	42.384 219.0	42.335 <b>206.1</b>	2:04.249	9 - 42.950 206.8	42.544 224.5	44.157 204.9	2:09.651
5	<b>38.955</b> <b>220.4</b>	<b>41.132</b> 226.4	<b>41.816</b> 204.5	<b>2:01.903</b>	10 - 39.240 219.9	42.414 219.9	43.991 203.3	2:05.645

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 5 of 6

Monza

Circuit Length = 5.7930 km.

Start: 14:45 End: 15:15

Printed - 15:24 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SECTOR ANALYSIS

(contd.)

<b>53</b>		<b>Gianluca DE LORENZI</b>			<b>ITA</b>	<b>BMW 320i</b>			<b> </b>
<b>1</b>	X:00.000 143.0	42.453 225.0	55.545 <i>208.0</i>	X:00.000	<b>6</b>	39.387 221.7	42.247 226.4	42.841 206.8	2:04.475
<b>2</b>	38.977 219.9	<i>41.115</i> 225.0	55.692	2:15.784P	<b>7</b>	39.456 221.3	42.301 228.3	50.102	2:11.859P
<b>3</b>	1:44.421 170.0	42.747 <i>229.2</i>	48.515	3:15.683P	<b>8</b>	3:10.561 109.0	58.960 108.8	58.088 <i>208.0</i>	X:00.000
<b>4</b>	3:03.016 218.6	41.772 225.4	42.319 207.6	4:27.107	<b>9</b>	43.207 <i>223.6</i>	42.613 222.6	<i>41.861 208.0</i>	2:07.681
<b>5</b>	39.229 219.9	41.994 227.3	42.397 203.7	<b>2:03.620</b>					
<b>54</b>		<b>Stefano VALLI</b>			<b>RSM</b>	<b>BMW 320i</b>			<b> </b>
<b>1</b>	X:00.000 132.1	45.048 221.3	57.679 <i>209.7</i>	X:00.000	<b>6</b>	39.662 217.3	41.912 224.0	<i>42.717</i> 200.7	<b>2:04.291</b>
<b>2</b>	40.095 216.8	42.085 224.0	42.741	2:04.921	<b>7</b>	40.072 217.7	42.210 222.2	49.266	2:11.548P
<b>3</b>	39.809 216.4	42.632 <i>226.4</i>	43.269 206.8	2:05.710	<b>8</b>	7:24.983 197.0	44.341 214.7	46.078	X:00.000
<b>4</b>	39.574 217.7	41.991 223.6	42.808	2:04.373	<b>9</b>	39.534 219.0	<i>41.526</i> 195.6	45.478	2:06.538
<b>5</b>	39.848 217.3	43.169 218.1	44.705	2:07.722					
<b>55</b>		<b>Alessandro BALZAN</b>			<b>ITA</b>	<b>SEAT Toledo Cupra</b>			<b> </b>
<b>1</b>	X:00.000 211.3	44.504 217.7	45.932 201.8	X:00.000	<b>6</b>	4:54.570 216.0	42.343 219.9	42.826 204.1	X:00.000
<b>2</b>	40.235 215.1	42.300 225.0	43.790 203.7	2:06.325	<b>7</b>	39.530 217.7	41.492 220.8	<i>42.145 205.7</i>	<b>2:03.167</b>
<b>3</b>	39.624 215.1	41.974 222.2	42.662 204.1	2:04.260	<b>8</b>	39.293 216.0	41.269 222.6	44.023 203.3	2:04.585
<b>4</b>	41.944 216.0	44.916 <i>225.4</i>	44.632 204.9	2:11.492	<b>9</b>	<i>39.186 219.5</i>	<i>41.056 225.4</i>	52.138	2:12.380P
<b>5</b>	39.762 216.4	41.847 222.2	53.820	2:15.429P					

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 6 of 6

Monza

Circuit Length = 5.7930 km.

Start: 14:45 End: 15:15

Printed - 15:24 Saturday, 09 April 2005



## 2005 FIA World Touring Car Championship QUALIFYING - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	213.8
2	1		Andy PRIAULX	GBR	BMW 320i	212.1
3	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	211.7
4	10		Peter TERTING	GER	SEAT Toledo Cupra	211.3
5	43		Dirk MULLER	GER	BMW 320i	210.9
6	5		Antonio GARCIA	ESP	BMW 320i	210.9
7	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	210.5
8	4		Alessandro ZANARDI	ITA	BMW 320i	210.5
9	42		Jorg MULLER	GER	BMW 320i	210.5
10	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	210.1
11	32		Marc HENNERICI	GER	BMW 320i	209.7
12	54		Stefano VALLI	RSM	BMW 320i	209.7
13	20		Tom CORONEL	NED	Seat Toledo Cupra	209.3
14	9		Jordi GENE	ESP	SEAT Toledo Cupra	209.3
15	30		Stefano D'ASTE	ITA	BMW 320i	208.4
16	28		Carl ROSENBLAD	SWE	BMW 320i	208.4
17	3		James THOMPSON	GBR	Alfa Romeo 156	208.4
18	19		Valle MAKELA	FIN	Seat Toledo Cupra	208.4
19	53		Gianluca DE LORENZI	ITA	BMW 320i	208.0
20	31		Giuseppe CIRO	ITA	BMW 320i	207.6
21	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	207.6
22	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	206.5
23	52		Andrea LARINI	ITA	Alfa Romeo 156	206.1
24	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	206.1
25	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	205.7
26	14		Thomas KLENKE	GER	Ford Focus	204.9
27	51		Salvatore TAVANO	ITA	Alfa Romeo 156	204.9
28	35		Jens HELLSTROM	SWE	Honda Civic Type-R	204.9
29	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	204.1
30	22		Nicola LARINI	ITA	Chevrolet Lacetti	203.3
31	21		Robert HUFF	GBR	Chevrolet Lacetti	203.3
32	23		Alain MENU	SUI	Chevrolet Lacetti	203.3
33	15		Thomas JAGER	GER	Ford Focus	202.6

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 14:45 End: 15:15

Printed - 15:20 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	227.3
2	4		Alessandro ZANARDI	ITA	BMW 320i	226.4
3	5		Antonio GARCIA	ESP	BMW 320i	225.4
4	43		Dirk MULLER	GER	BMW 320i	225.4
5	10		Peter TERTING	GER	SEAT Toledo Cupra	225.4
6	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	225.0
7	9		Jordi GENE	ESP	SEAT Toledo Cupra	225.0
8	42		Jorg MULLER	GER	BMW 320i	225.0
9	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	224.5
10	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	223.6
11	53		Gianluca DE LORENZI	ITA	BMW 320i	223.6
12	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	223.6
13	28		Carl ROSENBLAD	SWE	BMW 320i	223.6
14	32		Marc HENNERICI	GER	BMW 320i	223.1
15	30		Stefano D'ASTE	ITA	BMW 320i	222.6
16	54		Stefano VALLI	RSM	BMW 320i	222.2
17	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	222.2
18	3		James THOMPSON	GBR	Alfa Romeo 156	221.7
19	19		Valle MAKELA	FIN	Seat Toledo Cupra	221.7
20	20		Tom CORONEL	NED	Seat Toledo Cupra	221.7
21	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	220.8
22	51		Salvatore TAVANO	ITA	Alfa Romeo 156	220.4
23	52		Andrea LARINI	ITA	Alfa Romeo 156	220.4
24	31		Giuseppe CIRO	ITA	BMW 320i	219.9
25	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	219.9
26	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	219.5
27	35		Jens HELLSTROM	SWE	Honda Civic Type-R	219.5
28	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	218.1
29	21		Robert HUFF	GBR	Chevrolet Lacetti	217.7
30	14		Thomas KLENKE	GER	Ford Focus	216.8
31	22		Nicola LARINI	ITA	Chevrolet Lacetti	216.4
32	15		Thomas JAGER	GER	Ford Focus	214.7
33	23		Alain MENU	SUI	Chevrolet Lacetti	214.2

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 14:45 End: 15:15

Printed - 15:20 Saturday, 09 April 2005

## 2005 FIA World Touring Car Championship QUALIFYING - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	234.7
2	43		Dirk MULLER	GER	BMW 320i	232.7
3	42		Jorg MULLER	GER	BMW 320i	232.7
4	1		Andy PRIAULX	GBR	BMW 320i	232.7
5	5		Antonio GARCIA	ESP	BMW 320i	232.2
6	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	232.2
7	9		Jordi GENE	ESP	SEAT Toledo Cupra	231.7
8	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	230.7
9	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	230.7
10	10		Peter TERTING	GER	SEAT Toledo Cupra	230.7
11	4		Alessandro ZANARDI	ITA	BMW 320i	230.7
12	28	I	Carl ROSENBLAD	SWE	BMW 320i	230.2
13	32	I	Marc HENNERICI	GER	BMW 320i	229.7
14	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	229.7
15	53	I	Gianluca DE LORENZI	ITA	BMW 320i	229.2
16	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	228.8
17	3		James THOMPSON	GBR	Alfa Romeo 156	228.8
18	30	I	Stefano D'ASTE	ITA	BMW 320i	228.3
19	31	I	Giuseppe CIRO	ITA	BMW 320i	228.3
20	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	228.3
21	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	228.3
22	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	227.8
23	52	I	Andrea LARINI	ITA	Alfa Romeo 156	227.3
24	20	I	Tom CORONEL	NED	Seat Toledo Cupra	227.3
25	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	226.8
26	54	I	Stefano VALLI	RSM	BMW 320i	226.4
27	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	225.4
28	14		Thomas KLENKE	GER	Ford Focus	223.1
29	23		Alain MENU	SUI	Chevrolet Lacetti	222.6
30	15		Thomas JAGER	GER	Ford Focus	222.2
31	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	222.2
32	21		Robert HUFF	GBR	Chevrolet Lacetti	221.3
33	22		Nicola LARINI	ITA	Chevrolet Lacetti	220.8

Weather/Track: Cloudy/Dry

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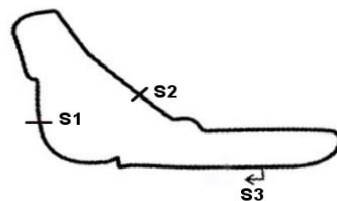
Monza  
Circuit Length = 5.7930 km.  
Start: 14:45 End: 15:15

Printed - 15:20 Saturday, 09 April 2005

# 2005 FIA World Touring Car Championship Qualifying 1 - Best Sector Times Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		IDEAL/BEST LAP COMPARISON							
		TIME	LAP	NO	TIME	LAP	NO	TIME	LAP	NO	NAME	IDEAL	BEST	LAP	DIFF
1	43	37.912	9	26	40.042	8	26	37.317	11	26	COLCIAGO	1:56.006	2:00.413	8	+ 4.407
2	5	38.099	9	5	40.047	7	42	40.826	2	43	MULLER	1:59.009	1:59.009	9	+ 0.000
3	1	38.175	9	42	40.188	2	43	40.906	9	42	MULLER	1:59.240	1:59.309	2	+ 0.069
4	4	38.204	10	43	40.191	9	7	40.933	6	5	GARCIA	1:59.329	1:59.411	9	+ 0.082
5	42	38.226	7	2	40.238	9	1	41.069	11	7	FARFUS JR.	1:59.494	1:59.729	6	+ 0.235
6	7	38.263	7	7	40.298	6	9	41.141	3	1	PRIAULX	1:59.642	1:59.969	11	+ 0.327
7	2	38.265	9	1	40.398	4	5	41.183	9	2	TARQUINI	1:59.709	1:59.709	9	+ 0.000
8	9	38.270	7	32	40.410	9	2	41.206	9	9	GENE	2:00.051	2:00.316	7	+ 0.265
9	10	38.404	8	6	40.438	6	3	41.247	8	4	ZANARDI	2:00.203	2:00.654	2	+ 0.451
10	8	38.441	9	4	40.519	5	6	41.286	7	6	GIOVANARD	2:00.311	2:00.511	6	+ 0.200
11	3	38.492	6	10	40.588	3	10	41.363	5	10	TERTING	2:00.355	2:00.637	8	+ 0.282
12	6	38.587	8	9	40.640	3	8	41.367	9	3	THOMPSON	2:00.436	2:00.538	6	+ 0.102
13	26	38.647	8	8	40.673	9	4	41.480	3	8	RYDELL	2:00.481	2:00.481	9	+ 0.000
14	51	38.768	2	3	40.697	6	32	41.659	9	32	HENNERICI	2:00.851	2:00.851	9	+ 0.000
15	28	38.771	10	34	40.780	8	30	41.677	10	34	ENGSTROM	2:01.642	2:02.086	8	+ 0.444
16	32	38.782	9	33	40.947	6	52	41.816	5	30	D'ASTE	2:01.736	2:02.033	9	+ 0.297
17	34	38.892	8	30	40.990	9	53	41.861	9	28	ROSENBLAD	2:01.814	2:01.872	10	+ 0.058
18	52	38.955	5	28	41.010	9	34	41.970	7	51	TAVANO	2:01.860	2:02.207	2	+ 0.347
19	53	38.977	2	51	41.044	6	21	41.994	8	52	LARINI	2:01.903	2:01.903	5	+ 0.000
20	30	39.069	11	55	41.056	9	28	42.033	10	53	DE LORENZI	2:01.953	2:03.620	5	+ 1.667
21	33	39.129	6	23	41.100	4	23	42.035	7	21	HUFF	2:02.244	2:02.617	8	+ 0.373
22	21	39.131	5	53	41.115	2	51	42.048	5	33	LACKO	2:02.313	2:02.673	10	+ 0.360
23	19	39.169	2	21	41.119	8	20	42.093	8	55	BALZAN	2:02.387	2:03.167	7	+ 0.780
24	22	39.181	8	22	41.128	8	15	42.127	8	20	CORONEL	2:02.505	2:02.505	8	+ 0.000
25	55	39.186	9	52	41.132	5	19	42.138	10	22	LARINI	2:02.507	2:02.725	8	+ 0.218
26	20	39.225	8	20	41.187	8	55	42.145	7	23	MENU	2:02.681	2:02.695	7	+ 0.014
27	27	39.274	3	31	41.380	2	31	42.193	3	19	MAKELA	2:02.960	2:03.343	10	+ 0.383
28	35	39.346	10	14	41.439	6	22	42.198	7	31	CIRO	2:02.977	2:03.442	2	+ 0.465
29	31	39.404	3	15	41.488	3	33	42.237	10	15	JAGER	2:03.253	2:03.346	8	+ 0.093
30	54	39.534	9	54	41.526	9	14	42.352	6	14	KLENKE	2:03.354	2:03.354	6	+ 0.000
31	23	39.546	7	19	41.653	2	27	42.545	6	27	DE MICHELI	2:03.497	2:03.569	3	+ 0.072
32	14	39.563	6	27	41.678	3	54	42.717	6	54	VALLI	2:03.777	2:04.291	6	+ 0.514
33	15	39.638	8	35	42.311	9	35	43.115	8	35	HELLSTROM	2:04.772	2:05.207	9	+ 0.435

'Perfect Lap' - 1:55.271

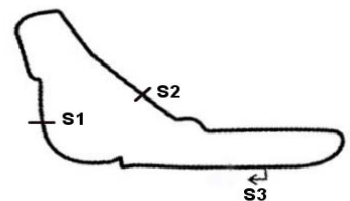


Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Cloudy/Dry

# 2005 FIA World Touring Car Championship Qualifying 1 - Best Sector Speeds Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			
	NO	SPEED	LAP	NO	SPEED	LAP	NO	NAME	SPEED	LAP
1	1	227.3	5	33	234.7	6	7	FARFUS JR.	213.8	3
2	4	226.4	10	1	232.7	1	1	PRIAULX	212.1	8
3	5	225.4	9	42	232.7	2	6	GIOVANARDI	211.7	10
4	10	225.4	7	43	232.7	4	10	TERTING	211.3	7
5	43	225.4	9	5	232.2	4	5	GARCIA	210.9	1
6	9	225.0	7	7	232.2	3	43	MULLER	210.9	8
7	42	225.0	7	9	231.7	3	2	TARQUINI	210.5	8
8	8	224.5	9	4	230.7	2	4	ZANARDI	210.5	4
9	2	223.6	9	6	230.7	8	42	MULLER	210.5	1
10	6	223.6	8	8	230.7	9	8	RYDELL	210.1	8
11	7	223.6	6	10	230.7	5	32	HENNERICI	209.7	8
12	28	223.6	3	28	230.2	9	54	VALLI	209.7	1
13	53	223.6	9	2	229.7	7	9	GENE	209.3	7
14	32	223.1	10	32	229.7	9	20	CORONEL	209.3	11
15	30	222.6	5	53	229.2	3	3	THOMPSON	208.4	2
16	26	222.2	7	3	228.8	3	19	MAKELA	208.4	1
17	20	221.7	3	35	228.8	8	28	ROSENBLAD	208.4	5
18	3	221.3	4	26	228.3	2	30	D'ASTE	208.4	10
19	19	220.8	2	30	228.3	10	53	DE LORENZI	208.0	1
20	33	220.8	6	31	228.3	2	31	CIRO	207.6	2
21	51	220.4	7	34	228.3	3	34	ENGSTROM	207.6	3
22	52	220.4	5	19	227.3	2	33	LACKO	206.5	3
23	31	219.9	3	20	227.3	3	26	COLCIAGO	206.1	1
24	34	219.9	4	52	227.3	3	52	LARINI	206.1	4
25	35	219.5	9	51	226.8	2	55	BALZAN	205.7	7
26	55	219.5	9	54	226.4	3	14	KLENKE	204.9	5
27	54	219.0	9	55	225.4	4	35	HELLSTROM	204.9	2
28	27	218.1	3	14	223.1	6	51	TAVANO	204.9	6
29	14	216.8	6	23	222.6	4	27	DE MICHELI	204.1	2
30	21	216.8	5	15	222.2	8	21	HUFF	203.3	4
31	22	216.4	6	27	222.2	8	22	LARINI	203.3	6
32	15	214.7	8	21	221.3	2	23	MENU	203.3	1
33	23	214.2	4	22	220.8	2	15	JAGER	202.6	7



Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Cloudy/Dry

## 2005 FIA World Touring Car Championship WARM UP

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	42		Jorg MULLER	GER	BMW 320i	2:00.935	7		172.44
2	43		Dirk MULLER	GER	BMW 320i	2:00.995	6	0.060	172.36
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	2:01.035	6	0.100	172.30
4	1		Andy PRIAULX	GBR	BMW 320i	2:01.491	8	0.556	171.65
5	3		James THOMPSON	GBR	Alfa Romeo 156	2:01.558	7	0.623	171.56
6	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	2:01.611	6	0.676	171.48
7	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	2:01.894	5	0.959	171.09
8	4		Alessandro ZANARDI	ITA	BMW 320i	2:01.980	7	1.045	170.96
9	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:02.001	6	1.066	170.94
10	51		Salvatore TAVANO	ITA	Alfa Romeo 156	2:02.014	7	1.079	170.92
11	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:02.357	7	1.422	170.44
12	20		Tom CORONEL	NED	Seat Toledo Cupra	2:02.528	7	1.593	170.20
13	19		Valle MAKELA	FIN	Seat Toledo Cupra	2:02.747	7	1.812	169.90
14	31		Giuseppe CIRO	ITA	BMW 320i	2:02.796	6	1.861	169.83
15	53		Gianluca DE LORENZI	ITA	BMW 320i	2:02.925	7	1.990	169.65
16	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	2:03.315	6	2.380	169.11
17	9		Jordi GENE	ESP	SEAT Toledo Cupra	2:03.348	4	2.413	169.07
18	32		Marc HENNERICI	GER	BMW 320i	2:03.496	7	2.561	168.87
19	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:03.586	6	2.651	168.74
20	52		Andrea LARINI	ITA	Alfa Romeo 156	2:03.747	6	2.812	168.52
21	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	2:03.754	6	2.819	168.51
22	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	2:04.503	3	3.568	167.50
23	15		Thomas JAGER	GER	Ford Focus	2:05.102	6	4.167	166.70
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:05.117	5	4.182	166.68
25	21		Robert HUFF	GBR	Chevrolet Lacetti	2:05.437	4	4.502	166.25
26	30		Stefano D'ASTE	ITA	BMW 320i	2:06.068	5	5.133	165.42
27	14		Thomas KLENKE	GER	Ford Focus	2:06.241	6	5.306	165.19
28	35		Jens HELLSTROM	SWE	Honda Civic Type-R	2:06.369	6	5.434	165.03
29	28		Carl ROSENBLAD	SWE	BMW 320i	2:07.659	3	6.724	163.36
30	54		Stefano VALLI	RSM	BMW 320i	2:11.960	3	11.025	158.03
31	5		Antonio GARCIA	ESP	BMW 320i	8:32.884	1	6:31.949	40.66

Weather/Track: Cloudy/Dry

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship

### WARM UP - SECTOR ANALYSIS

<b>1</b>	<b>Andy PRIAULX</b>			<b>GBR</b>	<b>BMW 320i</b>										
<b>1 -</b>	6:41.592	217.7	207.6	X:00.000	<b>5 -</b>	39.614	224.0	41.159	227.3	42.232	212.1	2:03.005			
<b>2 -</b>	44.289	216.4	42.132	225.4	42.439	208.0	2:08.860	<b>6 -</b>	38.981	<b>227.8</b>	41.233	229.7	41.707	211.3	2:01.921
<b>3 -</b>	47.918	214.7	41.968	227.3	42.179	208.8	2:12.065	<b>7 -</b>	38.973	226.8	43.981	<b>230.7</b>	41.891	<b>212.5</b>	2:04.845
<b>4 -</b>	39.576	222.6	<b>41.027</b>	228.3	41.719	209.7	2:02.322	<b>8 -</b>	<b>38.786</b>	221.7	41.065	228.3	<b>41.640</b>	209.3	<b>2:01.491</b>
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>										
<b>1 -</b>	6:36.119	179.1	44.795	216.8	43.956	<b>211.3</b>	X:00.000	<b>4 -</b>	2:12.378	224.5	41.386	231.7	45.250	208.4	3:39.014
<b>2 -</b>	<b>38.811</b>	<b>225.0</b>	41.340	<b>232.7</b>	41.706	208.8	2:01.857	<b>5 -</b>	38.923	224.0	<b>41.106</b>	231.2	<b>41.582</b>	209.3	<b>2:01.611</b>
<b>3 -</b>	39.666	224.5	42.880	181.8	53.839		2:16.385P	<b>6 -</b>	46.483	216.8	41.759	230.2	43.132	209.3	2:11.374
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>										
<b>1 -</b>	6:33.242	188.8	46.402	224.0	43.638	206.8	X:00.000	<b>5 -</b>	<b>38.935</b>	<b>225.0</b>	<b>40.865</b>	230.7	41.758	209.3	<b>2:01.558</b>
<b>2 -</b>	39.539	220.4	41.775	229.2	42.908	<b>209.7</b>	2:04.222	<b>6 -</b>	39.076	223.6	41.223	<b>231.7</b>	41.815	206.1	2:02.114
<b>3 -</b>	39.587	224.5	42.444	210.5	42.255	207.6	2:04.286	<b>7 -</b>	39.365	222.2	40.973	228.3	41.707	207.2	2:02.045
<b>4 -</b>	46.551	209.7	42.612	229.7	<b>41.676</b>	208.8	2:10.839								
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>										
<b>1 -</b>	7:18.403	179.7	47.469	204.5	44.859	206.8	X:00.000	<b>5 -</b>	45.803	213.8	42.954	225.0	43.119	207.6	2:11.876
<b>2 -</b>	50.017	183.9	44.726	225.9	42.922	<b>210.1</b>	2:17.665	<b>6 -</b>	39.021	220.8	41.162	225.4	42.010	207.2	2:02.193
<b>3 -</b>	39.833	<b>222.6</b>	42.273	225.0	42.344	207.2	2:04.450	<b>7 -</b>	<b>38.984</b>	220.8	<b>41.136</b>	225.4	<b>41.860</b>	206.8	<b>2:01.980</b>
<b>4 -</b>	39.451	220.8	41.571	<b>226.4</b>	42.067	207.6	2:03.089								
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>										
<b>1 -</b>	7:03.777	<b>187.1</b>	44.958	<b>212.1</b>	44.149	<b>208.4</b>	<b>X:00.000</b>								
<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>										
<b>1 -</b>	6:53.522	197.8	45.688	210.1	44.496	207.6	X:00.000	<b>4 -</b>	39.680	<b>224.0</b>	41.850	227.8	48.496		2:10.026P
<b>2 -</b>	44.809	213.8	56.246	167.4	43.252	209.7	2:24.307	<b>5 -</b>	3:47.443	222.2	<b>41.073</b>	229.2	41.781	208.0	X:00.000
<b>3 -</b>	<b>38.963</b>	223.1	41.441	229.2	<b>41.490</b>	<b>210.9</b>	<b>2:01.894</b>								
<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	<b>Alfa Romeo 156</b>										
<b>1 -</b>	7:09.925	193.5	43.313	225.9	42.486	<b>214.7</b>	X:00.000	<b>4 -</b>	39.434	222.2	41.318	230.7	51.393		2:12.145P
<b>2 -</b>	42.848	220.8	42.060	227.8	41.975	208.4	2:06.883	<b>5 -</b>	2:49.080	222.6	40.932	<b>233.2</b>	<b>41.371</b>	211.7	4:11.383
<b>3 -</b>	39.495	222.2	<b>40.800</b>	230.7	41.570	208.8	2:01.865	<b>6 -</b>	<b>38.601</b>	<b>227.3</b>	40.888	232.2	41.546	211.7	<b>2:01.035</b>

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Page 1 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:39 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship WARM UP - SECTOR ANALYSIS

(contd.)

<b>8</b>	<b>Rickard RYDELL</b>		<b>SWE</b>		<b>SEAT Toledo Cupra</b>										
<b>1</b> -	7:09.656	219.0	204.9	X:00.000	<b>4</b> -	41.667	216.8	43.532	220.8	43.060	206.1	2:08.259			
<b>2</b> -	39.588	220.8	43.600	225.9	42.131	<b>207.2</b>	2:05.319	<b>5</b> -	39.227	221.3	41.180	226.4	41.594	206.1	<b>2:02.001</b>
<b>3</b> -	39.253	219.9	41.671	226.4	42.038	206.1	2:02.962	<b>6</b> -	39.509	219.5	41.028	226.8	51.002		2:11.539P
<b>9</b>	<b>Jordi GENE</b>		<b>ESP</b>		<b>SEAT Toledo Cupra</b>										
<b>1</b> -	6:38.340	192.1	45.309	207.2	43.664	208.0	X:00.000	<b>3</b> -	41.006	222.2	43.348	229.2	55.616		2:19.970P
<b>2</b> -	39.180	224.0	41.976	228.3	42.192	209.7	<b>2:03.348</b>	<b>4</b> -	3:49.184	219.9	42.751	225.4	56.017		X:00.000P
<b>14</b>	<b>Thomas KLENKE</b>		<b>GER</b>		<b>Ford Focus</b>										
<b>1</b> -	7:35.568	164.8	47.958	187.1	48.214	195.2	X:00.000	<b>4</b> -	44.950	208.0	44.738	216.8	43.350	200.7	2:13.038
<b>2</b> -	46.001	201.4	44.978	203.0	45.290	196.7	2:16.269	<b>5</b> -	40.118	214.7	42.789	216.4	43.334	203.7	<b>2:06.241</b>
<b>3</b> -	41.692	211.7	43.791	218.6	44.867	196.7	2:10.350	<b>6</b> -	39.472	211.7	44.234	214.7	44.584	200.7	2:08.290
<b>15</b>	<b>Thomas JAGER</b>		<b>GER</b>		<b>Ford Focus</b>										
<b>1</b> -	7:38.025	168.7	47.741	186.5	47.234	199.2	X:00.000	<b>4</b> -	45.195	209.3	45.047	219.0	43.481	203.7	2:13.723
<b>2</b> -	45.376	200.7	45.062	216.4	44.701	201.8	2:15.139	<b>5</b> -	39.737	216.4	42.113	221.3	43.252	201.8	<b>2:05.102</b>
<b>3</b> -	41.271	210.5	43.249	214.2	45.940	202.6	2:10.460	<b>6</b> -	41.358	216.4	42.961	212.1	43.561	198.8	2:07.880
<b>19</b>	<b>Valle MAKELA</b>		<b>FIN</b>		<b>Seat Toledo Cupra</b>				<b>I</b>						
<b>1</b> -	6:55.286	208.8		205.7	X:00.000	<b>5</b> -	39.550	221.3	41.725	227.3	42.311	206.5		2:03.586	
<b>2</b> -	39.580	221.3	42.462	226.4	42.460	207.2	2:04.502	<b>6</b> -	39.419	221.7	40.936	227.8	42.392	206.1	<b>2:02.747</b>
<b>3</b> -	41.578	219.5	41.923	228.3	42.276	207.6	2:05.777	<b>7</b> -	39.135	222.2	41.949	228.3	42.782	206.1	2:03.866
<b>4</b> -	40.105	220.8	42.963	222.6	42.700	206.5	2:05.768								
<b>20</b>	<b>Tom CORONEL</b>		<b>NED</b>		<b>Seat Toledo Cupra</b>				<b>I</b>						
<b>1</b> -	6:54.611	223.1		204.1	X:00.000	<b>5</b> -	39.819	219.9	41.901	225.9	42.752	206.1		2:04.472	
<b>2</b> -	40.106	218.6	42.151	224.5	42.438	205.3	2:04.695	<b>6</b> -	39.419	220.8	41.094	228.8	42.015	207.2	<b>2:02.528</b>
<b>3</b> -	42.096	215.1	41.816	225.9	42.266	205.7	2:06.178	<b>7</b> -	39.251	222.2	41.728	225.9	42.065	206.5	2:03.044
<b>4</b> -	39.500	219.9	41.298	225.9	42.642	205.7	2:03.440								
<b>21</b>	<b>Robert HUFF</b>		<b>GBR</b>		<b>Chevrolet Lacetti</b>										
<b>1</b> -	6:48.852	207.2	45.070	219.5	43.849	203.3	X:00.000	<b>3</b> -	40.094	217.3	41.853	227.3	44.624	203.7	2:06.571
<b>2</b> -	40.462	216.4	42.440	222.2	42.535	204.9	<b>2:05.437</b>	<b>4</b> -	42.605	206.8	45.026	200.3	56.358		2:23.989P
<b>22</b>	<b>Nicola LARINI</b>		<b>ITA</b>		<b>Chevrolet Lacetti</b>										
<b>1</b> -	7:15.983	190.1	46.049	212.1	45.305	200.3	X:00.000	<b>4</b> -	39.972	220.8	43.597	220.8	43.287	204.5	2:06.856
<b>2</b> -	41.028	198.1	43.946	219.9	43.303	202.2	2:08.277	<b>5</b> -	39.725	216.4	42.499	210.9	51.965		2:14.189P
<b>3</b> -	40.429	215.5	42.056	225.0	42.632	204.9	<b>2:05.117</b>								

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 2 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35  
Printed - 09:39 Sunday, 10 April 2005



## 2005 FIA World Touring Car Championship WARM UP - SECTOR ANALYSIS

(contd.)

<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	Chevrolet Lacetti			
	1 - 6:29.708 145.9	56.025 162.1	58.692	X:00.000P	2 - 3:21.229 191.4	46.605 215.1	51.668	4:59.502P
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	Honda Accord Euro R			
	1 - 6:31.432 169.8	48.924 183.6	46.027 203.7	X:00.000	5 - 39.491 217.7	41.053 225.0	42.009 205.7	2:02.553
	2 - 39.872 197.4	43.523 224.0	43.131 204.9	2:06.526	6 - 39.022 216.8	43.847 226.4	42.240 204.9	2:05.109
	3 - 39.328 220.8	42.079 224.5	42.465 204.5	2:03.872	7 - 38.906 220.4	41.324 230.2	42.127 207.6	2:02.357
	4 - 39.387 217.3	41.710 224.0	42.191 204.1	2:03.288				
<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R			
	1 - 6:45.930 203.7	46.185 214.2	44.481 203.3	X:00.000	3 - 40.226 218.1	43.110 224.0	45.681 208.0	2:09.017
	2 - 39.907 216.8	42.191 225.0	42.405 205.7	2:04.503				
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			
	1 - 6:33.114 166.1	49.942 170.3	48.875 205.3	X:00.000	3 - 41.273 200.0	44.016 230.2	44.104 205.7	2:09.393
	2 - 40.261 216.0	43.728 225.4	43.670 206.5	2:07.659				
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			
	1 - 7:11.780 180.9	45.466 182.1	45.232 205.3	X:00.000	4 - 40.916 203.0	45.429 197.4	53.652	2:19.997P
	2 - 44.280 184.9	43.485 208.4	43.122 206.1	2:10.887	5 - 3:55.876 214.2	43.127 222.2	43.198 203.7	X:00.000
	3 - 41.299 215.1	42.327 225.4	42.442 206.1	2:06.068				
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i			
	1 - 8:25.465 177.0	48.518 202.6	47.631 199.2	X:00.000	4 - 39.494 220.8	41.918 222.2	42.696 206.8	2:04.108
	2 - 42.768 208.0	45.667 184.3	45.365 200.3	2:13.800	5 - 39.091 221.7	41.594 229.2	42.323 208.4	2:03.008
	3 - 39.998 219.0	43.161 227.3	42.649 206.8	2:05.808	6 - 39.271 221.7	41.419 227.8	42.106 207.6	2:02.796
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			
	1 - 7:05.957 174.7	45.789 218.6	43.855 208.8	X:00.000	5 - 40.040 220.8	41.842 225.9	42.401 206.1	2:04.283
	2 - 44.326 212.5	42.629 228.8	42.448 209.7	2:09.403	6 - 39.832 220.4	41.531 226.4	42.766 209.7	2:04.129
	3 - 41.443 214.2	43.373 229.2	42.110 208.4	2:06.926	7 - 39.093 223.6	42.182 225.4	42.221 208.0	2:03.496
	4 - 41.874 219.5	42.575 225.4	42.301 206.5	2:06.750				
<b>33</b>	<b>Adam LACKO</b>			<b>CZE</b>	Alfa Romeo 156 Gta			
	1 - 7:02.145 188.1	45.527 216.0	53.596	X:00.000P	4 - 40.165 217.7	41.886 225.9	42.200 206.5	2:04.251
	2 - 2:04.805 218.1	43.868 203.0	43.501 206.8	3:32.174	5 - 40.384 213.4	42.105 227.3	42.740 208.0	2:05.229
	3 - 39.389 218.6	41.863 227.3	42.429 207.2	2:03.681	6 - 39.493 222.2	41.590 229.7	42.232 208.4	2:03.315

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 3 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:39 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship WARM UP - SECTOR ANALYSIS

(contd.)

<b>34</b>	<b>Tomas ENGSTROM</b>			<b>SWE</b>	Honda Accord Euro R			<b> </b>	
<b>1</b>	9:27.389 154.2	52.076 196.7	47.273 200.3	X:00.000	<b>4</b>	39.825 216.8	42.401 223.6	42.732 204.5	2:04.958
<b>2</b>	42.766 176.1	45.024 224.0	43.965 203.0	2:11.755	<b>5</b>	39.858 <b>219.5</b>	41.869 <b>225.9</b>	42.547 205.7	2:04.274
<b>3</b>	41.690 215.5	44.115 218.1	43.932 <b>206.5</b>	2:09.737	<b>6</b>	<b>39.479</b> 217.7	<b>41.768</b> 225.4	<b>42.507</b> 204.5	<b>2:03.754</b>
<b>35</b>	<b>Jens HELLSTROM</b>			<b>SWE</b>	Honda Civic Type-R			<b> </b>	
<b>1</b>	9:28.372 147.1	51.782 183.0	47.795 203.7	X:00.000	<b>4</b>	40.353 215.5	43.415 180.0	44.359 204.5	2:08.127
<b>2</b>	43.460 198.1	44.327 224.5	44.549 203.0	2:12.336	<b>5</b>	39.841 <b>219.0</b>	<b>42.454</b> <b>226.4</b>	44.708 <b>205.3</b>	2:07.003
<b>3</b>	42.454 201.4	43.991 224.0	43.745 <b>205.3</b>	2:10.190	<b>6</b>	<b>39.730</b> 218.1	42.972 223.6	<b>43.667</b> 204.1	<b>2:06.369</b>
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	BMW 320i				
<b>1</b>	7:35.873 192.1	46.106 203.0	45.505 202.2	X:00.000	<b>5</b>	43.489 219.0	41.054 <b>230.7</b>	41.656 <b>212.1</b>	2:06.199
<b>2</b>	46.538 196.0	43.667 227.3	42.542 208.8	2:12.747	<b>6</b>	38.753 223.1	41.152 227.8	41.683 209.3	2:01.588
<b>3</b>	39.308 219.9	41.514 230.2	41.927 209.7	2:02.749	<b>7</b>	<b>38.697</b> 223.1	<b>40.825</b> 228.8	<b>41.413</b> 208.8	<b>2:00.935</b>
<b>4</b>	39.888 225.0	41.745 225.9	42.503 208.8	2:04.136					
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	BMW 320i				
<b>1</b>	7:33.532 197.4	44.347 224.5	49.695	X:00.000P	<b>4</b>	<b>38.833</b> <b>224.5</b>	40.954 229.7	41.450 208.4	2:01.237
<b>2</b>	2:26.343 221.3	41.973 229.2	41.903 <b>209.7</b>	3:50.219	<b>5</b>	38.951 224.0	<b>40.809</b> <b>231.7</b>	<b>41.235</b> 209.3	<b>2:00.995</b>
<b>3</b>	41.807 221.7	42.782 225.4	42.049 208.8	2:06.638	<b>6</b>	39.027 222.2	41.018 228.3	41.534 208.4	2:01.579
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	Alfa Romeo 156			<b> </b>	
<b>1</b>		7:08.633 198.8	204.5	X:00.000	<b>5</b>	39.495 219.9	41.153 225.4	42.454 204.5	2:03.102
<b>2</b>	40.609 200.3	44.019 204.1	57.090	2:21.718P	<b>6</b>	39.359 219.0	45.134 227.8	41.994 <b>207.2</b>	2:06.487
<b>3</b>	2:00.583 213.8	42.815 225.0	43.014 204.1	3:26.412	<b>7</b>	<b>39.221</b> <b>222.2</b>	<b>41.008</b> <b>228.8</b>	<b>41.785</b> 205.7	<b>2:02.014</b>
<b>4</b>	40.435 220.4	43.277 225.9	42.857 205.3	2:06.569					
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	Alfa Romeo 156			<b> </b>	
<b>1</b>	8:23.054 182.4	47.836 197.0	48.134 198.5	X:00.000	<b>4</b>	39.447 220.8	<b>41.834</b> 222.2	42.494 <b>207.2</b>	2:03.775
<b>2</b>	41.228 214.7	43.934 211.3	50.002	2:15.164P	<b>5</b>	<b>39.020</b> <b>221.7</b>	42.343 <b>224.0</b>	42.462 204.9	2:03.825
<b>3</b>	2:09.143 215.1	43.437 219.5	43.643 206.1	3:36.223	<b>6</b>	39.697 219.9	41.891 207.6	<b>42.159</b> 206.8	<b>2:03.747</b>
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	BMW 320i			<b> </b>	
<b>1</b>	7:20.101 183.9	46.670 200.0	44.464 <b>208.0</b>	X:00.000	<b>5</b>	39.464 <b>224.5</b>	42.559 226.8	42.261 207.2	2:04.284
<b>2</b>	51.516 181.2	43.754 216.8	42.993 206.5	2:18.263	<b>6</b>	39.273 221.3	41.870 224.0	<b>42.093</b> <b>208.0</b>	2:03.236
<b>3</b>	40.268 220.4	41.802 <b>227.8</b>	51.473 143.8	2:13.543	<b>7</b>	<b>39.152</b> 221.7	<b>41.614</b> 225.9	42.159 206.5	<b>2:02.925</b>
<b>4</b>	43.957 220.8	42.490 225.4	42.339 207.2	2:08.786					

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 4 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:39 Sunday, 10 April 2005

**2005 FIA World Touring Car Championship**  
**WARM UP - SECTOR ANALYSIS**

(contd.)

<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	BMW 320i			<b>I</b>	
<b>1</b>	8:30.958 150.4	50.310 174.7	48.230 203.3	X:00.000	<b>3</b>	40.053 218.6	5:54.387 127.8	1:02.815	X:00.000P
<b>2</b>	42.415 169.2	45.562 224.0	43.983 204.5	<b>2:11.960</b>					
<b>55</b>	<b>Alessandro BALZAN</b>			<b>ITA</b>	SEAT Toledo Cupra			<b>I</b>	
<b>1</b>	7:06.187 172.2	44.721 214.2	44.274 206.5	X:00.000	<b>4</b>	40.516 196.7	42.445 227.8	42.487 196.7	2:05.448
<b>2</b>	42.313 213.4	43.976 223.6	42.895 206.1	2:09.184	<b>5</b>	40.352 218.6	41.994 223.1	42.745 205.7	2:05.091
<b>3</b>	40.143 218.1	41.777 222.6	42.646 206.5	2:04.566	<b>6</b>	39.816 218.1	41.611 224.0	42.159 206.5	<b>2:03.586</b>

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 5 of 5

Monza  
 Circuit Length = 5.7930 km.  
 Start: 09:20 End: 09:35  
 Printed - 09:39 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	214.7
2	1		Andy PRIAULX	GBR	BMW 320i	212.5
3	42		Jorg MULLER	GER	BMW 320i	212.1
4	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	211.3
5	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	210.9
6	4		Alessandro ZANARDI	ITA	BMW 320i	210.1
7	43		Dirk MULLER	GER	BMW 320i	209.7
8	32	I	Marc HENNERICI	GER	BMW 320i	209.7
9	9		Jordi GENE	ESP	SEAT Toledo Cupra	209.7
10	3		James THOMPSON	GBR	Alfa Romeo 156	209.7
11	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	208.4
12	31	I	Giuseppe CIRO	ITA	BMW 320i	208.4
13	5		Antonio GARCIA	ESP	BMW 320i	208.4
14	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	208.0
15	53	I	Gianluca DE LORENZI	ITA	Honda Accord Euro R	208.0
16	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	207.6
17	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	207.6
18	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	207.2
19	20	I	Tom CORONEL	NED	Seat Toledo Cupra	207.2
20	52	I	Andrea LARINI	ITA	Alfa Romeo 156	207.2
21	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	207.2
22	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	206.5
23	28	I	Carl ROSENBLAD	SWE	BMW 320i	206.5
24	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	206.5
25	30	I	Stefano D'ASTE	ITA	BMW 320i	206.1
26	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	205.3
27	22		Nicola LARINI	ITA	Chevrolet Lacetti	204.9
28	21		Robert HUFF	GBR	Chevrolet Lacetti	204.9
29	54	I	Stefano VALLI	RSM	BMW 320i	204.5
30	14		Thomas KLENKE	GER	Ford Focus	203.7
31	15		Thomas JAGER	GER	Ford Focus	203.7

Weather/Track: Cloudy/Dry

[www.mstworld.com](http://www.mstworld.com)

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:40 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	227.8
2	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	227.3
3	42		Jorg MULLER	GER	BMW 320i	225.9
4	3		James THOMPSON	GBR	Alfa Romeo 156	225.0
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	225.0
6	53		Gianluca DE LORENZI	ITA	BMW 320i	224.5
7	43		Dirk MULLER	GER	BMW 320i	224.5
8	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	224.0
9	9		Jordi GENE	ESP	SEAT Toledo Cupra	224.0
10	32		Marc HENNERICI	GER	BMW 320i	223.6
11	4		Alessandro ZANARDI	ITA	BMW 320i	222.6
12	51		Salvatore TAVANO	ITA	Alfa Romeo 156	222.2
13	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	222.2
14	19		Valle MAKELA	FIN	Seat Toledo Cupra	222.2
15	20		Tom CORONEL	NED	Seat Toledo Cupra	222.2
16	52		Andrea LARINI	ITA	Alfa Romeo 156	221.7
17	31		Giuseppe CIRO	ITA	BMW 320i	221.7
18	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	221.3
19	22		Nicola LARINI	ITA	Chevrolet Lacetti	220.8
20	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	220.8
21	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	219.5
22	35		Jens HELLSTROM	SWE	Honda Civic Type-R	219.0
23	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	218.6
24	54		Stefano VALLI	RSM	BMW 320i	218.6
25	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	218.1
26	21		Robert HUFF	GBR	Chevrolet Lacetti	217.3
27	15		Thomas JAGER	GER	Ford Focus	216.4
28	30		Stefano D'ASTE	ITA	BMW 320i	216.0
29	28		Carl ROSENBLAD	SWE	BMW 320i	216.0
30	14		Thomas KLENKE	GER	Ford Focus	214.7
31	23		Alain MENU	SUI	Chevrolet Lacetti	191.4
32	5		Antonio GARCIA	ESP	BMW 320i	187.1

Weather/Track: Cloudy/Dry

www.mstworld.com

Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:40 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	233.2
2	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	232.7
3	43		Dirk MULLER	GER	BMW 320i	231.7
4	3		James THOMPSON	GBR	Alfa Romeo 156	231.7
5	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	230.7
6	1		Andy PRIAULX	GBR	BMW 320i	230.7
7	42		Jorg MULLER	GER	BMW 320i	230.7
8	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	230.2
9	28	I	Carl ROSENBLAD	SWE	BMW 320i	230.2
10	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	229.7
11	31	I	Giuseppe CIRO	ITA	BMW 320i	229.2
12	32	I	Marc HENNERICI	GER	BMW 320i	229.2
13	9		Jordi GENE	ESP	SEAT Toledo Cupra	229.2
14	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	228.8
15	20	I	Tom CORONEL	NED	Seat Toledo Cupra	228.8
16	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	228.3
17	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	227.8
18	53	I	Gianluca DE LORENZI	ITA	BMW 320i	227.8
19	21		Robert HUFF	GBR	Chevrolet Lacetti	227.3
20	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	226.8
21	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	226.4
22	4		Alessandro ZANARDI	ITA	BMW 320i	226.4
23	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	225.9
24	30	I	Stefano D'ASTE	ITA	BMW 320i	225.4
25	22		Nicola LARINI	ITA	Chevrolet Lacetti	225.0
26	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	225.0
27	52	I	Andrea LARINI	ITA	Alfa Romeo 156	224.0
28	54	I	Stefano VALLI	RSM	BMW 320i	224.0
29	15		Thomas JAGER	GER	Ford Focus	221.3
30	14		Thomas KLENKE	GER	Ford Focus	218.6
31	23		Alain MENU	SUI	Chevrolet Lacetti	215.1
32	5		Antonio GARCIA	ESP	BMW 320i	212.1

Weather/Track: Cloudy/Dry

www.mstworld.com

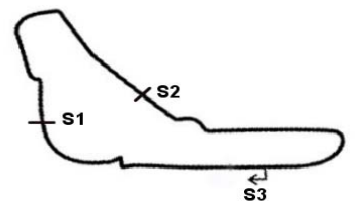
Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:40 Sunday, 10 April 2005

# 2005 FIA World Touring Car Championship Warm-Up - Best Sector Times Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		IDEAL/BEST LAP COMPARISON							
		TIME	LAP	NO	TIME	LAP	NO	TIME	LAP	NO	NAME	IDEAL	BEST	LAP	DIFF
1	7	38.601	6	7	40.800	3	43	41.235	5	7	FARFUS JR.	2:00.772	2:01.035	6	+ 0.263
2	42	38.697	7	43	40.809	5	7	41.371	5	43	MULLER	2:00.877	2:00.995	5	+ 0.118
3	1	38.786	8	42	40.825	7	42	41.413	7	42	MULLER	2:00.935	2:00.935	7	+ 0.000
4	2	38.811	2	3	40.865	5	6	41.490	3	1	PRIAULX	2:01.453	2:01.491	8	+ 0.038
5	43	38.833	4	19	40.936	6	2	41.582	5	3	THOMPSON	2:01.476	2:01.558	5	+ 0.082
6	26	38.906	7	51	41.008	7	8	41.594	5	2	TARQUINI	2:01.499	2:01.611	5	+ 0.112
7	3	38.935	5	1	41.027	4	1	41.640	8	6	GIOVANARD	2:01.526	2:01.894	3	+ 0.368
8	6	38.963	3	8	41.028	6	3	41.676	4	8	RYDELL	2:01.849	2:02.001	5	+ 0.152
9	4	38.984	7	26	41.053	5	51	41.785	7	26	COLCIAGO	2:01.968	2:02.357	7	+ 0.389
10	52	39.020	5	6	41.073	5	4	41.860	7	4	ZANARDI	2:01.980	2:01.980	7	+ 0.000
11	31	39.091	5	20	41.094	6	26	42.009	5	51	TAVANO	2:02.014	2:02.014	7	+ 0.000
12	32	39.093	7	2	41.106	5	20	42.015	6	19	MAKELA	2:02.347	2:02.747	6	+ 0.400
13	19	39.135	7	4	41.136	7	53	42.093	6	20	CORONEL	2:02.360	2:02.528	6	+ 0.168
14	53	39.152	7	31	41.419	6	31	42.106	6	31	CIRO	2:02.616	2:02.796	6	+ 0.180
15	9	39.180	2	32	41.531	6	32	42.110	3	32	HENNERICI	2:02.734	2:03.496	7	+ 0.762
16	51	39.221	7	33	41.590	6	52	42.159	6	53	DE LORENZI	2:02.859	2:02.925	7	+ 0.066
17	8	39.227	5	55	41.611	6	55	42.159	6	52	LARINI	2:03.013	2:03.747	6	+ 0.734
18	20	39.251	7	53	41.614	7	9	42.192	2	33	LACKO	2:03.179	2:03.315	6	+ 0.136
19	33	39.389	3	34	41.768	6	33	42.200	4	9	GENE	2:03.348	2:03.348	2	+ 0.000
20	14	39.472	6	52	41.834	4	19	42.276	3	55	BALZAN	2:03.586	2:03.586	6	+ 0.000
21	34	39.479	6	21	41.853	3	27	42.405	2	34	ENGSTROM	2:03.754	2:03.754	6	+ 0.000
22	22	39.725	5	9	41.976	2	30	42.442	3	22	LARINI	2:04.413	2:05.117	3	+ 0.704
23	35	39.730	6	22	42.056	3	34	42.507	6	21	HUFF	2:04.482	2:05.437	2	+ 0.955
24	15	39.737	5	15	42.113	5	21	42.535	2	27	DE MICHELI	2:04.503	2:04.503	2	+ 0.000
25	55	39.816	6	27	42.191	2	22	42.632	3	15	JAGER	2:05.102	2:05.102	5	+ 0.000
26	27	39.907	2	30	42.327	3	15	43.252	5	14	KLENKE	2:05.595	2:06.241	5	+ 0.646
27	54	40.053	3	35	42.454	5	14	43.334	5	30	D'ASTE	2:05.685	2:06.068	3	+ 0.383
28	21	40.094	3	14	42.789	5	35	43.667	6	35	HELLSTROM	2:05.851	2:06.369	6	+ 0.518
29	28	40.261	2	28	43.728	2	28	43.670	2	28	ROSENBLAD	2:07.659	2:07.659	2	+ 0.000
30	30	40.916	4	5	44.958	1	54	43.983	2	54	VALLI	2:09.598	2:11.960	2	+ 2.362
31	23	3:21.229	2	54	45.562	2	5	44.149	1	23	MENU	4:59.502	4:59.502	2	+ 0.000
32	5	7:03.777	1	23	46.605	2	23	51.668	2	5	GARCIA	8:32.884	8:32.884	1	+ 0.000

'Perfect Lap' - 2:00.636

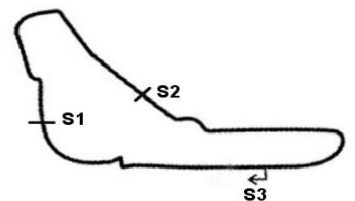


Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Cloudy/Dry

# 2005 FIA World Touring Car Championship Warm-Up - Best Sector Speeds Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			
	NO	SPEED	LAP	NO	SPEED	LAP	NO	NAME	SPEED	LAP
1	1	227.8	6	7	233.2	5	7	FARFUS JR.	214.7	1
2	7	227.3	6	2	232.7	2	1	PRIAULX	212.5	7
3	2	225.0	2	3	231.7	6	42	MULLER	212.1	5
4	3	225.0	5	43	231.7	5	2	TARQUINI	211.3	1
5	42	225.0	4	1	230.7	7	6	GIOVANARDI	210.9	3
6	43	224.5	4	42	230.7	5	4	ZANARDI	210.1	2
7	53	224.5	5	26	230.2	7	3	THOMPSON	209.7	2
8	6	224.0	4	28	230.2	3	9	GENE	209.7	2
9	9	224.0	2	33	229.7	6	32	HENNERICI	209.7	2
10	32	223.6	7	6	229.2	3	43	MULLER	209.7	2
11	4	222.6	3	9	229.2	3	5	GARCIA	208.4	1
12	19	222.2	7	31	229.2	5	31	CIRO	208.4	5
13	20	222.2	7	32	229.2	3	33	LACKO	208.4	6
14	33	222.2	6	20	228.8	6	27	DE MICHELI	208.0	3
15	51	222.2	7	51	228.8	7	53	DE LORENZI	208.0	1
16	31	221.7	5	19	228.3	3	19	MAKELA	207.6	3
17	52	221.7	5	53	227.8	3	26	COLCIAGO	207.6	7
18	8	221.3	5	55	227.8	4	8	RYDELL	207.2	2
19	22	220.8	4	21	227.3	3	20	CORONEL	207.2	6
20	26	220.8	3	8	226.8	6	51	TAVANO	207.2	6
21	34	219.5	5	4	226.4	4	52	LARINI	207.2	4
22	35	219.0	5	35	226.4	5	28	ROSENBLAD	206.5	2
23	54	218.6	3	34	225.9	5	34	ENGSTROM	206.5	3
24	55	218.6	5	30	225.4	3	55	BALZAN	206.5	1
25	27	218.1	3	22	225.0	3	30	D'ASTE	206.1	2
26	21	217.3	3	27	225.0	2	35	HELLSTROM	205.3	3
27	15	216.4	5	52	224.0	5	21	HUFF	204.9	2
28	28	216.0	2	54	224.0	2	22	LARINI	204.9	3
29	30	215.1	3	15	221.3	5	54	VALLI	204.5	2
30	14	214.7	5	14	218.6	3	14	KLENKE	203.7	5
31	23	191.4	2	23	215.1	2	15	JAGER	203.7	4
32	5	187.1	1	5	212.1	1				



Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Cloudy/Dry



# 2005 FIA World Touring Car Championship

## GRID - RACE 1 - Amended

ROW 16	35	HELLSTROM	54	VALLI
ROW 15	53	DE LORENZI	27	DE MICHELI
ROW 14	31	CIRO	14	KLENKE
ROW 13	15	JAGER	19	MAKELA
ROW 12	55	BALZAN	22	LARINI
ROW 11	23	MENU	33	LACKO
ROW 10	21	HUFF	20	CORONEL
ROW 9	51	TAVANO	42	MULLER
ROW 8	34	ENGSTROM	30	D'ASTE
ROW 7	52	LARINI	26	COLCIAGO
ROW 6	32	HENNERICI	4	ZANARDI
ROW 5	10	TERTING	3	THOMPSON
ROW 4	6	GIOVANARDI	8	RYDELL
ROW 3	9	GENE	1	PRIAULX
ROW 2	7	FARFUS JR.	2	TARQUINI
ROW 1	5	GARCIA	43	MULLER

**POLE**



Monza  
Circuit Length = 5.7930 km.

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship RACE CLASSIFICATION - RACE 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	43		Dirk MULLER	GER	BMW 320i	18:03.203	9		172.23	1:59.552
2	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	18:05.668	9	2.465	171.84	1:59.776
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	18:07.057	9	3.854	171.62	1:59.688
4	1		Andy PRIAULX	GBR	BMW 320i	18:07.180	9	3.977	171.60	1:59.553
5	5		Antonio GARCIA	ESP	BMW 320i	18:11.291	9	8.088	170.95	1:59.871
6	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	18:11.451	9	8.248	170.93	1:59.978
7	3		James THOMPSON	GBR	Alfa Romeo 156	18:12.113	9	8.910	170.83	2:00.082
8	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	18:12.395	9	9.192	170.78	2:00.215
9	9		Jordi GENE	ESP	SEAT Toledo Cupra	18:12.617	9	9.414	170.75	1:59.957
10	4		Alessandro ZANARDI	ITA	BMW 320i	18:18.046	9	14.843	169.90	2:00.178
11	10		Peter TERTING	GER	SEAT Toledo Cupra	18:19.245	9	16.042	169.72	2:00.419
12	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	18:23.644	9	20.441	169.04	2:01.176
13	32	I	Marc HENNERICI	GER	BMW 320i	18:25.022	9	21.819	168.83	2:01.516
14	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	18:29.599	9	26.396	168.13	2:01.388
15	20	I	Tom CORONEL	NED	Seat Toledo Cupra	18:29.774	9	26.571	168.11	2:01.861
16	30	I	Stefano D'ASTE	ITA	BMW 320i	18:30.040	9	26.837	168.07	2:01.413
17	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	18:35.030	9	31.827	167.32	2:01.814
18	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	18:36.680	9	33.477	167.07	2:02.136
19	52	I	Andrea LARINI	ITA	Alfa Romeo 156	18:40.914	9	37.711	166.44	2:01.931
20	21		Robert HUFF	GBR	Chevrolet Lacetti	18:40.923	9	37.720	166.44	2:02.465
21	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	18:47.117	9	43.914	165.52	2:01.823
22	23		Alain MENU	SUI	Chevrolet Lacetti	18:47.574	9	44.371	165.45	2:02.890
23	53	I	Gianluca DE LORENZI	ITA	BMW 320i	18:48.030	9	44.827	165.39	2:02.691
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	18:48.970	9	45.767	165.25	2:03.058
25	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	18:52.844	9	49.641	164.68	2:03.131
26	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	19:01.199	9	57.996	163.48	2:04.228
27	54	I	Stefano VALLI	RSM	BMW 320i	19:01.566	9	58.363	163.43	2:03.719
28	15		Thomas JAGER	GER	Ford Focus	19:08.443	9	1:05.240	162.45	2:04.738
29	42		Jorg MULLER	GER	BMW 320i	19:22.138	8	1 LAP	142.59	2:00.672

### NOT CLASSIFIED

14			Thomas KLENKE	GER	Ford Focus	8:33.895	4	D.N.F.	160.13	2:03.441
19	I		Valle MAKELA	FIN	Seat Toledo Cupra	8:42.412	4	D.N.F.	157.52	2:04.961
31	I		Giuseppe CIRO	ITA	BMW 320i		0	D.N.F.	N/A	

### FASTEST LAP

43			Dirk MULLER		BMW 320i	1:59.552	3	174.44kph	108.39mph	
34	I		Tomas ENGSTROM		Honda Accord Euro R	2:01.388	4	171.80kph	106.75mph	

Weather/Track: Bright/Dry

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship

### RACE 1 - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
43		2:03.388	43		1:59.868	43		1:59.552	43		1:59.824	43		1:59.880
5	0.233	2:03.621	5	0.236	1:59.871	7	1.257	2:00.245	7	1.523	2:00.090	2	1.858	2:00.050
7	0.744	2:04.132	7	0.564	1:59.688	2	1.385	2:00.059	2	1.688	2:00.127	7	2.002	2:00.359
2	0.970	2:04.358	2	0.878	1:59.776	1	2.299	1:59.553	1	2.236	1:59.761	1	2.352	1:59.996
1	2.130	2:05.518	1	2.298	2:00.036	5	4.018	2:03.334	6	4.727	1:59.978	6	5.170	2:00.323
8	2.654	2:06.042	8	3.289	2:00.503	6	4.573	2:00.481	5	5.015	2:00.821	5	5.446	2:00.311
3	2.786	2:06.174	6	3.644	2:00.297	3	5.408	2:00.849	3	5.841	2:00.257	3	6.043	2:00.082
6	3.215	2:06.603	3	4.111	2:01.193	8	5.559	2:01.822	8	6.215	2:00.480	8	6.550	2:00.215
9	3.402	2:06.790	9	4.486	2:00.952	9	5.784	2:00.850	9	6.538	2:00.578	9	6.984	2:00.326
10	4.323	2:07.711	10	4.884	2:00.429	10	6.132	2:00.800	10	7.328	2:01.020	10	7.867	2:00.419
4	4.859	2:08.247	4	6.039	2:01.048	4	6.902	2:00.415	4	7.849	2:00.771	4	8.147	2:00.178
26	5.393	2:08.781	26	6.701	2:01.176	26	8.723	2:01.574	26	10.639	2:01.740	26	12.795	2:02.036
30	6.813	2:10.201	30	9.176	2:02.231	30	11.037	2:01.413	30	13.673	2:02.460	32	15.763	2:01.808
32	7.144	2:10.532	32	9.976	2:02.700	32	12.069	2:01.645	32	13.835	2:01.590	34	16.723	2:02.353
34	7.515	2:10.903	34	10.280	2:02.633	34	12.686	2:01.958	34	14.250	2:01.388	30	16.884	2:03.091
20	8.588	2:11.976	20	11.004	2:02.284	20	13.425	2:01.973	20	15.462	2:01.861	20	17.735	2:02.153
33	10.370	2:13.758	33	13.633	2:03.131	33	17.584	2:03.503	51	21.406	2:03.424	51	23.988	2:02.462
55	10.513	2:13.901	55	13.856	2:03.211	51	17.806	2:02.619	52	21.512	2:02.993	55	25.196	2:03.237
21	10.807	2:14.195	51	14.739	2:03.575	52	18.343	2:02.681	33	21.764	2:04.004	33	26.322	2:04.438
52	11.043	2:14.431	21	15.093	2:04.154	55	18.549	2:04.245	55	21.839	2:03.114	21	26.544	2:04.215
51	11.032	2:14.420	52	15.214	2:04.039	21	19.282	2:03.741	21	22.209	2:02.751	52	27.256	2:05.624
42	11.272	2:14.660	53	16.779	2:04.714	53	19.918	2:02.691	53	22.990	2:02.896	23	28.716	2:02.890
23	11.821	2:15.209	23	18.957	2:07.004	23	22.512	2:03.107	23	25.706	2:03.018	53	28.859	2:05.749
15	11.786	2:15.174	19	20.750	2:08.267	22	25.359	2:04.186	27	29.152	2:03.275	27	32.021	2:02.749
53	11.933	2:15.321	22	20.725	2:07.744	27	25.701	2:04.368	22	29.290	2:03.755	22	32.666	2:03.256
19	12.351	2:15.739	27	20.885	2:05.317	19	26.159	2:04.961	54	30.785	2:03.719	54	37.760	2:06.855
54	12.619	2:16.007	54	21.232	2:08.481	54	26.890	2:05.210	14	31.263	2:03.441	35	39.045	2:05.184
22	12.849	2:16.237	35	22.381	2:07.106	14	27.646	2:04.106	35	33.741	2:04.698	15	46.473	2:04.765
35	15.143	2:18.531	14	23.092	2:07.058	35	28.867	2:06.038	19	39.780	2:13.445P	42	1 LAP	2:01.545
27	15.436	2:18.824	15	31.086	2:19.168	15	36.611	2:05.077	15	41.588	2:04.801			
14	15.902	2:19.290	42	43.806	2:32.402P				42	1 LAP	4:30.108			

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Page 1 of 2

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28

Printed - 15:37 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 1 - LAP CHART

(contd.)

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
43		1:59.860	43		2:00.264	43		2:00.201	43		2:00.366			
2	2.033	2:00.035	2	2.505	2:00.736	2	2.410	2:00.106	2	2.465	2:00.421			
7	2.323	2:00.181	7	3.254	2:01.195	7	3.209	2:00.156	7	3.854	2:01.011			
1	2.952	2:00.460	1	3.748	2:01.060	1	3.515	1:59.968	1	3.977	2:00.828			
5	7.093	2:01.507	5	7.389	2:00.560	5	7.583	2:00.395	5	8.088	2:00.871			
6	7.601	2:02.291	6	7.508	2:00.171	6	7.982	2:00.675	6	8.248	2:00.632			
3	8.145	2:01.962	3	7.979	2:00.098	3	8.620	2:00.842	3	8.910	2:00.656			
8	8.512	2:01.822	8	8.796	2:00.548	8	9.012	2:00.417	8	9.192	2:00.546			
9	8.697	2:01.573	9	9.174	2:00.741	9	9.823	2:00.850	9	9.414	1:59.957			
10	9.773	2:01.766	10	10.441	2:00.932	4	13.956	2:03.396	4	14.843	2:01.253			
4	10.076	2:01.789	4	10.761	2:00.949	10	15.541	2:05.301	10	16.042	2:00.867			
26	14.963	2:02.028	26	16.594	2:01.895	26	18.623	2:02.230	26	20.441	2:02.184			
32	17.419	2:01.516	32	18.766	2:01.611	32	20.437	2:01.872	32	21.819	2:01.748			
34	19.386	2:02.523	34	21.606	2:02.484	34	23.837	2:02.432	34	26.396	2:02.925			
30	19.788	2:02.764	20	22.305	2:02.556	20	24.133	2:02.029	20	26.571	2:02.804			
20	20.013	2:02.138	30	22.585	2:03.061	30	24.745	2:02.361	30	26.837	2:02.458			
51	25.942	2:01.814	51	27.694	2:02.016	51	29.766	2:02.273	51	31.827	2:02.427			
55	27.559	2:02.223	55	29.431	2:02.136	55	31.682	2:02.452	55	33.477	2:02.161			
21	29.275	2:02.591	21	31.476	2:02.465	21	34.112	2:02.837	52	37.711	2:03.921			
52	30.465	2:03.069	52	32.132	2:01.931	52	34.156	2:02.225	21	37.720	2:03.974			
23	32.685	2:03.829	23	36.109	2:03.688	23	39.836	2:03.928	27	43.914	2:04.089			
53	33.228	2:04.229	53	36.695	2:03.731	27	40.191	2:03.553	23	44.371	2:04.901			
27	35.280	2:03.119	27	36.839	2:01.823	53	40.736	2:04.242	53	44.827	2:04.457			
22	36.344	2:03.538	22	39.426	2:03.346	22	42.283	2:03.058	22	45.767	2:03.850			
33	36.708	2:10.246	33	41.531	2:05.087	33	45.837	2:04.507	33	49.641	2:04.170			
54	42.696	2:04.796	54	47.017	2:04.585	54	52.062	2:05.246	35	57.996	2:06.083			
35	43.413	2:04.228	35	47.516	2:04.367	35	52.279	2:04.964	54	58.363	2:06.667			
15	51.351	2:04.738	15	55.933	2:04.846	15	1:00.853	2:05.121	15	1:05.240	2:04.753			
42	1 LAP	2:01.089	42	1 LAP	2:00.732	42	1 LAP	2:00.930	42	1 LAP	2:00.672			

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Page 2 of 2

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28

Printed - 15:37 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 1 - SECTOR ANALYSIS

<b>1</b>	<b>Andy PRIAULX</b>			<b>GBR</b>	<b>BMW 320i</b>				
<b>1</b>	42.860 223.1	41.075 233.2	41.583 211.3	<b>2:05.518</b>	<b>6</b>	38.403 229.7	40.793 232.7	41.264 211.7	<b>2:00.460</b>
<b>2</b>	38.402 225.9	40.541 232.2	<b>41.093</b> 211.7	<b>2:00.036</b>	<b>7</b>	38.530 222.2	40.919 <b>234.7</b>	41.611 211.3	<b>2:01.060</b>
<b>3</b>	38.186 226.4	<b>40.207</b> 233.2	41.160 210.5	<b>1:59.553</b>	<b>8</b>	<b>37.970</b> <b>230.2</b>	40.641 234.2	41.357 212.1	<b>1:59.968</b>
<b>4</b>	38.200 227.3	40.404 232.7	41.157 211.3	<b>1:59.761</b>	<b>9</b>	38.702 228.8	40.672 234.2	41.454 209.3	<b>2:00.828</b>
<b>5</b>	38.199 228.8	40.469 <b>234.7</b>	41.328 <b>213.0</b>	<b>1:59.996</b>					
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>				
<b>1</b>	41.970 216.8	40.992 233.2	41.396 <b>214.2</b>	<b>2:04.358</b>	<b>6</b>	38.256 <b>225.4</b>	40.453 230.2	41.326 210.9	<b>2:00.035</b>
<b>2</b>	38.376 225.0	<b>40.246</b> <b>236.8</b>	<b>41.154</b> 212.1	<b>1:59.776</b>	<b>7</b>	38.856 223.6	40.493 229.7	41.387 209.7	<b>2:00.736</b>
<b>3</b>	38.438 224.5	40.394 233.2	41.227 210.5	<b>2:00.059</b>	<b>8</b>	38.325 224.5	40.488 229.2	41.293 209.3	<b>2:00.106</b>
<b>4</b>	38.403 <b>225.4</b>	40.434 234.2	41.290 212.1	<b>2:00.127</b>	<b>9</b>	38.341 224.0	40.612 230.2	41.468 209.3	<b>2:00.421</b>
<b>5</b>	<b>38.220</b> 223.1	40.549 231.7	41.281 210.9	<b>2:00.050</b>					
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>				
<b>1</b>	43.088 225.9	41.275 232.7	41.811 210.9	<b>2:06.174</b>	<b>6</b>	38.294 218.1	41.809 228.8	41.859 210.5	<b>2:01.962</b>
<b>2</b>	38.634 227.3	41.225 231.2	41.334 <b>211.7</b>	<b>2:01.193</b>	<b>7</b>	<b>38.124</b> 226.8	40.511 <b>234.7</b>	41.463 210.1	<b>2:00.098</b>
<b>3</b>	38.191 <b>227.8</b>	41.135 233.2	41.523 210.1	<b>2:00.849</b>	<b>8</b>	38.443 <b>227.8</b>	40.723 <b>234.7</b>	41.676 210.9	<b>2:00.842</b>
<b>4</b>	38.358 225.9	40.587 232.7	<b>41.312</b> 210.1	<b>2:00.257</b>	<b>9</b>	38.289 226.4	40.697 <b>234.7</b>	41.670 209.7	<b>2:00.656</b>
<b>5</b>	38.269 226.8	<b>40.467</b> 234.2	41.346 210.5	<b>2:00.082</b>					
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>				
<b>1</b>	44.090 228.3	41.615 234.2	42.542 207.6	<b>2:08.247</b>	<b>6</b>	38.961 227.8	41.164 231.2	41.664 <b>212.1</b>	<b>2:01.789</b>
<b>2</b>	38.632 226.8	40.811 232.2	41.605 210.1	<b>2:01.048</b>	<b>7</b>	38.571 227.3	40.866 232.7	41.512 210.5	<b>2:00.949</b>
<b>3</b>	38.297 225.9	<b>40.527</b> 233.7	41.591 210.9	<b>2:00.415</b>	<b>8</b>	39.676 223.1	41.784 225.9	41.936 207.6	<b>2:03.396</b>
<b>4</b>	38.351 <b>230.2</b>	40.802 <b>234.7</b>	41.618 210.5	<b>2:00.771</b>	<b>9</b>	38.515 223.1	40.924 227.8	41.814 208.8	<b>2:01.253</b>
<b>5</b>	<b>38.163</b> 228.8	40.636 233.7	<b>41.379</b> 211.3	<b>2:00.178</b>					
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>				
<b>1</b>	41.454 225.0	40.770 229.7	41.397 212.1	<b>2:03.621</b>	<b>6</b>	38.782 224.5	41.096 228.3	41.629 208.0	<b>2:01.507</b>
<b>2</b>	38.333 225.9	40.304 232.7	41.234 <b>212.5</b>	<b>1:59.871</b>	<b>7</b>	38.397 225.4	40.498 229.2	41.665 208.4	<b>2:00.560</b>
<b>3</b>	38.484 225.9	<b>40.268</b> 231.2	44.582 183.6	<b>2:03.334</b>	<b>8</b>	<b>38.306</b> 225.4	40.487 228.8	41.602 209.3	<b>2:00.395</b>
<b>4</b>	39.351 226.4	40.272 <b>234.2</b>	<b>41.198</b> 211.7	<b>2:00.821</b>	<b>9</b>	38.533 225.0	40.695 228.8	41.643 210.1	<b>2:00.871</b>
<b>5</b>	38.709 <b>227.3</b>	40.311 232.7	41.291 212.1	<b>2:00.311</b>					
<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>				
<b>1</b>	43.541 <b>227.8</b>	41.828 233.7	41.234 211.7	<b>2:06.603</b>	<b>6</b>	39.044 224.0	41.930 231.2	41.317 210.5	<b>2:02.291</b>
<b>2</b>	38.578 <b>227.8</b>	40.752 230.7	<b>40.967</b> <b>212.1</b>	<b>2:00.297</b>	<b>7</b>	<b>38.333</b> 226.8	40.593 <b>234.2</b>	41.245 210.5	<b>2:00.171</b>
<b>3</b>	38.457 226.8	40.867 230.2	41.157 209.7	<b>2:00.481</b>	<b>8</b>	38.780 227.3	40.706 231.7	41.189 211.7	<b>2:00.675</b>
<b>4</b>	38.341 222.2	<b>40.381</b> 229.7	41.256 208.8	<b>1:59.978</b>	<b>9</b>	38.496 225.4	40.724 232.2	41.412 <b>212.1</b>	<b>2:00.632</b>
<b>5</b>	38.454 221.7	40.675 229.7	41.194 208.8	<b>2:00.323</b>					

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Page 1 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28  
Printed - 15:32 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 1 - SECTOR ANALYSIS

(contd.)

<b>7</b>	<b>Augusto FARFUS JR.</b>				<b>BRA</b>	Alfa Romeo 156			
<b>1</b> -	41.937 221.7	40.554 234.2	41.641 212.1	2:04.132	<b>6</b> -	38.455 226.4	40.510 234.2	41.216 211.7	2:00.181
<b>2</b> -	38.228 226.8	40.322 234.2	<b>41.138 213.0</b>	<b>1:59.688</b>	<b>7</b> -	39.198 225.0	40.657 233.7	41.340 210.9	2:01.195
<b>3</b> -	38.534 226.4	<b>40.191 235.2</b>	41.520 208.4	2:00.245	<b>8</b> -	<b>38.175 226.4</b>	40.645 233.2	41.336 209.7	2:00.156
<b>4</b> -	38.317 223.1	40.334 230.2	41.439 210.9	2:00.090	<b>9</b> -	38.734 225.0	40.608 232.2	41.669 209.7	2:01.011
<b>5</b> -	38.533 <b>228.3</b>	40.504 233.2	41.322 212.1	2:00.359					
<b>8</b>	<b>Rickard RYDELL</b>				<b>SWE</b>	SEAT Toledo Cupra			
<b>1</b> -	42.690 226.4	41.094 232.2	42.258 <b>210.9</b>	2:06.042	<b>6</b> -	<b>38.287 226.4</b>	41.422 226.4	42.113 210.5	2:01.822
<b>2</b> -	38.627 226.4	40.718 229.7	41.158 208.4	2:00.503	<b>7</b> -	38.380 226.8	40.792 230.7	41.376 207.2	2:00.548
<b>3</b> -	38.688 <b>227.3</b>	41.764 <b>233.7</b>	41.370 210.5	2:01.822	<b>8</b> -	38.406 226.8	40.664 230.7	41.347 209.3	2:00.417
<b>4</b> -	38.638 226.4	40.706 232.2	<b>41.136 208.8</b>	2:00.480	<b>9</b> -	38.406 <b>227.3</b>	40.752 232.2	41.388 208.8	2:00.546
<b>5</b> -	38.300 226.8	<b>40.612 232.2</b>	41.303 208.8	<b>2:00.215</b>					
<b>9</b>	<b>Jordi GENE</b>				<b>ESP</b>	SEAT Toledo Cupra			
<b>1</b> -	43.315 226.4	41.801 229.7	41.674 209.7	2:06.790	<b>6</b> -	38.213 227.3	41.223 217.3	42.137 <b>212.1</b>	2:01.573
<b>2</b> -	38.984 225.9	<b>40.478 233.7</b>	41.490 210.9	2:00.952	<b>7</b> -	38.639 226.4	40.918 232.2	41.184 210.9	2:00.741
<b>3</b> -	38.325 226.8	41.107 <b>234.2</b>	41.418 210.9	2:00.850	<b>8</b> -	38.377 227.8	40.906 232.7	41.567 209.3	2:00.850
<b>4</b> -	38.848 225.4	40.493 233.7	41.237 210.5	2:00.578	<b>9</b> -	<b>38.127 228.3</b>	40.740 231.7	41.090 211.3	<b>1:59.957</b>
<b>5</b> -	38.512 226.4	40.728 231.7	<b>41.086 210.5</b>	2:00.326					
<b>10</b>	<b>Peter TERTING</b>				<b>GER</b>	SEAT Toledo Cupra			
<b>1</b> -	44.441 226.4	41.596 231.7	41.674 206.8	2:07.711	<b>6</b> -	39.019 224.5	41.229 231.2	41.518 208.0	2:01.766
<b>2</b> -	38.602 225.0	40.610 230.7	<b>41.217 210.9</b>	2:00.429	<b>7</b> -	38.590 225.0	40.957 230.7	41.385 207.6	2:00.932
<b>3</b> -	<b>38.247 228.3</b>	41.076 <b>233.7</b>	41.477 208.0	2:00.800	<b>8</b> -	42.291 220.8	41.430 228.3	41.580 206.5	2:05.301
<b>4</b> -	38.892 226.8	40.731 231.2	41.397 208.4	2:01.020	<b>9</b> -	38.712 222.2	40.754 228.8	41.401 208.0	2:00.867
<b>5</b> -	38.298 227.3	<b>40.590 232.2</b>	41.531 209.7	<b>2:00.419</b>					
<b>14</b>	<b>Thomas KLENKE</b>				<b>GER</b>	Ford Focus			
<b>1</b> -	51.038 211.7	43.950 222.2	44.302 <b>202.6</b>	2:19.290	<b>3</b> -	39.883 <b>216.4</b>	41.754 223.1	42.469 <b>202.6</b>	2:04.106
<b>2</b> -	41.495 215.5	42.070 222.6	43.493 202.2	2:07.058	<b>4</b> -	<b>39.625 213.0</b>	<b>41.400 224.0</b>	<b>42.416 198.1</b>	<b>2:03.441</b>
<b>15</b>	<b>Thomas JAGER</b>				<b>GER</b>	Ford Focus			
<b>1</b> -	49.111 215.5	42.695 <b>222.2</b>	43.368 <b>203.7</b>	2:15.174	<b>6</b> -	<b>39.875 210.5</b>	41.871 214.2	42.992 198.5	<b>2:04.738</b>
<b>2</b> -	41.088 <b>216.4</b>	54.590 215.5	43.490 199.6	2:19.168	<b>7</b> -	39.971 210.1	41.885 215.1	42.990 197.8	2:04.846
<b>3</b> -	40.085 210.1	41.950 216.0	43.042 200.0	2:05.077	<b>8</b> -	40.287 208.0	42.008 215.5	42.826 199.2	2:05.121
<b>4</b> -	39.944 209.3	42.047 215.5	<b>42.810 198.5</b>	2:04.801	<b>9</b> -	39.914 208.8	<b>41.785 214.7</b>	43.054 200.7	2:04.753
<b>5</b> -	40.024 208.4	41.867 216.8	42.874 198.1	2:04.765					

Weather/Track: Bright/Dry

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Page 2 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28  
Printed - 15:32 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 1 - SECTOR ANALYSIS

(contd.)

<b>19</b>	<b>Valle MAKELA</b>				<b>FIN</b>	Seat Toledo Cupra			<b> </b>
	1 - 49.570 221.3	42.868 227.3	43.301 <i>209.3</i>	2:15.739	3 - 39.614 218.6	42.922 <i>230.2</i>	42.425 207.6	2:04.961	
	2 - 40.992 <i>225.4</i>	42.920 229.7	44.355 201.8	2:08.267	4 - <i>39.370</i> 222.6	<i>41.998</i> 226.8	52.077	2:13.445P	
<b>20</b>	<b>Tom CORONEL</b>				<b>NED</b>	Seat Toledo Cupra			<b> </b>
	1 - 46.883 221.7	42.514 229.2	42.579 206.8	2:11.976	6 - 38.884 <i>224.5</i>	41.183 <i>232.2</i>	42.071 208.4	2:02.138	
	2 - 39.370 222.2	41.167 228.8	41.747 <i>208.8</i>	2:02.284	7 - 39.047 222.6	41.618 230.7	41.891 208.4	2:02.556	
	3 - 38.988 222.2	41.203 230.2	41.782 207.6	2:01.973	8 - <i>38.728</i> 223.1	41.185 230.2	42.116 208.4	2:02.029	
	4 - 38.759 222.6	41.138 229.2	41.964 206.1	<b>2:01.861</b>	9 - 39.121 223.1	41.414 229.7	42.269 207.2	2:02.804	
	5 - 39.328 222.2	<i>41.083</i> 228.8	<i>41.742</i> 207.2	2:02.153					
<b>21</b>	<b>Robert HUFF</b>				<b>GBR</b>	Chevrolet Lacetti			
	1 - 48.180 218.1	42.790 225.0	43.225 202.6	2:14.195	6 - 39.177 218.6	41.247 224.0	42.167 204.9	2:02.591	
	2 - 39.936 218.1	41.661 227.3	42.557 <i>205.7</i>	2:04.154	7 - 39.132 218.6	<i>41.241</i> 223.1	<i>42.092</i> 204.1	<b>2:02.465</b>	
	3 - 39.865 <i>219.9</i>	41.562 227.3	42.314 205.3	2:03.741	8 - <i>39.089</i> 218.1	41.266 222.6	42.482 201.4	2:02.837	
	4 - 39.198 218.6	41.256 <i>228.8</i>	42.297 <i>205.7</i>	2:02.751	9 - 39.597 216.4	41.667 222.2	42.710 202.2	2:03.974	
	5 - 40.061 216.0	41.948 226.8	42.206 <i>205.7</i>	2:04.215					
<b>22</b>	<b>Nicola LARINI</b>				<b>ITA</b>	Chevrolet Lacetti			
	1 - 50.018 <i>219.9</i>	43.576 225.0	42.643 <i>207.2</i>	2:16.237	6 - <i>39.097</i> 219.0	<i>41.435</i> <i>227.8</i>	43.006 203.7	2:03.538	
	2 - 41.740 218.6	42.494 225.4	43.510 203.3	2:07.744	7 - 39.396 217.7	41.489 224.0	42.461 203.0	2:03.346	
	3 - 39.652 216.4	41.850 222.6	42.684 202.6	2:04.186	8 - 39.387 218.1	41.484 224.0	<i>42.187</i> 204.5	<b>2:03.058</b>	
	4 - 39.473 216.8	41.661 222.2	42.621 204.9	2:03.755	9 - 39.346 218.6	42.254 224.0	42.250 206.1	2:03.850	
	5 - 39.590 219.0	41.440 225.4	42.226 204.5	2:03.256					
<b>23</b>	<b>Alain MENU</b>				<b>SUI</b>	Chevrolet Lacetti			
	1 - 49.327 215.5	42.574 219.5	43.308 202.2	2:15.209	6 - 39.895 219.0	41.762 222.2	<i>42.172</i> <i>203.7</i>	2:03.829	
	2 - 41.331 219.5	43.029 223.1	42.644 <i>203.7</i>	2:07.004	7 - 39.487 218.1	41.763 222.2	42.438 203.3	2:03.688	
	3 - 39.497 216.8	41.364 221.7	42.246 203.3	2:03.107	8 - 39.729 <i>219.9</i>	41.823 222.2	42.376 201.4	2:03.928	
	4 - 39.459 217.3	<i>41.219</i> 222.6	42.340 201.1	2:03.018	9 - 40.070 <i>219.9</i>	41.678 223.6	43.153 201.1	2:04.901	
	5 - <i>39.327</i> 218.1	41.359 <i>226.8</i>	42.204 203.0	<b>2:02.890</b>					
<b>26</b>	<b>Roberto COLCIAGO</b>				<b>ITA</b>	Honda Accord Euro R			
	1 - 45.147 220.8	41.781 228.8	41.853 <i>207.6</i>	2:08.781	6 - 38.779 218.1	41.116 224.5	42.133 204.1	2:02.028	
	2 - <i>38.596</i> <i>222.6</i>	<i>40.788</i> <i>229.7</i>	<i>41.792</i> 207.2	<b>2:01.176</b>	7 - 38.947 217.7	40.986 224.0	41.962 204.9	2:01.895	
	3 - 38.606 220.8	41.084 226.4	41.884 205.7	2:01.574	8 - 38.882 218.6	41.321 224.5	42.027 204.1	2:02.230	
	4 - 38.762 218.1	41.036 224.5	41.942 204.1	2:01.740	9 - 38.929 218.1	41.268 224.5	41.987 204.1	2:02.184	
	5 - 38.913 217.3	41.069 224.0	42.054 203.7	2:02.036					

Weather/Track: Bright/Dry

www.mstworld.com

Page 3 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28

Printed - 15:32 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 1 - SECTOR ANALYSIS

(contd.)

<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R			<b> </b>	
<b>1 -</b>	51.149 219.9	44.014 209.7	43.661 208.4	<b>2:18.824</b>	<b>6 -</b>	38.992 220.4	41.841 225.9	42.286 204.9	2:03.119
<b>2 -</b>	40.381 219.9	41.766 <b>228.8</b>	43.170 206.8	2:05.317	<b>7 -</b>	<b>38.774 220.8</b>	<b>41.068 228.8</b>	<b>41.981 210.5</b>	<b>2:01.823</b>
<b>3 -</b>	39.615 211.7	42.364 227.3	42.389 206.5	2:04.368	<b>8 -</b>	39.211 217.7	42.102 222.6	42.240 205.7	2:03.553
<b>4 -</b>	39.207 209.7	41.891 227.8	42.177 206.5	2:03.275	<b>9 -</b>	39.408 217.3	41.744 223.1	42.937 203.3	2:04.089
<b>5 -</b>	39.150 218.1	41.355 225.4	42.244 205.3	2:02.749					
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			<b> </b>	
<b>1 -</b>	45.505 222.2	42.343 227.3	42.353 206.8	2:10.201	<b>6 -</b>	39.280 <b>225.9</b>	41.430 229.7	42.054 <b>209.3</b>	2:02.764
<b>2 -</b>	39.000 221.7	41.210 225.9	42.021 206.8	2:02.231	<b>7 -</b>	39.026 223.6	41.550 227.8	42.485 208.8	2:03.061
<b>3 -</b>	<b>38.332</b> 219.9	41.214 226.4	<b>41.867</b> 207.2	<b>2:01.413</b>	<b>8 -</b>	38.879 224.0	41.363 229.2	42.119 206.5	2:02.361
<b>4 -</b>	39.103 220.4	41.268 225.0	42.089 205.7	2:02.460	<b>9 -</b>	39.041 223.6	41.298 <b>230.2</b>	42.119 208.4	2:02.458
<b>5 -</b>	39.584 224.0	<b>41.125</b> 229.2	42.382 <b>209.3</b>	2:03.091					
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i			<b> </b>	
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			<b> </b>	
<b>1 -</b>	45.360 226.4	42.383 230.2	42.789 207.2	2:10.532	<b>6 -</b>	38.672 223.1	41.014 228.3	41.830 209.3	<b>2:01.516</b>
<b>2 -</b>	39.590 223.6	41.291 <b>231.7</b>	41.819 209.3	2:02.700	<b>7 -</b>	38.709 223.1	<b>40.977</b> 228.8	41.925 208.8	2:01.611
<b>3 -</b>	38.648 223.6	41.072 230.2	41.925 <b>209.7</b>	2:01.645	<b>8 -</b>	38.956 223.1	41.028 229.2	41.888 208.8	2:01.872
<b>4 -</b>	<b>38.550 226.8</b>	41.291 230.2	41.749 <b>209.7</b>	2:01.590	<b>9 -</b>	38.629 225.4	41.197 229.2	41.922 207.2	2:01.748
<b>5 -</b>	38.994 221.3	41.147 227.8	<b>41.667</b> 208.8	2:01.808					
<b>33</b>	<b>Adam LACKO</b>			<b>CZE</b>	Alfa Romeo 156 Gta			<b> </b>	
<b>1 -</b>	46.831 <b>224.0</b>	42.746 <b>233.7</b>	44.181 205.7	2:13.758	<b>6 -</b>	43.262 216.8	43.404 222.6	43.580 <b>207.6</b>	2:10.246
<b>2 -</b>	<b>39.228</b> 220.8	<b>41.498</b> 227.8	42.405 206.8	<b>2:03.131</b>	<b>7 -</b>	40.148 219.9	42.150 226.4	42.789 205.7	2:05.087
<b>3 -</b>	39.788 214.2	41.523 225.4	<b>42.192</b> 205.7	2:03.503	<b>8 -</b>	39.722 217.3	42.035 224.5	42.750 204.9	2:04.507
<b>4 -</b>	39.266 220.4	41.867 226.4	42.871 206.5	2:04.004	<b>9 -</b>	39.556 219.0	41.935 225.4	42.679 206.5	2:04.170
<b>5 -</b>	40.512 217.3	41.645 228.3	42.281 206.8	2:04.438					
<b>34</b>	<b>Tomas ENGSTROM</b>			<b>SWE</b>	Honda Accord Euro R			<b> </b>	
<b>1 -</b>	46.127 <b>222.6</b>	42.206 228.8	42.570 208.8	2:10.903	<b>6 -</b>	39.216 219.5	41.133 227.8	42.174 206.5	2:02.523
<b>2 -</b>	39.530 <b>222.6</b>	41.143 <b>230.2</b>	41.960 <b>209.3</b>	2:02.633	<b>7 -</b>	39.137 219.0	41.215 225.9	42.132 204.5	2:02.484
<b>3 -</b>	38.755 <b>222.6</b>	41.346 229.2	41.857 208.0	2:01.958	<b>8 -</b>	38.985 219.0	41.295 225.4	42.152 205.3	2:02.432
<b>4 -</b>	<b>38.650</b> 220.8	<b>41.109 230.2</b>	<b>41.629</b> 208.8	<b>2:01.388</b>	<b>9 -</b>	39.137 218.6	41.343 225.4	42.445 207.2	2:02.925
<b>5 -</b>	39.239 221.7	41.181 229.7	41.933 206.8	2:02.353					

Weather/Track: Bright/Dry

www.mstworld.com

Page 4 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28  
Printed - 15:32 Sunday, 10 April 2005



## 2005 FIA World Touring Car Championship RACE 1 - SECTOR ANALYSIS

(contd.)

<b>35</b>	<b>Jens HELLSTROM</b>				<b>SWE</b>	Honda Civic Type-R				<b> </b>
<b>1 -</b>	50.978 222.2	43.565 227.3	43.988 204.5	2:18.531	<b>6 -</b>	39.063 221.3	42.173 226.8	42.992 206.5	<b>2:04.228</b>	
<b>2 -</b>	41.516 222.2	42.391 227.3	43.199 206.5	2:07.106	<b>7 -</b>	<b>38.852</b> 220.4	42.628 225.4	<b>42.887 206.8</b>	2:04.367	
<b>3 -</b>	39.546 <b>222.6</b>	42.919 219.9	43.573 <b>206.8</b>	2:06.038	<b>8 -</b>	38.994 220.8	<b>42.157</b> 216.0	43.813 202.6	2:04.964	
<b>4 -</b>	39.043 222.2	42.353 225.4	43.302 204.9	2:04.698	<b>9 -</b>	39.962 218.1	43.063 221.3	43.058 205.3	2:06.083	
<b>5 -</b>	39.271 219.9	42.532 226.8	43.381 205.7	2:05.184						
<b>42</b>	<b>Jorg MULLER</b>				<b>GER</b>	BMW 320i				
<b>1 -</b>	44.585 <b>227.3</b>	41.652 <b>235.8</b>	48.423 186.2	2:14.660	<b>5 -</b>	38.359 222.6	40.996 226.4	41.734 208.8	2:01.089	
<b>2 -</b>	48.674 145.1	48.811 149.1	54.917	2:32.402P	<b>6 -</b>	38.423 223.1	40.755 228.3	<b>41.554</b> 208.4	2:00.732	
<b>3 -</b>	3:05.765 219.9	42.117 225.4	42.226 208.4	4:30.108	<b>7 -</b>	<b>38.225</b> 222.6	40.685 228.3	42.020 <b>209.7</b>	2:00.930	
<b>4 -</b>	38.563 221.3	41.093 225.9	41.889 208.4	2:01.545	<b>8 -</b>	38.367 223.6	<b>40.649</b> 228.3	41.656 209.3	<b>2:00.672</b>	
<b>43</b>	<b>Dirk MULLER</b>				<b>GER</b>	BMW 320i				
<b>1 -</b>	41.205 221.7	40.883 227.8	41.300 <b>210.5</b>	2:03.388	<b>6 -</b>	38.178 <b>224.0</b>	40.375 <b>228.8</b>	41.307 208.4	1:59.860	
<b>2 -</b>	<b>38.091</b> 223.6	40.500 227.3	41.277 209.7	1:59.868	<b>7 -</b>	38.220 223.6	40.628 226.8	41.416 208.8	2:00.264	
<b>3 -</b>	38.145 223.6	<b>40.272</b> 228.3	<b>41.135</b> 208.8	<b>1:59.552</b>	<b>8 -</b>	38.250 <b>224.0</b>	40.562 227.8	41.389 209.3	2:00.201	
<b>4 -</b>	38.236 223.1	40.391 227.3	41.197 208.8	1:59.824	<b>9 -</b>	38.272 223.1	40.362 <b>228.8</b>	41.732 207.6	2:00.366	
<b>5 -</b>	38.319 222.2	40.423 227.8	41.138 209.7	1:59.880						
<b>51</b>	<b>Salvatore TAVANO</b>				<b>ITA</b>	Alfa Romeo 156				<b> </b>
<b>1 -</b>	46.274 219.9	43.227 <b>232.7</b>	44.919 203.7	2:14.420	<b>6 -</b>	38.917 219.0	<b>40.950</b> 225.4	41.947 205.7	<b>2:01.814</b>	
<b>2 -</b>	39.995 <b>225.0</b>	41.485 231.2	42.095 <b>206.8</b>	2:03.575	<b>7 -</b>	39.080 219.0	40.972 225.0	41.964 204.1	2:02.016	
<b>3 -</b>	<b>38.842</b> <b>225.0</b>	41.931 230.7	<b>41.846</b> <b>206.8</b>	2:02.619	<b>8 -</b>	38.891 219.0	41.356 224.5	42.026 204.5	2:02.273	
<b>4 -</b>	39.136 220.8	41.923 230.7	42.365 204.1	2:03.424	<b>9 -</b>	39.089 219.0	41.255 224.5	42.083 203.7	2:02.427	
<b>5 -</b>	39.345 219.0	41.180 225.0	41.937 204.9	2:02.462						
<b>52</b>	<b>Andrea LARINI</b>				<b>ITA</b>	Alfa Romeo 156				<b> </b>
<b>1 -</b>	46.634 223.6	43.805 228.8	43.992 203.0	2:14.431	<b>6 -</b>	39.558 219.9	41.251 226.8	42.260 204.9	2:03.069	
<b>2 -</b>	40.451 <b>224.5</b>	41.386 230.2	42.202 <b>210.5</b>	2:04.039	<b>7 -</b>	<b>38.913</b> 220.8	41.145 226.8	<b>41.873</b> 206.5	<b>2:01.931</b>	
<b>3 -</b>	39.034 222.2	41.768 <b>230.7</b>	41.879 207.2	2:02.681	<b>8 -</b>	39.122 221.7	<b>41.038</b> 228.8	42.065 203.3	2:02.225	
<b>4 -</b>	39.055 222.2	41.825 230.2	42.113 204.9	2:02.993	<b>9 -</b>	40.022 220.8	41.263 221.7	42.636 198.5	2:03.921	
<b>5 -</b>	41.395 219.9	42.196 227.3	42.033 205.7	2:05.624						
<b>53</b>	<b>Gianluca DE LORENZI</b>				<b>ITA</b>	BMW 320i				<b> </b>
<b>1 -</b>	49.256 207.6	42.798 212.5	43.267 206.5	2:15.321	<b>6 -</b>	39.368 220.8	42.481 227.8	42.380 207.6	2:04.229	
<b>2 -</b>	40.239 223.1	42.092 227.8	42.383 207.2	2:04.714	<b>7 -</b>	39.153 223.6	42.189 226.8	42.389 <b>209.3</b>	2:03.731	
<b>3 -</b>	39.112 223.6	<b>41.516</b> 228.3	<b>42.063</b> 208.4	<b>2:02.691</b>	<b>8 -</b>	39.261 217.7	41.850 227.3	43.131 207.6	2:04.242	
<b>4 -</b>	<b>39.007</b> 223.6	41.683 <b>229.2</b>	42.206 207.2	2:02.896	<b>9 -</b>	39.309 <b>225.0</b>	42.473 225.9	42.675 204.5	2:04.457	
<b>5 -</b>	39.703 218.1	43.430 226.8	42.616 207.6	2:05.749						

Weather/Track: Bright/Dry

www.mstworld.com

Page 5 of 6

Monza

Circuit Length = 5.7930 km.

Start: 15:10 End: 15:28

Printed - 15:32 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 1 - SECTOR ANALYSIS

(contd.)

<b>54</b>	<b>Stefano VALLI</b>				<b>RSM</b>	<b>BMW 320i</b>				<b>I</b>					
<b>1</b> -	49.629	218.6	43.326	229.7	43.052	<b>209.3</b>	<b>2:16.007</b>	<b>6</b> -	39.727	217.7	41.993	223.1	43.076	204.1	<b>2:04.796</b>
<b>2</b> -	41.217	223.6	42.683	230.7	44.581	206.8	<b>2:08.481</b>	<b>7</b> -	39.444	219.5	42.045	223.6	43.096	205.7	<b>2:04.585</b>
<b>3</b> -	39.642	<b>224.5</b>	42.683	<b>231.7</b>	42.885	208.0	<b>2:05.210</b>	<b>8</b> -	39.392	220.8	42.166	225.0	43.688	203.3	<b>2:05.246</b>
<b>4</b> -	<b>39.322</b>	223.1	<b>41.668</b>	230.7	<b>42.729</b>	204.9	<b>2:03.719</b>	<b>9</b> -	40.227	214.2	43.547	225.4	42.893	207.2	<b>2:06.667</b>
<b>5</b> -	39.578	221.3	43.599	222.2	43.678	204.5	<b>2:06.855</b>								

<b>55</b>	<b>Alessandro BALZAN</b>				<b>ITA</b>	<b>SEAT Toledo Cupra</b>				<b>I</b>					
<b>1</b> -	47.511	<b>222.6</b>	42.503	<b>230.2</b>	43.887	204.5	<b>2:13.901</b>	<b>6</b> -	38.896	220.4	41.261	225.9	42.066	207.2	<b>2:02.223</b>
<b>2</b> -	39.351	<b>222.6</b>	41.515	224.5	42.345	208.8	<b>2:03.211</b>	<b>7</b> -	<b>38.762</b>	221.7	41.299	225.4	42.075	207.2	<b>2:02.136</b>
<b>3</b> -	39.583	214.7	42.771	229.2	<b>41.891</b>	<b>209.7</b>	<b>2:04.245</b>	<b>8</b> -	39.175	219.5	<b>41.187</b>	225.0	42.090	206.8	<b>2:02.452</b>
<b>4</b> -	39.119	<b>222.6</b>	41.778	228.8	42.217	204.5	<b>2:03.114</b>	<b>9</b> -	38.889	220.4	41.206	225.9	42.066	208.0	<b>2:02.161</b>
<b>5</b> -	39.888	219.0	41.401	226.8	41.948	207.6	<b>2:03.237</b>								

Weather/Track: Bright/Dry

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Page 6 of 6

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28  
Printed - 15:32 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE CLASSIFICATION - RACE 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	3		James THOMPSON	GBR	Alfa Romeo 156	18:13.906	9		170.55	2:00.481
2	43		Dirk MULLER	GER	BMW 320i	18:14.436	9	0.530	170.46	1:59.927
3	5		Antonio GARCIA	ESP	BMW 320i	18:14.671	9	0.765	170.43	2:00.391
4	42		Jorg MULLER	GER	BMW 320i	18:15.154	9	1.248	170.35	1:59.058
5	1		Andy PRIAULX	GBR	BMW 320i	18:15.373	9	1.467	170.32	1:59.815
6	9		Jordi GENE	ESP	SEAT Toledo Cupra	18:16.376	9	2.470	170.16	2:00.252
7	4		Alessandro ZANARDI	ITA	BMW 320i	18:19.882	9	5.976	169.62	2:00.403
8	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	18:20.673	9	6.767	169.50	1:59.956
9	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	18:22.810	9	8.904	169.17	2:00.114
10	32		Marc HENNERICI	GER	BMW 320i	18:32.137	9	18.231	167.75	2:01.237
11	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	18:38.433	9	24.527	166.81	2:01.874
12	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	18:45.517	9	31.611	165.76	2:02.040
13	19		Valle MAKELA	FIN	Seat Toledo Cupra	18:45.897	9	31.991	165.70	2:02.510
14	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	18:46.461	9	32.555	165.62	2:02.661
15	22		Nicola LARINI	ITA	Chevrolet Lacetti	18:47.451	9	33.545	165.47	2:02.739
16	51		Salvatore TAVANO	ITA	Alfa Romeo 156	18:48.027	9	34.121	165.39	2:01.501
17	10		Peter TERTING	GER	SEAT Toledo Cupra	18:51.349	9	37.443	164.90	2:00.923
18	31		Giuseppe CIRO	ITA	BMW 320i	18:51.386	9	37.480	164.90	2:03.060
19	54		Stefano VALLI	RSM	BMW 320i	18:56.134	9	42.228	164.21	2:03.166
20	52		Andrea LARINI	ITA	Alfa Romeo 156	18:58.585	9	44.679	163.85	2:01.701
21	35		Jens HELLSTROM	SWE	Honda Civic Type-R	19:25.942	9	1:12.036	160.01	2:05.795
22	30		Stefano D'ASTE	ITA	BMW 320i	16:32.545	8	1 LAP	166.95	2:01.906
23	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	18:58.813	8	1 LAP	145.51	2:02.240
24	23		Alain MENU	SUI	Chevrolet Lacetti	12:50.529	6	3 LAPS	160.93	2:04.136

### NOT CLASSIFIED

2			Gabriele TARQUINI	ITA	Alfa Romeo 156	10:09.869	5	D.N.F.	169.13	1:59.802
21			Robert HUFF	GBR	Chevrolet Lacetti	10:29.749	5	D.N.F.	163.79	2:02.226
53			Gianluca DE LORENZI	ITA	BMW 320i	10:30.609	5	D.N.F.	163.56	2:02.256
20			Tom CORONEL	NED	Seat Toledo Cupra	8:39.735	4	D.N.F.	158.33	2:01.922
26			Roberto COLCIAGO	ITA	Honda Accord Euro R	9:14.072	4	D.N.F.	148.52	2:00.936
8			Rickard RYDELL	SWE	SEAT Toledo Cupra	2:05.228	1	D.N.F.	157.53	2:05.228
15			Thomas JAGER	GER	Ford Focus		0	D.N.F.	N/A	

### FASTEST LAP

42			Jorg MULLER		BMW 320i	1:59.058	3	175.16kph	108.84mph	
32			Marc HENNERICI		BMW 320i	2:01.237	4	172.01kph	106.88mph	

Weather/Track: Cloudy/Dry

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	227.8
2	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	227.3
3	42		Jorg MULLER	GER	BMW 320i	225.9
4	3		James THOMPSON	GBR	Alfa Romeo 156	225.0
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	225.0
6	53		Gianluca DE LORENZI	ITA	BMW 320i	224.5
7	43		Dirk MULLER	GER	BMW 320i	224.5
8	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	224.0
9	9		Jordi GENE	ESP	SEAT Toledo Cupra	224.0
10	32		Marc HENNERICI	GER	BMW 320i	223.6
11	4		Alessandro ZANARDI	ITA	BMW 320i	222.6
12	51		Salvatore TAVANO	ITA	Alfa Romeo 156	222.2
13	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	222.2
14	19		Valle MAKELA	FIN	Seat Toledo Cupra	222.2
15	20		Tom CORONEL	NED	Seat Toledo Cupra	222.2
16	52		Andrea LARINI	ITA	Alfa Romeo 156	221.7
17	31		Giuseppe CIRO	ITA	BMW 320i	221.7
18	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	221.3
19	22		Nicola LARINI	ITA	Chevrolet Lacetti	220.8
20	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	220.8
21	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	219.5
22	35		Jens HELLSTROM	SWE	Honda Civic Type-R	219.0
23	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	218.6
24	54		Stefano VALLI	RSM	BMW 320i	218.6
25	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	218.1
26	21		Robert HUFF	GBR	Chevrolet Lacetti	217.3
27	15		Thomas JAGER	GER	Ford Focus	216.4
28	30		Stefano D'ASTE	ITA	BMW 320i	216.0
29	28		Carl ROSENBLAD	SWE	BMW 320i	216.0
30	14		Thomas KLENKE	GER	Ford Focus	214.7
31	23		Alain MENU	SUI	Chevrolet Lacetti	191.4
32	5		Antonio GARCIA	ESP	BMW 320i	187.1

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

Printed - 09:40 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	233.2
2	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	232.7
3	43		Dirk MULLER	GER	BMW 320i	231.7
4	3		James THOMPSON	GBR	Alfa Romeo 156	231.7
5	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	230.7
6	1		Andy PRIAULX	GBR	BMW 320i	230.7
7	42		Jorg MULLER	GER	BMW 320i	230.7
8	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	230.2
9	28	I	Carl ROSENBLAD	SWE	BMW 320i	230.2
10	33	I	Adam LACKO	CZE	Alfa Romeo 156 Gta	229.7
11	31	I	Giuseppe CIRO	ITA	BMW 320i	229.2
12	32	I	Marc HENNERICI	GER	BMW 320i	229.2
13	9		Jordi GENE	ESP	SEAT Toledo Cupra	229.2
14	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	228.8
15	20	I	Tom CORONEL	NED	Seat Toledo Cupra	228.8
16	19	I	Valle MAKELA	FIN	Seat Toledo Cupra	228.3
17	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	227.8
18	53	I	Gianluca DE LORENZI	ITA	BMW 320i	227.8
19	21		Robert HUFF	GBR	Chevrolet Lacetti	227.3
20	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	226.8
21	35	I	Jens HELLSTROM	SWE	Honda Civic Type-R	226.4
22	4		Alessandro ZANARDI	ITA	BMW 320i	226.4
23	34	I	Tomas ENGSTROM	SWE	Honda Accord Euro R	225.9
24	30	I	Stefano D'ASTE	ITA	BMW 320i	225.4
25	22		Nicola LARINI	ITA	Chevrolet Lacetti	225.0
26	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	225.0
27	52	I	Andrea LARINI	ITA	Alfa Romeo 156	224.0
28	54	I	Stefano VALLI	RSM	BMW 320i	224.0
29	15		Thomas JAGER	GER	Ford Focus	221.3
30	14		Thomas KLENKE	GER	Ford Focus	218.6
31	23		Alain MENU	SUI	Chevrolet Lacetti	215.1
32	5		Antonio GARCIA	ESP	BMW 320i	212.1

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 09:20 End: 09:35

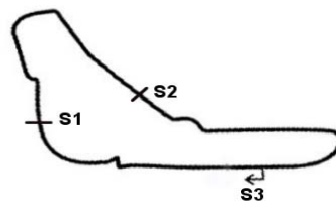
Printed - 09:40 Sunday, 10 April 2005

# 2005 FIA World Touring Car Championship

## Race 1 - Best Sector Times Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		IDEAL/BEST LAP COMPARISON							
		TIME	LAP	NO	TIME	LAP	NO	TIME	LAP	NO	NAME	IDEAL	BEST	LAP	DIFF
1	1	37.970	8	7	40.191	3	6	40.967	2	1	PRIAULX	1:59.270	1:59.553	3	+ 0.283
2	43	38.091	2	1	40.207	3	9	41.086	5	43	MULLER	1:59.498	1:59.552	3	+ 0.054
3	3	38.124	7	2	40.246	2	1	41.093	2	7	FARFUS JR.	1:59.504	1:59.688	2	+ 0.184
4	9	38.127	9	5	40.268	3	43	41.135	3	2	TARQUINI	1:59.620	1:59.776	2	+ 0.156
5	4	38.163	5	43	40.272	3	8	41.136	4	6	GIOVANARD	1:59.681	1:59.978	4	+ 0.297
6	7	38.175	8	6	40.381	4	7	41.138	2	9	GENE	1:59.691	1:59.957	9	+ 0.266
7	2	38.220	5	3	40.467	5	2	41.154	2	5	GARCIA	1:59.772	1:59.871	2	+ 0.099
8	42	38.225	7	9	40.478	2	5	41.198	4	3	THOMPSON	1:59.903	2:00.082	5	+ 0.179
9	10	38.247	3	4	40.527	3	10	41.217	2	8	RYDELL	2:00.035	2:00.215	5	+ 0.180
10	8	38.287	6	10	40.590	5	3	41.312	4	10	TERTING	2:00.054	2:00.419	5	+ 0.365
11	5	38.306	8	8	40.612	5	4	41.379	5	4	ZANARDI	2:00.069	2:00.178	5	+ 0.109
12	30	38.332	3	42	40.649	8	42	41.554	6	42	MULLER	2:00.428	2:00.672	8	+ 0.244
13	6	38.333	7	26	40.788	2	34	41.629	4	26	COLCIAGO	2:01.176	2:01.176	2	+ 0.000
14	32	38.550	4	51	40.950	6	32	41.667	5	32	HENNERICI	2:01.194	2:01.516	6	+ 0.322
15	26	38.596	2	32	40.977	7	20	41.742	5	30	D'ASTE	2:01.324	2:01.413	3	+ 0.089
16	34	38.650	4	52	41.038	8	26	41.792	2	34	ENGSTROM	2:01.388	2:01.388	4	+ 0.000
17	20	38.728	8	27	41.068	7	51	41.846	3	20	CORONEL	2:01.553	2:01.861	4	+ 0.308
18	55	38.762	7	20	41.083	5	30	41.867	3	51	TAVANO	2:01.638	2:01.814	6	+ 0.176
19	27	38.774	7	34	41.109	4	52	41.873	7	27	DE MICHELI	2:01.823	2:01.823	7	+ 0.000
20	51	38.842	3	30	41.125	5	55	41.891	3	52	LARINI	2:01.824	2:01.931	7	+ 0.107
21	35	38.852	7	55	41.187	8	27	41.981	7	55	BALZAN	2:01.840	2:02.136	7	+ 0.296
22	52	38.913	7	23	41.219	4	53	42.063	3	21	HUFF	2:02.422	2:02.465	7	+ 0.043
23	53	39.007	4	21	41.241	7	21	42.092	7	53	DE LORENZI	2:02.586	2:02.691	3	+ 0.105
24	21	39.089	8	14	41.400	4	23	42.172	6	23	MENU	2:02.718	2:02.890	5	+ 0.172
25	22	39.097	6	22	41.435	6	22	42.187	8	22	LARINI	2:02.719	2:03.058	8	+ 0.339
26	33	39.228	2	33	41.498	2	33	42.192	3	33	LACKO	2:02.918	2:03.131	2	+ 0.213
27	54	39.322	4	53	41.516	3	14	42.416	4	14	KLENKE	2:03.441	2:03.441	4	+ 0.000
28	23	39.327	5	54	41.668	4	19	42.425	3	54	VALLI	2:03.719	2:03.719	4	+ 0.000
29	19	39.370	4	15	41.785	9	54	42.729	4	19	MAKELA	2:03.793	2:04.961	3	+ 1.168
30	14	39.625	4	19	41.998	4	15	42.810	4	35	HELLSTROM	2:03.896	2:04.228	6	+ 0.332
31	15	39.875	6	35	42.157	8	35	42.887	7	15	JAGER	2:04.470	2:04.738	6	+ 0.268

'Perfect Lap' - 1:59.128



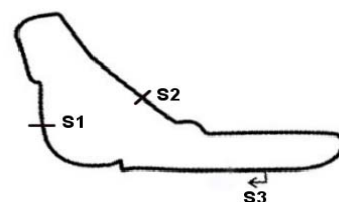
Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Bright/Dry

# 2005 FIA World Touring Car Championship

## Race 1 - Best Sector Speeds Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		NAME	SPEED	LAP
		SPEED	LAP	NO	SPEED	LAP	NO			
1	1	230.2	8	2	236.8	2	2	TARQUINI	214.2	1
2	4	230.2	4	42	235.8	1	1	PRIAULX	213.0	5
3	7	228.3	5	7	235.2	3	7	FARFUS JR.	213.0	2
4	9	228.3	9	1	234.7	5	5	GARCIA	212.5	2
5	10	228.3	3	3	234.7	7	4	ZANARDI	212.1	6
6	3	227.8	3	4	234.7	4	6	GIOVANARDI	212.1	2
7	6	227.8	1	5	234.2	4	9	GENE	212.1	6
8	5	227.3	5	6	234.2	7	3	THOMPSON	211.7	2
9	8	227.3	3	9	234.2	3	8	RYDELL	210.9	1
10	42	227.3	1	8	233.7	3	10	TERTING	210.9	2
11	32	226.8	4	10	233.7	3	27	DE MICHELI	210.5	7
12	30	225.9	6	33	233.7	1	43	MULLER	210.5	1
13	2	225.4	4	51	232.7	1	52	LARINI	210.5	2
14	19	225.4	2	20	232.2	6	32	HENNERICI	209.7	3
15	51	225.0	2	32	231.7	2	42	MULLER	209.7	7
16	53	225.0	9	54	231.7	3	55	BALZAN	209.7	3
17	20	224.5	6	52	230.7	3	19	MAKELA	209.3	1
18	52	224.5	2	19	230.2	3	30	D'ASTE	209.3	5
19	54	224.5	3	30	230.2	9	34	ENGSTROM	209.3	2
20	33	224.0	1	34	230.2	2	53	DE LORENZI	209.3	7
21	43	224.0	6	55	230.2	1	54	VALLI	209.3	1
22	26	222.6	2	26	229.7	2	20	CORONEL	208.8	2
23	34	222.6	1	53	229.2	4	26	COLCIAGO	207.6	1
24	35	222.6	3	21	228.8	4	33	LACKO	207.6	6
25	55	222.6	1	27	228.8	2	22	LARINI	207.2	1
26	27	220.8	7	43	228.8	6	35	HELLSTROM	206.8	3
27	21	219.9	3	22	227.8	6	51	TAVANO	206.8	2
28	22	219.9	1	35	227.3	1	21	HUFF	205.7	2
29	23	219.9	8	23	226.8	5	15	JAGER	203.7	1
30	14	216.4	3	14	224.0	4	23	MENU	203.7	2
31	15	216.4	2	15	222.2	1	14	KLENKE	202.6	1



Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza


Weather/Track: Bright/Dry

# 2005 FIA World Touring Car Championship

## GRID - RACE 2

ROW 16	19	MAKELA	31	CIRO
ROW 15	14	KLENKE	42	MULLER
ROW 14	15	JAGER	54	VALLI
ROW 13	35	HELLSTROM	33	LACKO
ROW 12	22	LARINI	53	DE LORENZI
ROW 11	23	MENU	27	DE MICHELI
ROW 10	21	HUFF	52	LARINI
ROW 9	55	BALZAN	51	TAVANO
ROW 8	30	D'ASTE	20	CORONEL
ROW 7	34	ENGSTROM	32	HENNERICI
ROW 6	26	COLCIAGO	10	TERTING
ROW 5	4	ZANARDI	9	GENE
ROW 4	43	MULLER	2	TARQUINI
ROW 3	7	FARFUS JR.	1	PRIAULX
ROW 2	5	GARCIA	6	GIOVANARDI
ROW 1	3	THOMPSON	8	RYDELL

**POLE**



Weather/Track: Bright/Dry

Monza  
Circuit Length = 5.7930 km.  
Start: 15:10 End: 15:28

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship RACE CLASSIFICATION - RACE 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	3		James THOMPSON	GBR	Alfa Romeo 156	18:13.906	9		170.55	2:00.481
2	43		Dirk MULLER	GER	BMW 320i	18:14.436	9	0.530	170.46	1:59.927
3	5		Antonio GARCIA	ESP	BMW 320i	18:14.671	9	0.765	170.43	2:00.391
4	42		Jorg MULLER	GER	BMW 320i	18:15.154	9	1.248	170.35	1:59.058
5	1		Andy PRIAULX	GBR	BMW 320i	18:15.373	9	1.467	170.32	1:59.815
6	9		Jordi GENE	ESP	SEAT Toledo Cupra	18:16.376	9	2.470	170.16	2:00.252
7	4		Alessandro ZANARDI	ITA	BMW 320i	18:19.882	9	5.976	169.62	2:00.403
8	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	18:20.673	9	6.767	169.50	1:59.956
9	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	18:22.810	9	8.904	169.17	2:00.114
10	32		Marc HENNERICI	GER	BMW 320i	18:32.137	9	18.231	167.75	2:01.237
11	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	18:38.433	9	24.527	166.81	2:01.874
12	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	18:45.517	9	31.611	165.76	2:02.040
13	19		Valle MAKELA	FIN	Seat Toledo Cupra	18:45.897	9	31.991	165.70	2:02.510
14	27		Andriano DE MICHELI	ITA	Honda Accord Euro R	18:46.461	9	32.555	165.62	2:02.661
15	22		Nicola LARINI	ITA	Chevrolet Lacetti	18:47.451	9	33.545	165.47	2:02.739
16	51		Salvatore TAVANO	ITA	Alfa Romeo 156	18:48.027	9	34.121	165.39	2:01.501
17	10		Peter TERTING	GER	SEAT Toledo Cupra	18:51.349	9	37.443	164.90	2:00.923
18	31		Giuseppe CIRO	ITA	BMW 320i	18:51.386	9	37.480	164.90	2:03.060
19	54		Stefano VALLI	RSM	BMW 320i	18:56.134	9	42.228	164.21	2:03.166
20	52		Andrea LARINI	ITA	Alfa Romeo 156	18:58.585	9	44.679	163.85	2:01.701
21	35		Jens HELLSTROM	SWE	Honda Civic Type-R	19:25.942	9	1:12.036	160.01	2:05.795
22	30		Stefano D'ASTE	ITA	BMW 320i	16:32.545	8	1 LAP	166.95	2:01.906
23	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	18:58.813	8	1 LAP	145.51	2:02.240
24	23		Alain MENU	SUI	Chevrolet Lacetti	12:50.529	6	3 LAPS	160.93	2:04.136

### NOT CLASSIFIED

2			Gabriele TARQUINI	ITA	Alfa Romeo 156	10:09.869	5	D.N.F.	169.13	1:59.802
21			Robert HUFF	GBR	Chevrolet Lacetti	10:29.749	5	D.N.F.	163.79	2:02.226
53			Gianluca DE LORENZI	ITA	BMW 320i	10:30.609	5	D.N.F.	163.56	2:02.256
20			Tom CORONEL	NED	Seat Toledo Cupra	8:39.735	4	D.N.F.	158.33	2:01.922
26			Roberto COLCIAGO	ITA	Honda Accord Euro R	9:14.072	4	D.N.F.	148.52	2:00.936
8			Rickard RYDELL	SWE	SEAT Toledo Cupra	2:05.228	1	D.N.F.	157.53	2:05.228
15			Thomas JAGER	GER	Ford Focus		0	D.N.F.	N/A	

### FASTEST LAP

42			Jorg MULLER		BMW 320i	1:59.058	3	175.16kph	108.84mph	
32			Marc HENNERICI		BMW 320i	2:01.237	4	172.01kph	106.88mph	

Weather/Track: Cloudy/Dry

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Race Director:	Steward:	Timekeeper:
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## 2005 FIA World Touring Car Championship

### RACE 2 - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		2:04.653	3		2:00.864	3		2:01.190	3		2:01.053	3		2:01.494
8	0.575	2:05.228	5	0.227	2:00.391	5	0.175	2:01.138	5	0.159	2:01.037	43	0.091	2:00.952
5	0.700	2:05.353	43	1.510	2:01.384	43	0.444	2:00.124	43	0.633	2:01.242	7	0.403	2:00.961
43	0.990	2:05.643	7	2.875	2:02.409	7	1.875	2:00.190	7	0.936	2:00.114	2	0.615	2:01.016
7	1.330	2:05.983	1	3.020	2:02.217	2	2.344	2:00.289	2	1.093	1:59.802	5	1.472	2:02.807
1	1.667	2:06.320	2	3.245	2:02.201	1	2.814	2:00.984	1	1.855	2:00.094	1	1.757	2:01.396
2	1.908	2:06.561	9	4.001	2:01.342	9	3.328	2:00.517	9	2.527	2:00.252	42	1.861	2:00.675
9	3.523	2:08.176	4	4.315	2:01.510	42	3.790	1:59.058	42	2.680	1:59.943	9	2.114	2:01.081
4	3.669	2:08.322	26	5.613	2:02.157	4	4.167	2:01.042	4	3.517	2:00.403	4	2.679	2:00.656
26	4.320	2:08.973	42	5.922	2:00.242	26	5.359	2:00.936	6	8.288	2:00.224	6	7.367	2:00.573
10	6.447	2:11.100	10	8.476	2:02.893	10	8.323	2:01.037	32	9.508	2:01.237	32	9.642	2:01.628
32	6.439	2:11.092	32	8.742	2:03.167	6	9.117	1:59.956	30	11.716	2:01.997	30	12.298	2:02.076
42	6.544	2:11.197	20	9.752	2:04.033	32	9.324	2:01.772	51	12.715	2:01.661	51	12.722	2:01.501
20	6.583	2:11.236	30	10.056	2:03.674	20	10.484	2:01.922	10	15.676	2:08.406P	55	15.975	2:01.874
30	7.246	2:11.899	6	10.351	2:02.601	30	10.772	2:01.906	52	15.382	2:03.569	27	18.890	2:02.661
51	7.578	2:12.231	51	10.714	2:04.000	51	12.107	2:02.583	55	15.595	2:03.414	33	19.110	2:04.146
34	7.717	2:12.370	53	11.364	2:04.519	53	12.430	2:02.256	53	15.948	2:04.571	19	19.316	2:02.777
53	7.709	2:12.362	55	12.101	2:04.876	52	12.866	2:01.701	33	16.458	2:02.334	21	20.495	2:05.071
55	8.089	2:12.742	52	12.355	2:04.682	55	13.234	2:02.323	21	16.918	2:02.226	52	21.692	2:07.804P
52	8.537	2:13.190	21	14.125	2:05.956	33	15.177	2:02.040	27	17.723	2:02.697	53	21.355	2:06.901
27	8.542	2:13.195	33	14.327	2:06.641	21	15.745	2:02.810	19	18.033	2:02.510	22	21.810	2:03.071
33	8.550	2:13.203	27	14.444	2:06.766	27	16.079	2:02.825	22	20.233	2:02.739	31	24.613	2:03.291
6	8.614	2:13.267	19	14.596	2:04.290	19	16.576	2:03.170	31	22.816	2:03.196	54	25.557	2:03.166
21	9.033	2:13.686	54	15.205	2:04.868	22	18.547	2:03.190	54	23.885	2:03.515	23	29.386	2:04.555
19	11.170	2:15.823	23	15.453	2:04.136	23	19.754	2:05.491	23	26.325	2:07.624	34	1 LAP	2:03.267
54	11.201	2:15.854	22	16.547	2:03.564	31	20.673	2:03.060	20	31.975	2:22.544P	10	35.910	2:21.728
23	12.181	2:16.834	31	18.803	2:03.248	54	21.423	2:07.408	34	1 LAP	4:02.827	35	47.070	2:05.795
22	13.847	2:18.500	35	31.058	2:10.145	35	36.584	2:06.716	35	42.769	2:07.238			
31	16.419	2:21.072	34	32.266	2:25.413P				26	1:06.312	3:02.006P			
35	21.777	2:26.430												

Weather/Track: Cloudy/Dry

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Page 1 of 2

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:39 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - LAP CHART

(contd.)

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		2:00.481	3		2:01.016	3		2:01.370	3		2:01.785			
43	2.289	2:02.679	43	1.200	1:59.927	43	0.114	2:00.284	43	0.530	2:02.201			
5	2.623	2:01.632	5	2.598	2:00.991	5	1.656	2:00.428	5	0.765	2:00.894			
42	2.753	2:01.373	42	3.047	2:01.310	42	2.121	2:00.444	42	1.248	2:00.912			
1	3.404	2:02.128	9	3.995	2:01.198	1	2.634	1:59.815	1	1.467	2:00.618			
9	3.813	2:02.180	1	4.189	2:01.801	9	3.438	2:00.813	9	2.470	2:00.817			
4	4.806	2:02.608	4	6.404	2:02.614	4	6.689	2:01.655	4	5.976	2:01.072			
7	5.860	2:05.938	7	8.295	2:03.451	6	7.846	2:00.733	6	6.767	2:00.706			
6	7.482	2:00.596	6	8.483	2:02.017	7	8.854	2:01.929	7	8.904	2:01.835			
32	11.720	2:02.559	32	14.342	2:03.638	32	16.508	2:03.536	32	18.231	2:03.508			
51	15.621	2:03.380	30	18.459	2:03.738	51	20.278	2:02.901	55	24.527	2:04.067			
30	15.737	2:03.920	51	18.747	2:04.142	30	20.424	2:03.335	33	31.611	2:04.107			
55	17.771	2:02.277	55	19.418	2:02.663	55	22.245	2:04.197	19	31.991	2:04.236			
33	22.370	2:03.741	27	25.564	2:04.078	33	29.289	2:04.950	27	32.555	2:04.128			
27	22.502	2:04.093	33	25.709	2:04.355	19	29.540	2:02.937	22	33.545	2:04.231			
19	23.969	2:05.134	19	27.973	2:05.020	27	30.212	2:06.018	51	34.121	2:15.628			
22	26.523	2:05.194	22	29.426	2:03.919	22	31.099	2:03.043	10	37.443	2:01.449			
31	28.436	2:04.304	31	31.343	2:03.923	31	34.572	2:04.599	31	37.480	2:04.693			
54	29.671	2:04.595	54	33.961	2:05.306	10	37.779	2:01.806	54	42.228	2:05.956			
10	37.436	2:02.007	10	37.343	2:00.923	54	38.057	2:05.466	52	44.679	2:02.544			
34	1 LAP	2:03.563	52	42.613	2:03.275	52	43.920	2:02.677	34	1 LAP	2:02.240			
23	40.794	2:11.889P	34	1 LAP	2:06.066	34	1 LAP	2:03.067	35	1:12.036	2:06.489			
52	40.354	2:19.143	35	1:02.354	2:07.017	35	1:07.332	2:06.348						
35	56.353	2:09.764												

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 2 of 2

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:39 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - SECTOR ANALYSIS

<b>1</b>	<b>Andy PRIAULX</b>				<b>GBR</b>	<b>BMW 320i</b>			
<b>1 -</b>	42.815 210.5	41.501 235.8	42.004 <i>213.8</i>	2:06.320	<b>6 -</b>	38.983 228.3	41.810 234.7	41.335 210.5	2:02.128
<b>2 -</b>	38.912 228.3	40.727 <i>237.3</i>	42.578 <i>213.8</i>	2:02.217	<b>7 -</b>	38.356 <i>229.2</i>	41.008 236.8	42.437 212.1	2:01.801
<b>3 -</b>	39.099 222.2	40.667 235.8	<i>41.218</i> 212.1	2:00.984	<b>8 -</b>	38.264 225.0	40.304 232.7	41.247 211.7	<b>1:59.815</b>
<b>4 -</b>	<i>38.240</i> 228.8	40.600 232.2	41.254 210.9	2:00.094	<b>9 -</b>	38.291 227.3	<i>40.136</i> 236.8	42.191 210.5	2:00.618
<b>5 -</b>	38.495 227.3	41.136 235.2	41.765 210.9	2:01.396					
<b>2</b>	<b>Gabriele TARQUINI</b>				<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1 -</b>	43.202 226.4	41.947 232.7	41.412 <i>215.5</i>	2:06.561	<b>4 -</b>	<i>38.019</i> 227.8	<i>40.263</i> 237.3	41.520 213.4	<b>1:59.802</b>
<b>2 -</b>	38.978 227.3	40.661 <i>237.8</i>	42.562 213.4	2:02.201	<b>5 -</b>	38.584 226.8	41.081 235.8	41.351 211.7	2:01.016
<b>3 -</b>	38.847 224.5	40.524 234.7	<i>40.918</i> 212.1	2:00.289					
<b>3</b>	<b>James THOMPSON</b>				<b>GBR</b>	<b>Alfa Romeo 156</b>			
<b>1 -</b>	42.012 <i>224.5</i>	41.083 227.8	41.558 207.2	2:04.653	<b>6 -</b>	<i>38.227</i> 219.5	40.704 <i>228.3</i>	41.550 206.5	<b>2:00.481</b>
<b>2 -</b>	38.704 220.4	40.713 227.3	<i>41.447</i> 208.4	2:00.864	<b>7 -</b>	38.517 220.8	40.631 226.8	41.868 207.2	2:01.016
<b>3 -</b>	38.582 220.4	41.048 227.8	41.560 207.6	2:01.190	<b>8 -</b>	38.445 221.7	<i>40.560</i> 228.3	42.365 <i>209.7</i>	2:01.370
<b>4 -</b>	38.574 220.8	40.912 <i>228.3</i>	41.567 207.2	2:01.053	<b>9 -</b>	38.732 219.9	41.179 227.8	41.874 204.9	2:01.785
<b>5 -</b>	38.594 221.7	41.315 227.8	41.585 209.3	2:01.494					
<b>4</b>	<b>Alessandro ZANARDI</b>				<b>ITA</b>	<b>BMW 320i</b>			
<b>1 -</b>	43.733 <i>230.2</i>	41.983 <i>235.2</i>	42.606 <i>211.7</i>	2:08.322	<b>6 -</b>	40.163 220.8	40.987 230.7	41.458 210.1	2:02.608
<b>2 -</b>	38.936 224.5	40.852 233.2	41.722 <i>211.7</i>	2:01.510	<b>7 -</b>	38.399 225.0	42.157 222.6	42.058 206.8	2:02.614
<b>3 -</b>	38.391 229.2	40.963 234.7	41.688 <i>211.7</i>	2:01.042	<b>8 -</b>	38.511 223.6	41.017 228.3	42.127 208.0	2:01.655
<b>4 -</b>	38.494 226.8	<i>40.601</i> 232.7	<i>41.308</i> 209.7	<b>2:00.403</b>	<b>9 -</b>	38.587 221.7	40.766 227.8	41.719 208.8	2:01.072
<b>5 -</b>	<i>38.179</i> 227.3	40.800 233.7	41.677 210.1	2:00.656					
<b>5</b>	<b>Antonio GARCIA</b>				<b>ESP</b>	<b>BMW 320i</b>			
<b>1 -</b>	42.164 226.8	41.450 230.7	41.739 212.1	2:05.353	<b>6 -</b>	38.862 <i>228.3</i>	41.107 <i>234.7</i>	41.663 <i>212.5</i>	2:01.632
<b>2 -</b>	38.688 226.8	40.562 231.2	<i>41.141</i> 211.3	<b>2:00.391</b>	<b>7 -</b>	38.901 223.1	40.406 231.2	41.684 210.1	2:00.991
<b>3 -</b>	38.583 226.4	41.025 232.2	41.530 210.9	2:01.138	<b>8 -</b>	38.268 225.4	<i>40.306</i> 230.7	41.854 210.1	2:00.428
<b>4 -</b>	38.575 225.4	41.007 232.2	41.455 211.3	2:01.037	<b>9 -</b>	<i>38.170</i> 225.0	40.464 231.7	42.260 <i>212.5</i>	2:00.894
<b>5 -</b>	38.574 226.4	42.626 231.7	41.607 210.5	2:02.807					
<b>6</b>	<b>Fabrizio GIOVANARDI</b>				<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1 -</b>	50.841 225.4	41.125 233.7	41.301 <i>213.0</i>	2:13.267	<b>6 -</b>	38.777 221.7	40.604 229.7	41.215 208.4	2:00.596
<b>2 -</b>	40.340 228.3	40.412 <i>236.3</i>	41.849 212.1	2:02.601	<b>7 -</b>	38.433 <i>228.8</i>	41.129 234.2	42.455 211.7	2:02.017
<b>3 -</b>	38.394 227.8	<i>40.335</i> 234.7	41.227 209.7	<b>1:59.956</b>	<b>8 -</b>	38.580 222.6	40.525 231.2	41.628 209.3	2:00.733
<b>4 -</b>	<i>38.340</i> 225.9	40.536 233.2	41.348 209.3	2:00.224	<b>9 -</b>	38.857 222.6	40.807 233.2	<i>41.042</i> 211.3	2:00.706
<b>5 -</b>	38.644 221.3	40.699 228.8	41.230 208.4	2:00.573					

Weather/Track: Cloudy/Dry

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Page 1 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33  
Printed - 16:37 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - SECTOR ANALYSIS

(contd.)

<b>7</b>	<b>Augusto FARFUS JR.</b>		<b>BRA</b>		Alfa Romeo 156				
<b>1 -</b>	42.771 222.6	41.295 234.2	41.917 <i>214.2</i>	<b>2:05.983</b>	<b>6 -</b>	40.052 228.3	41.118 235.8	44.768 169.2	<b>2:05.938</b>
<b>2 -</b>	38.643 <b>228.8</b>	41.098 <b>237.3</b>	42.668 210.9	<b>2:02.409</b>	<b>7 -</b>	39.936 225.4	41.015 232.7	42.500 210.5	<b>2:03.451</b>
<b>3 -</b>	38.575 225.0	40.395 232.2	<b>41.220</b> 210.1	<b>2:00.190</b>	<b>8 -</b>	38.940 225.9	40.594 234.7	42.395 210.1	<b>2:01.929</b>
<b>4 -</b>	<b>38.199</b> 224.5	<b>40.247</b> 235.2	41.668 213.4	<b>2:00.114</b>	<b>9 -</b>	38.206 225.9	40.565 232.2	43.064 209.3	<b>2:01.835</b>
<b>5 -</b>	38.465 226.8	41.166 236.3	41.330 210.1	<b>2:00.961</b>					
<b>8</b>	<b>Rickard RYDELL</b>		<b>SWE</b>		SEAT Toledo Cupra				
<b>1 -</b>	41.820 218.6	41.662 228.8	<b>41.746</b> 209.3	<b>2:05.228</b>					
<b>9</b>	<b>Jordi GENE</b>		<b>ESP</b>		SEAT Toledo Cupra				
<b>1 -</b>	43.625 <b>229.2</b>	42.210 <b>234.7</b>	42.341 208.4	<b>2:08.176</b>	<b>6 -</b>	39.018 226.4	41.723 232.7	41.439 210.9	<b>2:02.180</b>
<b>2 -</b>	38.932 225.0	<b>40.653</b> 229.2	41.757 210.1	<b>2:01.342</b>	<b>7 -</b>	38.560 226.4	40.813 234.2	41.825 209.7	<b>2:01.198</b>
<b>3 -</b>	<b>38.314</b> 225.0	41.020 232.7	41.183 <b>211.3</b>	<b>2:00.517</b>	<b>8 -</b>	38.674 227.8	40.791 231.7	41.348 209.3	<b>2:00.813</b>
<b>4 -</b>	38.447 226.4	40.666 231.2	<b>41.139</b> 210.1	<b>2:00.252</b>	<b>9 -</b>	38.328 225.9	40.962 229.2	41.527 208.8	<b>2:00.817</b>
<b>5 -</b>	38.713 225.9	40.738 <b>234.7</b>	41.630 210.9	<b>2:01.081</b>					
<b>10</b>	<b>Peter TERTING</b>		<b>GER</b>		SEAT Toledo Cupra				
<b>1 -</b>	44.361 <b>226.8</b>	43.092 <b>233.2</b>	43.647 206.1	<b>2:11.100</b>	<b>6 -</b>	<b>38.311</b> 223.6	40.944 231.7	42.752 206.1	<b>2:02.007</b>
<b>2 -</b>	39.840 226.4	<b>40.482</b> 229.2	42.571 207.6	<b>2:02.893</b>	<b>7 -</b>	38.553 223.6	40.674 227.3	41.696 207.2	<b>2:00.923</b>
<b>3 -</b>	38.959 223.6	40.629 226.4	41.449 208.0	<b>2:01.037</b>	<b>8 -</b>	38.571 222.6	40.499 229.7	42.736 205.7	<b>2:01.806</b>
<b>4 -</b>	38.748 222.6	40.881 225.9	48.777	<b>2:08.406P</b>	<b>9 -</b>	38.642 222.6	40.630 228.3	42.177 204.9	<b>2:01.449</b>
<b>5 -</b>	59.567 220.8	40.739 227.8	<b>41.422</b> 209.3	<b>2:21.728</b>					
<b>15</b>	<b>Thomas JAGER</b>		<b>GER</b>		Ford Focus				
<b>19</b>	<b>Valle MAKELA</b>		<b>FIN</b>		Seat Toledo Cupra				
<b>1 -</b>	50.929 220.4	42.457 231.2	42.437 207.2	<b>2:15.823</b>	<b>6 -</b>	39.893 221.7	42.768 220.4	42.473 206.5	<b>2:05.134</b>
<b>2 -</b>	39.441 219.9	42.188 <b>232.2</b>	42.661 208.8	<b>2:04.290</b>	<b>7 -</b>	40.226 219.0	41.912 226.8	42.882 205.7	<b>2:05.020</b>
<b>3 -</b>	39.739 224.0	<b>41.323</b> 230.2	<b>42.108</b> 208.8	<b>2:03.170</b>	<b>8 -</b>	39.001 221.7	41.327 228.3	42.609 207.2	<b>2:02.937</b>
<b>4 -</b>	<b>38.837</b> 224.5	41.452 219.0	42.221 <b>209.7</b>	<b>2:02.510</b>	<b>9 -</b>	38.883 218.6	41.543 228.3	43.810 203.3	<b>2:04.236</b>
<b>5 -</b>	38.916 222.6	41.564 231.7	42.297 207.2	<b>2:02.777</b>					
<b>20</b>	<b>Tom CORONEL</b>		<b>NED</b>		Seat Toledo Cupra				
<b>1 -</b>	45.635 223.1	42.389 <b>230.7</b>	43.212 206.8	<b>2:11.236</b>	<b>3 -</b>	<b>38.914</b> 224.5	41.240 229.7	<b>41.768</b> 207.2	<b>2:01.922</b>
<b>2 -</b>	40.222 224.0	<b>41.210</b> 229.7	42.601 <b>207.6</b>	<b>2:04.033</b>	<b>4 -</b>	39.099 220.8	42.274 203.3	1:01.171	<b>2:22.544P</b>

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Page 2 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:37 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - SECTOR ANALYSIS

(contd.)

<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	Chevrolet Lacetti				
<b>1</b> -	47.554 219.5	43.362 226.4	42.770 <i>207.6</i>	<b>2:13.686</b>	<b>4</b> -	<i>39.148</i> 221.7	<i>41.242</i> 226.8	<i>41.836</i> 206.8	<b>2:02.226</b>
<b>2</b> -	41.420 218.6	41.781 226.4	42.755 203.3	<b>2:05.956</b>	<b>5</b> -	41.370 215.1	41.684 225.0	42.017 205.3	<b>2:05.071</b>
<b>3</b> -	39.604 220.8	41.354 226.4	41.852 206.8	<b>2:02.810</b>					
<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	Chevrolet Lacetti				
<b>1</b> -	49.202 218.1	45.984 226.8	43.314 201.1	<b>2:18.500</b>	<b>6</b> -	39.176 220.4	41.377 <i>230.7</i>	44.641 202.6	<b>2:05.194</b>
<b>2</b> -	39.487 216.8	41.705 224.0	42.372 205.3	<b>2:03.564</b>	<b>7</b> -	39.183 215.5	41.246 224.0	43.490 204.1	<b>2:03.919</b>
<b>3</b> -	39.157 <i>220.8</i>	41.720 223.1	<i>42.313</i> 203.3	<b>2:03.190</b>	<b>8</b> -	39.281 217.7	<i>41.040</i> 224.0	42.722 <i>206.1</i>	<b>2:03.043</b>
<b>4</b> -	<i>39.110</i> 216.4	41.294 223.6	42.335 203.3	<b>2:02.739</b>	<b>9</b> -	39.487 217.3	41.097 225.0	43.647 203.0	<b>2:04.231</b>
<b>5</b> -	39.385 217.3	41.257 226.8	42.429 <i>206.7</i>	<b>2:03.071</b>					
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	Chevrolet Lacetti				
<b>1</b> -	48.998 215.1	45.823 222.6	<i>42.013</i> 204.9	<b>2:16.834</b>	<b>4</b> -	39.600 214.2	43.222 181.2	44.802 199.2	<b>2:07.624</b>
<b>2</b> -	<i>39.567</i> 219.5	<i>41.876</i> 225.0	42.693 <i>205.3</i>	<b>2:04.136</b>	<b>5</b> -	39.674 214.7	42.177 219.5	42.704 199.6	<b>2:04.555</b>
<b>3</b> -	39.830 <i>220.4</i>	42.569 219.5	43.092 200.7	<b>2:05.491</b>	<b>6</b> -	40.735 203.3	42.829 217.7	48.325	<b>2:11.889P</b>
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	Honda Accord Euro R				
<b>1</b> -	44.489 <i>224.5</i>	42.055 228.8	42.429 <i>207.2</i>	<b>2:08.973</b>	<b>3</b> -	38.691 224.0	<i>40.444</i> 230.7	<i>41.801</i> 205.7	<b>2:00.936</b>
<b>2</b> -	38.780 221.7	40.798 <i>231.2</i>	42.579 205.7	<b>2:02.157</b>	<b>4</b> -	<i>38.659</i> 219.5	1:24.261 150.2	59.086	<b>3:02.006P</b>
<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R				<b>I</b>
<b>1</b> -	47.339 223.6	43.218 218.1	42.638 204.9	<b>2:13.195</b>	<b>6</b> -	40.096 219.9	41.621 <i>228.8</i>	42.376 208.0	<b>2:04.093</b>
<b>2</b> -	41.143 <i>224.5</i>	42.838 228.3	42.785 206.8	<b>2:06.766</b>	<b>7</b> -	39.435 218.6	41.763 227.3	42.880 204.1	<b>2:04.078</b>
<b>3</b> -	39.448 <i>224.5</i>	41.390 224.5	<i>41.987</i> 209.3	<b>2:02.825</b>	<b>8</b> -	39.459 217.3	<i>41.284</i> 223.1	45.275 206.8	<b>2:06.018</b>
<b>4</b> -	38.959 223.1	41.665 <i>228.8</i>	42.073 207.2	<b>2:02.697</b>	<b>9</b> -	38.907 219.9	41.399 <i>228.8</i>	43.822 201.1	<b>2:04.128</b>
<b>5</b> -	<i>38.748</i> 222.6	41.644 227.8	42.269 203.7	<b>2:02.661</b>					
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i				<b>I</b>
<b>1</b> -	44.645 221.7	42.668 229.2	44.586 <i>208.8</i>	<b>2:11.899</b>	<b>5</b> -	38.866 219.9	41.121 226.4	42.089 206.1	<b>2:02.076</b>
<b>2</b> -	39.909 <i>225.4</i>	41.161 <i>232.7</i>	42.604 208.4	<b>2:03.674</b>	<b>6</b> -	39.126 220.4	42.142 229.2	42.652 206.1	<b>2:03.920</b>
<b>3</b> -	39.411 223.6	<i>40.898</i> 231.2	<i>41.597</i> 208.8	<b>2:01.906</b>	<b>7</b> -	39.399 222.2	41.747 227.3	42.592 206.5	<b>2:03.738</b>
<b>4</b> -	39.041 219.9	41.295 226.4	41.661 206.8	<b>2:01.997</b>	<b>8</b> -	<i>38.609</i> 219.5	42.036 212.1	42.690 <i>208.8</i>	<b>2:03.335</b>
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i				<b>I</b>
<b>1</b> -	55.486 215.5	42.698 224.0	42.888 206.8	<b>2:21.072</b>	<b>6</b> -	39.206 218.6	41.772 224.5	43.326 206.5	<b>2:04.304</b>
<b>2</b> -	39.201 219.0	<i>41.440</i> 225.9	42.607 202.2	<b>2:03.248</b>	<b>7</b> -	<i>38.744</i> 218.6	42.076 224.0	43.103 205.3	<b>2:03.923</b>
<b>3</b> -	39.202 219.9	41.582 <i>226.8</i>	<i>42.276</i> 207.6	<b>2:03.060</b>	<b>8</b> -	39.318 217.7	42.073 224.5	43.208 205.7	<b>2:04.599</b>
<b>4</b> -	38.821 <i>221.7</i>	41.946 224.5	42.429 206.1	<b>2:03.196</b>	<b>9</b> -	39.388 218.1	41.946 222.6	43.359 203.3	<b>2:04.693</b>
<b>5</b> -	39.283 218.6	41.564 225.4	42.444 206.1	<b>2:03.291</b>					

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Page 3 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:37 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - SECTOR ANALYSIS

(contd.)

<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	<b>BMW 320i</b>				<b> </b>
<b>1 -</b>	45.144 225.9	42.427 231.2	43.521 205.3	<b>2:11.092</b>	<b>6 -</b>	39.075 221.7	41.455 227.3	42.029 208.4	<b>2:02.559</b>
<b>2 -</b>	39.977 <b>226.8</b>	41.017 <b>231.7</b>	42.173 209.3	<b>2:03.167</b>	<b>7 -</b>	38.906 221.7	41.455 227.3	43.277 207.2	<b>2:03.638</b>
<b>3 -</b>	38.937 224.0	41.017 230.2	41.818 <b>211.3</b>	<b>2:01.772</b>	<b>8 -</b>	39.028 220.4	41.461 225.9	43.047 207.2	<b>2:03.536</b>
<b>4 -</b>	<b>38.538 226.8</b>	<b>40.979</b> 230.2	<b>41.720</b> 207.2	<b>2:01.237</b>	<b>9 -</b>	39.055 220.4	41.541 225.9	42.912 208.0	<b>2:03.508</b>
<b>5 -</b>	38.766 224.0	41.084 228.8	41.778 208.8	<b>2:01.628</b>					
<b>33</b>	<b>Adam LACKO</b>			<b>CZE</b>	<b>Alfa Romeo 156 Gta</b>				<b> </b>
<b>1 -</b>	46.666 225.4	43.754 <b>233.2</b>	42.783 204.1	<b>2:13.203</b>	<b>6 -</b>	39.628 218.6	41.608 227.3	42.505 <b>208.4</b>	<b>2:03.741</b>
<b>2 -</b>	40.869 <b>226.8</b>	42.590 228.3	43.182 207.2	<b>2:06.641</b>	<b>7 -</b>	39.381 218.6	41.546 225.9	43.428 208.0	<b>2:04.355</b>
<b>3 -</b>	<b>38.876</b> 219.5	<b>40.999</b> 229.2	42.165 206.5	<b>2:02.040</b>	<b>8 -</b>	39.508 223.1	41.542 231.7	43.900 206.5	<b>2:04.950</b>
<b>4 -</b>	39.092 220.4	41.186 231.7	<b>42.056</b> 207.2	<b>2:02.334</b>	<b>9 -</b>	39.368 222.2	41.425 219.9	43.314 203.7	<b>2:04.107</b>
<b>5 -</b>	39.840 221.7	41.949 223.6	42.357 208.0	<b>2:04.146</b>					
<b>34</b>	<b>Tomas ENGSTROM</b>			<b>SWE</b>	<b>Honda Accord Euro R</b>				<b> </b>
<b>1 -</b>	44.898 219.0	42.801 226.4	44.671 203.0	<b>2:12.370</b>	<b>5 -</b>	38.959 218.6	41.440 226.8	43.164 207.2	<b>2:03.563</b>
<b>2 -</b>	44.856 169.8	46.105 180.6	54.452	<b>2:25.413P</b>	<b>6 -</b>	<b>38.694</b> 220.8	44.208 225.9	43.164 207.6	<b>2:06.066</b>
<b>3 -</b>	2:35.455 216.0	44.353 218.6	43.019 205.7	<b>4:02.827</b>	<b>7 -</b>	39.443 219.5	41.641 227.8	<b>41.983 209.3</b>	<b>2:03.067</b>
<b>4 -</b>	39.113 217.7	41.810 225.4	42.344 205.7	<b>2:03.267</b>	<b>8 -</b>	38.855 <b>221.3</b>	<b>41.230 231.2</b>	42.155 207.6	<b>2:02.240</b>
<b>35</b>	<b>Jens HELLSTROM</b>			<b>SWE</b>	<b>Honda Civic Type-R</b>				<b> </b>
<b>1 -</b>	56.223 185.5	45.155 216.4	45.052 <b>203.0</b>	<b>2:26.430</b>	<b>6 -</b>	39.644 215.1	43.712 <b>221.7</b>	46.408 202.6	<b>2:09.764</b>
<b>2 -</b>	39.963 <b>216.0</b>	43.211 219.0	46.971 202.2	<b>2:10.145</b>	<b>7 -</b>	39.658 213.8	42.793 220.8	44.566 201.8	<b>2:07.017</b>
<b>3 -</b>	40.017 214.7	42.897 221.3	43.802 202.2	<b>2:06.716</b>	<b>8 -</b>	<b>39.462</b> 213.8	43.088 219.9	43.798 201.4	<b>2:06.348</b>
<b>4 -</b>	39.497 214.7	44.035 218.1	43.706 202.6	<b>2:07.238</b>	<b>9 -</b>	39.530 214.2	<b>42.624</b> 220.4	44.335 200.0	<b>2:06.489</b>
<b>5 -</b>	39.645 214.7	42.766 221.3	<b>43.384 203.0</b>	<b>2:05.795</b>					
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				<b> </b>
<b>1 -</b>	46.242 222.6	42.295 235.8	42.660 211.7	<b>2:11.197</b>	<b>6 -</b>	38.719 225.4	41.429 232.7	41.225 213.4	<b>2:01.373</b>
<b>2 -</b>	38.574 225.0	40.463 231.7	41.205 213.4	<b>2:00.242</b>	<b>7 -</b>	38.772 220.8	41.099 234.2	41.439 212.1	<b>2:01.310</b>
<b>3 -</b>	<b>37.952 227.8</b>	<b>40.360</b> 235.8	<b>40.746</b> 212.5	<b>1:59.058</b>	<b>8 -</b>	38.082 226.4	40.453 233.7	41.909 212.1	<b>2:00.444</b>
<b>4 -</b>	38.210 226.8	40.657 233.2	41.076 <b>213.8</b>	<b>1:59.943</b>	<b>9 -</b>	37.990 226.8	40.674 233.7	42.248 212.5	<b>2:00.912</b>
<b>5 -</b>	38.033 227.3	40.999 <b>236.3</b>	41.643 209.3	<b>2:00.675</b>					
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				<b> </b>
<b>1 -</b>	42.661 223.6	41.330 233.7	41.652 <b>214.2</b>	<b>2:05.643</b>	<b>6 -</b>	39.800 216.8	41.414 230.2	41.465 209.7	<b>2:02.679</b>
<b>2 -</b>	38.681 <b>230.2</b>	41.261 234.2	41.442 210.5	<b>2:01.384</b>	<b>7 -</b>	38.333 224.0	40.357 229.7	41.237 210.9	<b>1:59.927</b>
<b>3 -</b>	38.280 226.4	40.229 231.2	41.615 212.5	<b>2:00.124</b>	<b>8 -</b>	<b>38.070</b> 225.9	<b>40.162</b> 232.7	42.052 210.1	<b>2:00.284</b>
<b>4 -</b>	38.506 228.8	40.977 <b>235.8</b>	41.759 212.1	<b>2:01.242</b>	<b>9 -</b>	38.829 222.2	41.199 230.2	42.173 210.9	<b>2:02.201</b>
<b>5 -</b>	38.357 227.8	41.398 233.2	<b>41.197</b> 209.3	<b>2:00.952</b>					

Weather/Track: Cloudy/Dry

www.mstworld.com

Page 4 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:37 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - SECTOR ANALYSIS

(contd.)

<b>51</b>	<b>Salvatore TAVANO</b>				<b>ITA</b>	Alfa Romeo 156				<b> </b>
<b>1</b> -	45.834 <i>225.4</i>	42.681 227.3	43.716 207.6	2:12.231	<b>6</b> -	38.869 223.1	41.808 226.4	42.703 207.2	2:03.380	
<b>2</b> -	39.907 224.5	40.982 <i>231.7</i>	43.111 <i>208.4</i>	2:04.000	<b>7</b> -	39.169 219.9	41.183 225.4	43.790 208.0	2:04.142	
<b>3</b> -	39.734 224.0	41.152 227.3	<i>41.697</i> 207.2	2:02.583	<b>8</b> -	<i>38.817</i> 221.3	41.431 220.4	42.653 205.3	2:02.901	
<b>4</b> -	38.992 220.4	40.760 228.3	41.909 205.3	2:01.661	<b>9</b> -	39.113 219.0	41.315 223.1	55.200 187.5	2:15.628	
<b>5</b> -	39.053 220.8	<i>40.736</i> 227.3	41.712 207.2	<b>2:01.501</b>						
<b>52</b>	<b>Andrea LARINI</b>				<b>ITA</b>	Alfa Romeo 156				<b> </b>
<b>1</b> -	46.252 219.9	44.476 221.3	42.462 <i>208.4</i>	2:13.190	<b>6</b> -	55.315 217.7	41.464 225.4	42.364 204.1	2:19.143	
<b>2</b> -	40.707 <i>225.0</i>	41.669 227.8	42.306 207.6	2:04.682	<b>7</b> -	39.367 218.6	41.094 229.2	42.814 203.3	2:03.275	
<b>3</b> -	<i>38.663</i> 223.1	<i>41.068</i> <i>233.2</i>	<i>41.970</i> <i>208.4</i>	<b>2:01.701</b>	<b>8</b> -	39.153 216.4	41.126 224.5	42.398 205.3	2:02.677	
<b>4</b> -	39.284 223.6	41.298 226.8	42.987 205.7	2:03.569	<b>9</b> -	39.166 217.3	41.155 226.8	42.223 204.5	2:02.544	
<b>5</b> -	39.402 222.2	41.302 226.8	47.100	2:07.804P						
<b>53</b>	<b>Gianluca DE LORENZI</b>				<b>ITA</b>	BMW 320i				<b> </b>
<b>1</b> -	46.139 222.6	43.170 231.2	43.053 <i>210.9</i>	2:12.362	<b>4</b> -	39.656 222.2	42.410 230.7	42.505 209.3	2:04.571	
<b>2</b> -	40.789 222.2	<i>40.819</i> 221.3	42.911 208.4	2:04.519	<b>5</b> -	39.293 220.8	45.343 213.8	42.265 209.3	2:06.901	
<b>3</b> -	39.212 222.6	41.256 <i>232.2</i>	<i>41.788</i> 210.1	<b>2:02.256</b>						
<b>54</b>	<b>Stefano VALLI</b>				<b>RSM</b>	BMW 320i				<b> </b>
<b>1</b> -	49.833 219.5	43.092 228.3	42.929 204.9	2:15.854	<b>6</b> -	39.278 220.4	41.735 227.8	43.582 206.1	2:04.595	
<b>2</b> -	39.800 <i>226.4</i>	42.236 <i>231.7</i>	42.832 <i>210.1</i>	2:04.868	<b>7</b> -	39.367 220.8	41.668 226.8	44.271 204.1	2:05.306	
<b>3</b> -	39.432 225.0	45.046 216.0	42.930 208.0	2:07.408	<b>8</b> -	39.421 219.9	42.033 225.0	44.012 204.1	2:05.466	
<b>4</b> -	39.168 222.2	41.567 226.8	42.780 207.6	2:03.515	<b>9</b> -	39.450 219.9	42.600 222.2	43.906 205.3	2:05.956	
<b>5</b> -	<i>39.087</i> 221.7	<i>41.479</i> 228.3	<i>42.600</i> 208.0	<b>2:03.166</b>						
<b>55</b>	<b>Alessandro BALZAN</b>				<b>ITA</b>	SEAT Toledo Cupra				<b> </b>
<b>1</b> -	47.204 <i>224.5</i>	43.086 227.3	42.452 208.4	2:12.742	<b>6</b> -	<i>38.986</i> 218.6	41.309 225.4	41.982 207.6	2:02.277	
<b>2</b> -	40.776 222.2	41.291 229.2	42.809 207.6	2:04.876	<b>7</b> -	39.127 219.5	41.012 227.3	42.524 206.8	2:02.663	
<b>3</b> -	39.458 223.6	<i>40.889</i> <i>230.2</i>	41.976 <i>209.3</i>	2:02.323	<b>8</b> -	39.859 216.0	41.681 222.2	42.657 204.5	2:04.197	
<b>4</b> -	39.031 223.1	41.712 229.2	42.671 208.0	2:03.414	<b>9</b> -	39.452 217.3	41.667 221.3	42.948 203.0	2:04.067	
<b>5</b> -	39.010 219.0	40.923 225.4	<i>41.941</i> 206.5	<b>2:01.874</b>						

Weather/Track: Cloudy/Dry

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Page 5 of 5

Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33  
Printed - 16:37 Sunday, 10 April 2005



## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		<b>Gabriele TARQUINI</b>	<b>ITA</b>	Alfa Romeo 156	215.5
2	7		<b>Augusto FARFUS JR.</b>	<b>BRA</b>	Alfa Romeo 156	214.2
3	43		<b>Dirk MULLER</b>	<b>GER</b>	BMW 320i	214.2
4	42		<b>Jorg MULLER</b>	<b>GER</b>	BMW 320i	213.8
5	1		<b>Andy PRIAULX</b>	<b>GBR</b>	BMW 320i	213.8
6	6		<b>Fabrizio GIOVANARDI</b>	<b>ITA</b>	Alfa Romeo 156	213.0
7	5		<b>Antonio GARCIA</b>	<b>ESP</b>	BMW 320i	212.5
8	4		<b>Alessandro ZANARDI</b>	<b>ITA</b>	BMW 320i	211.7
9	32		<b>Marc HENNERICI</b>	<b>GER</b>	BMW 320i	211.3
10	9		<b>Jordi GENE</b>	<b>ESP</b>	SEAT Toledo Cupra	211.3
11	53		<b>Gianluca DE LORENZI</b>	<b>ITA</b>	BMW 320i	210.9
12	54		<b>Stefano VALLI</b>	<b>RSM</b>	BMW 320i	210.1
13	3		<b>James THOMPSON</b>	<b>GBR</b>	Alfa Romeo 156	209.7
14	19		<b>Valle MAKELA</b>	<b>FIN</b>	Seat Toledo Cupra	209.7
15	34		<b>Tomas ENGSTROM</b>	<b>SWE</b>	Honda Accord Euro R	209.3
16	10		<b>Peter TERTING</b>	<b>GER</b>	SEAT Toledo Cupra	209.3
17	27		<b>Adriano DE MICHELI</b>	<b>ITA</b>	Honda Accord Euro R	209.3
18	55		<b>Alessandro BALZAN</b>	<b>ITA</b>	SEAT Toledo Cupra	209.3
19	8		<b>Rickard RYDELL</b>	<b>SWE</b>	SEAT Toledo Cupra	209.3
20	30		<b>Stefano D'ASTE</b>	<b>ITA</b>	BMW 320i	208.8
21	33		<b>Adam LACKO</b>	<b>CZE</b>	Alfa Romeo 156 Gta	208.4
22	51		<b>Salvatore TAVANO</b>	<b>ITA</b>	Alfa Romeo 156	208.4
23	52		<b>Andrea LARINI</b>	<b>ITA</b>	Alfa Romeo 156	208.4
24	31		<b>Giuseppe CIRO</b>	<b>ITA</b>	BMW 320i	207.6
25	20		<b>Tom CORONEL</b>	<b>NED</b>	Seat Toledo Cupra	207.6
26	21		<b>Robert HUFF</b>	<b>GBR</b>	Chevrolet Lacetti	207.6
27	26		<b>Roberto COLCIAGO</b>	<b>ITA</b>	Honda Accord Euro R	207.2
28	22		<b>Nicola LARINI</b>	<b>ITA</b>	Chevrolet Lacetti	206.1
29	23		<b>Alain MENU</b>	<b>SUI</b>	Chevrolet Lacetti	205.3
30	35		<b>Jens HELLSTROM</b>	<b>SWE</b>	Honda Civic Type-R	203.0

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:38 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship RACE 2 - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	43		Dirk MULLER	GER	BMW 320i	230.2
2	4		Alessandro ZANARDI	ITA	BMW 320i	230.2
3	1		Andy PRIAULX	GBR	BMW 320i	229.2
4	9		Jordi GENE	ESP	SEAT Toledo Cupra	229.2
5	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	228.8
6	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	228.8
7	5		Antonio GARCIA	ESP	BMW 320i	228.3
8	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	227.8
9	42		Jorg MULLER	GER	BMW 320i	227.8
10	33		Adam LACKO	CZE	Alfa Romeo 156 Gta	226.8
11	32		Marc HENNERICI	GER	BMW 320i	226.8
12	10		Peter TERTING	GER	SEAT Toledo Cupra	226.8
13	54		Stefano VALLI	RSM	BMW 320i	226.4
14	30		Stefano D'ASTE	ITA	BMW 320i	225.4
15	51		Salvatore TAVANO	ITA	Alfa Romeo 156	225.4
16	52		Andrea LARINI	ITA	Alfa Romeo 156	225.0
17	19		Valle MAKELA	FIN	Seat Toledo Cupra	224.5
18	20		Tom CORONEL	NED	Seat Toledo Cupra	224.5
19	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	224.5
20	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	224.5
21	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	224.5
22	3		James THOMPSON	GBR	Alfa Romeo 156	224.5
23	53		Gianluca DE LORENZI	ITA	BMW 320i	223.6
24	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	223.1
25	31		Giuseppe CIRO	ITA	BMW 320i	221.7
26	21		Robert HUFF	GBR	Chevrolet Lacetti	221.7
27	34		Tomas ENGSTROM	SWE	Honda Accord Euro R	221.3
28	22		Nicola LARINI	ITA	Chevrolet Lacetti	220.8
29	23		Alain MENU	SUI	Chevrolet Lacetti	220.4
30	35		Jens HELLSTROM	SWE	Honda Civic Type-R	216.0

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

Printed - 16:38 Sunday, 10 April 2005

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		<b>Gabriele TARQUINI</b>	<b>ITA</b>	Alfa Romeo 156	237.8
2	1		<b>Andy PRIAULX</b>	<b>GBR</b>	BMW 320i	237.3
3	7		<b>Augusto FARFUS JR.</b>	<b>BRA</b>	Alfa Romeo 156	237.3
4	42		<b>Jorg MULLER</b>	<b>GER</b>	BMW 320i	236.3
5	6		<b>Fabrizio GIOVANARDI</b>	<b>ITA</b>	Alfa Romeo 156	236.3
6	43		<b>Dirk MULLER</b>	<b>GER</b>	BMW 320i	235.8
7	4		<b>Alessandro ZANARDI</b>	<b>ITA</b>	BMW 320i	235.2
8	5		<b>Antonio GARCIA</b>	<b>ESP</b>	BMW 320i	234.7
9	9		<b>Jordi GENE</b>	<b>ESP</b>	SEAT Toledo Cupra	234.7
10	8		<b>Rickard RYDELL</b>	<b>SWE</b>	SEAT Toledo Cupra	234.2
11	52		<b>Andrea LARINI</b>	<b>ITA</b>	Alfa Romeo 156	233.2
12	33		<b>Adam LACKO</b>	<b>CZE</b>	Alfa Romeo 156 Gta	233.2
13	10		<b>Peter TERTING</b>	<b>GER</b>	SEAT Toledo Cupra	233.2
14	30		<b>Stefano D'ASTE</b>	<b>ITA</b>	BMW 320i	232.7
15	53		<b>Gianluca DE LORENZI</b>	<b>ITA</b>	BMW 320i	232.2
16	19		<b>Valle MAKELA</b>	<b>FIN</b>	Seat Toledo Cupra	232.2
17	54		<b>Stefano VALLI</b>	<b>RSM</b>	BMW 320i	231.7
18	51		<b>Salvatore TAVANO</b>	<b>ITA</b>	Alfa Romeo 156	231.7
19	32		<b>Marc HENNERICI</b>	<b>GER</b>	BMW 320i	231.7
20	34		<b>Tomas ENGSTROM</b>	<b>SWE</b>	Honda Accord Euro R	231.2
21	26		<b>Roberto COLCIAGO</b>	<b>ITA</b>	Honda Accord Euro R	231.2
22	22		<b>Nicola LARINI</b>	<b>ITA</b>	Chevrolet Lacetti	230.7
23	20		<b>Tom CORONEL</b>	<b>NED</b>	Seat Toledo Cupra	230.7
24	55		<b>Alessandro BALZAN</b>	<b>ITA</b>	SEAT Toledo Cupra	230.2
25	27		<b>Adriano DE MICHELI</b>	<b>ITA</b>	Honda Accord Euro R	228.8
26	3		<b>James THOMPSON</b>	<b>GBR</b>	Alfa Romeo 156	228.3
27	21		<b>Robert HUFF</b>	<b>GBR</b>	Chevrolet Lacetti	226.8
28	31		<b>Giuseppe CIRO</b>	<b>ITA</b>	BMW 320i	226.8
29	23		<b>Alain MENU</b>	<b>SUI</b>	Chevrolet Lacetti	225.0
30	35		<b>Jens HELLSTROM</b>	<b>SWE</b>	Honda Civic Type-R	221.7

Weather/Track: Cloudy/Dry

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Monza  
Circuit Length = 5.7930 km.  
Start: 16:15 End: 16:33

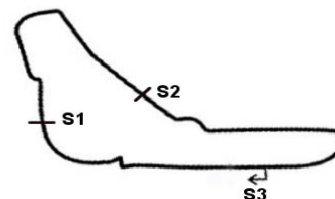
Printed - 16:38 Sunday, 10 April 2005

# 2005 FIA World Touring Car Championship

## Race 2 - Best Sector Times Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		IDEAL/BEST LAP COMPARISON							
		TIME	LAP	NO	TIME	LAP	NO	TIME	LAP	NO	NAME	IDEAL	BEST	LAP	DIFF
1	42	37.952	3	1	40.136	9	42	40.746	3	42	MULLER	1:59.058	1:59.058	3	+ 0.000
2	2	38.019	4	43	40.162	8	2	40.918	3	2	TARQUINI	1:59.200	1:59.802	4	+ 0.602
3	43	38.070	8	7	40.247	4	6	41.042	9	43	MULLER	1:59.429	1:59.927	7	+ 0.498
4	5	38.170	9	2	40.263	4	9	41.139	4	1	PRIAULX	1:59.594	1:59.815	8	+ 0.221
5	4	38.179	5	5	40.306	8	5	41.141	2	5	GARCIA	1:59.617	2:00.391	2	+ 0.774
6	7	38.199	4	6	40.335	3	43	41.197	5	7	FARFUS JR.	1:59.666	2:00.114	4	+ 0.448
7	3	38.227	6	42	40.360	3	1	41.218	3	6	GIOVANARD	1:59.717	1:59.956	3	+ 0.239
8	1	38.240	4	26	40.444	3	7	41.220	3	4	ZANARDI	2:00.088	2:00.403	4	+ 0.315
9	10	38.311	6	10	40.482	2	4	41.308	4	9	GENE	2:00.106	2:00.252	4	+ 0.146
10	9	38.314	3	3	40.560	8	10	41.422	5	10	TERTING	2:00.215	2:00.923	7	+ 0.708
11	6	38.340	4	4	40.601	4	3	41.447	2	3	THOMPSON	2:00.234	2:00.481	6	+ 0.247
12	32	38.538	4	9	40.653	2	30	41.597	3	26	COLCIAGO	2:00.904	2:00.936	3	+ 0.032
13	30	38.609	8	51	40.736	5	51	41.697	3	30	D'ASTE	2:01.104	2:01.906	3	+ 0.802
14	26	38.659	4	53	40.819	2	32	41.720	4	32	HENNERICI	2:01.237	2:01.237	4	+ 0.000
15	52	38.663	3	55	40.889	3	8	41.746	1	51	TAVANO	2:01.250	2:01.501	5	+ 0.251
16	34	38.694	6	30	40.898	3	20	41.768	3	52	LARINI	2:01.701	2:01.701	3	+ 0.000
17	31	38.744	7	32	40.979	4	53	41.788	3	55	BALZAN	2:01.816	2:01.874	5	+ 0.058
18	27	38.748	5	33	40.999	3	26	41.801	3	53	DE LORENZI	2:01.819	2:02.256	3	+ 0.437
19	51	38.817	8	22	41.040	8	21	41.836	4	20	CORONEL	2:01.892	2:01.922	3	+ 0.030
20	19	38.837	4	52	41.068	3	55	41.941	5	34	ENGSTROM	2:01.907	2:02.240	8	+ 0.333
21	33	38.876	3	20	41.210	2	52	41.970	3	33	LACKO	2:01.931	2:02.040	3	+ 0.109
22	20	38.914	3	34	41.230	8	34	41.983	7	27	DE MICHELI	2:02.019	2:02.661	5	+ 0.642
23	55	38.986	6	21	41.242	4	27	41.987	3	21	HUFF	2:02.226	2:02.226	4	+ 0.000
24	54	39.087	5	27	41.284	8	23	42.013	1	19	MAKELA	2:02.268	2:02.510	4	+ 0.242
25	22	39.110	4	19	41.323	3	33	42.056	4	31	CIRO	2:02.460	2:03.060	3	+ 0.600
26	21	39.148	4	31	41.440	2	19	42.108	3	22	LARINI	2:02.463	2:02.739	4	+ 0.276
27	53	39.212	3	54	41.479	5	31	42.276	3	54	VALLI	2:03.166	2:03.166	5	+ 0.000
28	35	39.462	8	8	41.662	1	22	42.313	3	23	MENU	2:03.456	2:04.136	2	+ 0.680
29	23	39.567	2	23	41.876	2	54	42.600	5	8	RYDELL	2:05.228	2:05.228	1	+ 0.000
30	8	41.820	1	35	42.624	9	35	43.384	5	35	HELLSTROM	2:05.470	2:05.795	5	+ 0.325

'Perfect Lap' - 1:58.834



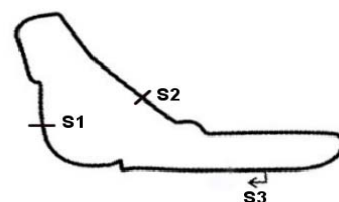
Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza

Weather/Track: Bright/Dry

# 2005 FIA World Touring Car Championship

## Race 2 - Best Sector Speeds Report

POS	NO	SECTOR 1		SECTOR 2		SECTOR 3		NAME	SPEED	LAP
		SPEED	LAP	NO	SPEED	LAP	NO			
1	4	230.2	1	2	237.8	2	2	TARQUINI	215.5	1
2	43	230.2	2	1	237.3	2	7	FARFUS JR.	214.2	1
3	1	229.2	7	7	237.3	2	43	MULLER	214.2	1
4	9	229.2	1	6	236.3	2	1	PRIAULX	213.8	1
5	6	228.8	7	42	236.3	5	42	MULLER	213.8	4
6	7	228.8	2	43	235.8	4	6	GIOVANARDI	213.0	1
7	5	228.3	6	4	235.2	1	5	GARCIA	212.5	6
8	2	227.8	4	5	234.7	6	4	ZANARDI	211.7	1
9	42	227.8	3	9	234.7	1	9	GENE	211.3	3
10	10	226.8	1	10	233.2	1	32	HENNERICI	211.3	3
11	32	226.8	2	33	233.2	1	53	DE LORENZI	210.9	1
12	33	226.8	2	52	233.2	3	54	VALLI	210.1	2
13	54	226.4	2	30	232.7	2	3	THOMPSON	209.7	8
14	30	225.4	2	19	232.2	2	19	MAKELA	209.7	4
15	51	225.4	1	53	232.2	3	8	RYDELL	209.3	1
16	52	225.0	2	32	231.7	2	10	TERTING	209.3	5
17	3	224.5	1	51	231.7	2	27	DE MICHELI	209.3	3
18	19	224.5	4	54	231.7	2	34	ENGSTROM	209.3	7
19	20	224.5	3	26	231.2	2	55	BALZAN	209.3	3
20	26	224.5	1	34	231.2	8	30	D'ASTE	208.8	1
21	27	224.5	2	20	230.7	1	33	LACKO	208.4	6
22	55	224.5	1	22	230.7	6	51	TAVANO	208.4	2
23	53	222.6	1	55	230.2	3	52	LARINI	208.4	1
24	21	221.7	4	8	228.8	1	20	CORONEL	207.6	2
25	31	221.7	4	27	228.8	4	21	HUFF	207.6	1
26	34	221.3	8	3	228.3	4	31	CIRO	207.6	3
27	22	220.8	3	21	226.8	4	26	COLCIAGO	207.2	1
28	23	220.4	3	31	226.8	3	22	LARINI	206.1	5
29	8	218.6	1	23	225.0	2	23	MENU	205.3	2
30	35	216.0	2	35	221.7	6	35	HELLSTROM	203.0	1



Weather/Track: Bright/Dry

Circuit Length - 5.7930 kilometres  
Autodromo Nazionale  
Monza