



# FIA WORLD TOURING CAR CHAMPIONSHIP

*Rounds 7 & 8*

**Imola**

**28-29 May 2005**

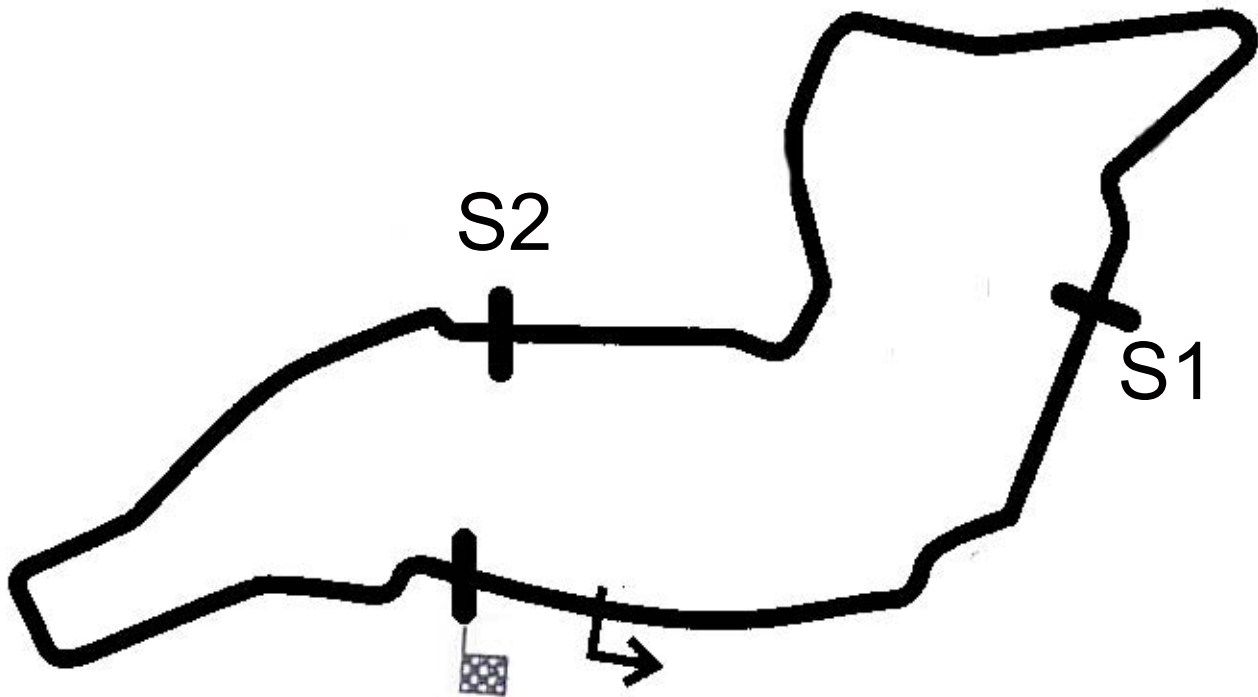


**Results by MST Systems Ltd**

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

[admin@mstworld.com](mailto:admin@mstworld.com)

# Circuit Map - Imola



= Control Line

S1 = Sector 1 @ 1.219 km (114m before Villeneuve)

S2 = Sector 2 @ 3.167 km (178m before Variante Alta)

Circuit centreline length = 4.933km



## 2005 FIA World Touring Car Championship

### FREE PRACTICE 1

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	1:59.406	10		148.72
2	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:00.136	10	0.730	147.82
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	2:00.169	11	0.763	147.78
4	9		Jordi GENE	ESP	SEAT Toledo Cupra	2:00.199	10	0.793	147.74
5	43		Dirk MULLER	GER	BMW 320i	2:00.339	12	0.933	147.57
6	5		Antonio GARCIA	ESP	BMW 320i	2:00.377	13	0.971	147.52
7	42		Jorg MULLER	GER	BMW 320i	2:00.448	12	1.042	147.44
8	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:00.510	10	1.104	147.36
9	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	2:00.521	10	1.115	147.35
10	10		Peter TERTING	GER	SEAT Toledo Cupra	2:00.685	11	1.279	147.15
11	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	2:00.987	9	1.581	146.78
12	3		James THOMPSON	GBR	Alfa Romeo 156	2:01.017	13	1.611	146.74
13	4		Alessandro ZANARDI	ITA	BMW 320i	2:01.233	12	1.827	146.48
14	1		Andy PRIAULX	GBR	BMW 320i	2:01.346	11	1.940	146.34
15	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:01.485	10	2.079	146.18
16	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:01.811	10	2.405	145.79
17	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:01.843	9	2.437	145.75
18	23		Alain MENU	SUI	Chevrolet Lacetti	2:01.856	10	2.450	145.73
19	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:01.927	13	2.521	145.65
20	31	I	Giuseppe CIRO	ITA	BMW 320i	2:01.995	12	2.589	145.57
21	30	I	Stefano D'ASTE	ITA	BMW 320i	2:02.099	12	2.693	145.44
22	14		Thomas KLENKE	GER	Ford Focus	2:02.459	11	3.053	145.01
23	11		Jason PLATO	GBR	SEAT Toledo Cupra	2:02.491	7	3.085	144.98
24	21		Robert HUFF	GBR	Chevrolet Lacetti	2:02.596	13	3.190	144.85
25	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:02.735	11	3.329	144.69
26	32	I	Marc HENNERICI	GER	BMW 320i	2:02.875	9	3.469	144.52
27	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:02.884	12	3.478	144.51
28	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:03.041	9	3.635	144.33
29	54	I	Stefano VALLI	RSM	BMW 320i	2:03.836	13	4.430	143.40
30	36	I	Sascha PLODERL	AUT	Ford Focus ST170	2:04.611	11	5.205	142.51
31	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	2:05.444	12	6.038	141.56
32	15		Thomas JAGER	GER	Ford Focus	2:07.352	4	7.946	139.44

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)

Weather/Track: Sun 23.3°/Dry

Imola

Circuit Length = 4.9330 km.

Start: 08:59 End: 09:29

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>	9:50.658	164.8	52.164	161.6	47.565	120.4	X:00.000	<b>7</b>	5:30.562	192.8	49.949	164.8	44.524	121.2	X:00.000
<b>2</b>	27.545	191.8	50.480	165.1	45.645	121.7	2:03.670	<b>8</b>	27.189	193.8	<b>49.617</b>	165.8	44.546	122.8	<b>2:01.346</b>
<b>3</b>	27.208	193.8	50.273	165.1	47.862	122.1	2:05.343	<b>9</b>	27.186	192.8	50.345	<b>166.9</b>	48.978		2:06.509P
<b>4</b>	27.190	194.2	50.007	166.1	44.748	122.7	2:01.945	<b>10</b>	3:44.601	192.5	49.911	165.6	<b>44.463</b>	<b>123.5</b>	X:00.000
<b>5</b>	<b>27.025</b>	194.2	50.116	165.3	44.691	123.4	2:01.832	<b>11</b>	27.066	<b>194.5</b>	49.905	164.8	45.173	121.4	2:02.144
<b>6</b>	27.242	193.2	50.164	165.3	48.956		2:06.362P								
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>										
<b>1</b>	X:00.000	174.7	54.641	164.8	46.614	119.4	X:00.000	<b>6</b>	<b>26.764</b>	194.9	49.907	167.4	<b>43.850</b>	122.0	<b>2:00.521</b>
<b>2</b>	27.121	<b>196.7</b>	50.677	167.7	54.717		2:12.515P	<b>7</b>	27.474	196.0	50.943	167.9	51.163		2:09.580P
<b>3</b>	6:25.728	191.1	51.536	167.9	44.598	<b>122.1</b>	X:00.000	<b>8</b>	3:49.289	192.1	51.735	167.1	45.935	120.6	X:00.000
<b>4</b>	26.745	196.0	50.086	<b>168.2</b>	44.327	120.8	2:01.158	<b>9</b>	26.923	194.5	<b>49.825</b>	167.7	44.208	121.0	2:00.956
<b>5</b>	26.784	194.2	49.889	166.6	44.158	121.4	2:00.831	<b>10</b>	26.881	194.9	52.773	161.1	55.369		2:15.023P
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>										
<b>1</b>	X:00.000	158.5	55.434	165.6	53.420	118.9	X:00.000	<b>8</b>	26.957	196.0	<b>49.617</b>	<b>170.3</b>	44.443	121.4	<b>2:01.017</b>
<b>2</b>	28.190	190.8	52.156	168.2	46.890	122.5	2:07.236	<b>9</b>	<b>26.928</b>	196.3	49.832	167.7	44.563	120.4	2:01.323
<b>3</b>	27.588	194.9	50.454	169.0	46.343	121.8	2:04.385	<b>10</b>	27.156	195.6	49.931	169.0	44.481	121.2	2:01.568
<b>4</b>	27.421	196.3	49.822	168.4	<b>44.401</b>	<b>123.0</b>	2:01.644	<b>11</b>	27.043	194.9	50.110	167.7	44.857	120.6	2:02.010
<b>5</b>	26.946	196.3	49.751	169.5	44.562	119.3	2:01.259	<b>12</b>	27.221	197.8	50.006	168.2	44.549	120.2	2:01.776
<b>6</b>	27.335	195.2	51.688	165.6	54.220		2:13.243P	<b>13</b>	27.118	<b>198.1</b>	55.103	164.8	54.390		2:16.611P
<b>7</b>	3:29.824	188.4	51.747	167.4	45.212	121.8	X:00.000								
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>										
<b>1</b>	X:00.000	150.4	55.323	163.8	48.480	118.2	X:00.000	<b>7</b>	27.553	192.5	54.807	164.6	54.112		2:16.472P
<b>2</b>	27.417	194.9	50.726	164.8	45.134	120.1	2:03.277	<b>8</b>	3:37.539	188.4	51.867	164.6	45.690	119.7	X:00.000
<b>3</b>	27.172	<b>196.0</b>	50.530	164.1	45.031	119.0	2:02.733	<b>9</b>	27.105	195.6	<b>49.635</b>	<b>167.1</b>	44.581	120.8	2:01.321
<b>4</b>	27.131	193.5	50.197	164.8	45.002	120.6	2:02.330	<b>10</b>	29.899	137.4	55.907	165.6	45.825	121.6	2:11.631
<b>5</b>	27.085	194.2	49.838	166.4	44.624	120.6	2:01.547	<b>11</b>	27.078	194.9	49.711	166.1	<b>44.444</b>	121.0	<b>2:01.233</b>
<b>6</b>	<b>27.018</b>	194.9	49.900	166.6	44.747	<b>122.1</b>	2:01.665	<b>12</b>	27.075	194.9	50.018	165.8	50.013		2:07.106P
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>										
<b>1</b>	X:00.000	159.2	54.819	162.8	48.241	119.6	X:00.000	<b>8</b>	3:47.457	193.2	49.722	163.8	44.147	121.7	X:00.000
<b>2</b>	27.328	194.2	50.227	165.1	45.609	<b>121.8</b>	2:03.164	<b>9</b>	<b>26.981</b>	194.9	49.336	<b>166.4</b>	44.060	116.5	<b>2:00.377</b>
<b>3</b>	27.178	194.2	49.469	165.1	45.107	120.1	2:01.754	<b>10</b>	27.147	194.9	<b>49.334</b>	165.8	<b>43.911</b>	121.4	2:00.392
<b>4</b>	27.251	194.9	49.349	166.1	45.051	117.3	2:01.651	<b>11</b>	27.079	194.2	49.401	165.1	44.048	119.7	2:00.528
<b>5</b>	27.763	193.8	49.650	164.3	43.918	120.9	2:01.331	<b>12</b>	26.997	195.6	49.625	166.1	43.946	120.8	2:00.568
<b>6</b>	27.089	194.9	49.439	165.6	43.964	119.7	2:00.492	<b>13</b>	27.016	195.2	51.295	160.0	50.606		2:08.917P
<b>7</b>	27.059	<b>196.3</b>	49.893	165.8	49.605		2:06.557P								

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 08:59 End: 09:29

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

(contd.)

<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	Alfa Romeo 156				
<b>1</b>	X:00.000 164.8	55.861 161.6	46.943 122.1	X:00.000	<b>6</b>	6:02.646 192.1	50.068 167.7	44.034 121.6	X:00.000
<b>2</b>	26.789 <b>197.0</b>	49.453 169.0	44.138 120.1	2:00.380	<b>7</b>	26.712 195.6	49.616 168.4	43.722 119.0	2:00.050
<b>3</b>	26.939 196.3	<b>49.383</b> 168.2	43.853 122.3	2:00.175	<b>8</b>	26.806 <b>197.0</b>	49.496 <b>170.6</b>	43.809 122.5	2:00.111
<b>4</b>	26.758 196.3	49.386 168.4	<b>43.262</b> <b>122.8</b>	<b>1:59.406</b>	<b>9</b>	26.747 195.2	49.623 169.8	43.723 121.4	2:00.093
<b>5</b>	27.563 186.8	51.211 167.1	49.597	2:08.371P	<b>10</b>	26.761 196.3	49.619 169.2	49.171	2:05.551P
<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156				
<b>1</b>	X:00.000 176.7	53.381 163.6	46.229 121.0	X:00.000	<b>7</b>	7:05.596 138.8	1:01.648 149.7	45.920 120.6	X:00.000
<b>2</b>	27.249 <b>196.3</b>	50.891 166.4	45.091 120.5	2:03.231	<b>8</b>	26.952 194.9	<b>49.411</b> 166.6	43.806 120.0	<b>2:00.169</b>
<b>3</b>	27.174 195.6	49.854 167.4	44.120 119.0	2:01.148	<b>9</b>	26.902 196.0	49.582 168.2	43.861 119.4	2:00.345
<b>4</b>	26.926 <b>196.3</b>	49.676 165.8	<b>43.655</b> 117.5	2:00.257	<b>10</b>	27.642 188.8	55.701 150.0	46.346 <b>121.6</b>	2:09.689
<b>5</b>	26.930 194.9	49.532 <b>168.4</b>	43.821 119.4	2:00.283	<b>11</b>	26.906 195.2	50.287 164.6	51.524	2:08.717P
<b>6</b>	26.962 196.0	50.818 166.4	49.024	2:06.804P					
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra				
<b>1</b>	X:00.000 184.9	52.104 165.6	49.055 120.4	X:00.000	<b>6</b>	6:24.658 188.4	51.448 164.8	52.682 121.7	X:00.000
<b>2</b>	27.322 192.5	50.311 165.1	45.389 122.1	2:03.022	<b>7</b>	26.844 <b>194.9</b>	49.661 166.4	43.649 120.9	2:00.154
<b>3</b>	27.121 192.5	<b>49.555</b> 163.8	43.910 121.8	2:00.586	<b>8</b>	27.044 192.5	52.466 147.3	50.123	2:09.633P
<b>4</b>	26.980 193.5	49.689 164.1	43.975 121.6	2:00.644	<b>9</b>	3:31.285 192.5	50.122 166.1	44.089 <b>122.3</b>	X:00.000
<b>5</b>	27.436 193.5	50.615 <b>166.6</b>	47.401	2:05.452P	<b>10</b>	26.906 194.2	49.724 164.8	<b>43.506</b> 120.8	<b>2:00.136</b>
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra				
<b>1</b>	X:00.000 152.1	56.978 158.8	48.585 119.0	X:00.000	<b>6</b>	27.076 195.6	49.471 165.3	44.118 119.7	2:00.665
<b>2</b>	27.285 195.6	51.204 162.1	44.883 120.6	2:03.372	<b>7</b>	27.111 196.0	<b>49.285</b> 165.6	<b>43.803</b> 118.8	<b>2:00.199</b>
<b>3</b>	27.023 <b>197.8</b>	49.865 <b>166.9</b>	48.143 <b>121.8</b>	2:05.031	<b>8</b>	27.495 195.2	50.992 164.8	50.937	2:09.424P
<b>4</b>	26.873 197.4	49.766 165.1	51.875	2:08.514P	<b>9</b>	4:38.304 194.2	51.020 165.3	44.537 121.0	X:00.000
<b>5</b>	5:20.216 190.1	52.310 165.3	44.713 120.1	X:00.000	<b>10</b>	26.949 196.7	1:15.681 150.8	53.562	2:36.192P
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra				
<b>1</b>	X:00.000 173.3	53.905 165.1	48.098 120.2	X:00.000	<b>7</b>	27.082 194.9	49.757 165.1	44.105 121.2	2:00.944
<b>2</b>	27.366 193.5	50.253 166.1	45.042 122.4	2:02.661	<b>8</b>	26.855 195.6	49.792 165.3	44.243 111.4	2:00.890
<b>3</b>	26.935 <b>196.7</b>	49.786 <b>166.4</b>	45.042 <b>123.1</b>	2:01.763	<b>9</b>	27.297 195.2	<b>49.587</b> <b>166.4</b>	<b>43.801</b> 121.2	<b>2:00.685</b>
<b>4</b>	27.350 196.3	50.753 164.8	46.796 115.2	2:04.899	<b>10</b>	26.878 195.6	49.607 <b>166.4</b>	47.190	2:03.675P
<b>5</b>	27.338 <b>196.7</b>	50.919 163.8	49.624	2:07.881P	<b>11</b>	2:35.990 191.4	54.174 156.0	49.920	4:20.084P
<b>6</b>	4:43.736 183.0	51.930 164.3	44.786 122.3	X:00.000					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 08:59 End: 09:29

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

(contd.)

<b>11</b>	<b>Jason PLATO</b>			<b>GBR</b>	<b>SEAT Toledo Cupra</b>				
<b>1</b>	X:00.000 157.8	56.561 161.6	50.224 119.0	X:00.000	<b>5</b>	27.274 194.5	50.884 164.8	48.348	2:06.506P
<b>2</b>	28.120 192.5	51.102 <b>166.9</b>	45.753 122.4	2:04.975	<b>6</b>	X:00.000 193.5	50.559 165.1	44.771 118.4	X:00.000
<b>3</b>	27.374 <b>195.6</b>	<b>50.105</b> 166.4	48.026 122.5	2:05.505	<b>7</b>	27.261 193.5	50.353 165.3	<b>44.877</b> 119.6	<b>2:02.491</b>
<b>4</b>	<b>27.202</b> <b>195.6</b>	50.438 164.6	45.004 <b>122.8</b>	2:02.644					
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b>	X:00.000 169.5	55.382 159.7	48.141 115.6	X:00.000	<b>7</b>	27.504 190.1	56.209 160.7	49.403	2:13.116P
<b>2</b>	28.506 187.1	52.314 160.4	47.979 118.4	2:08.799	<b>8</b>	4:51.632 187.1	51.916 164.1	45.782 118.4	X:00.000
<b>3</b>	27.947 189.4	50.607 160.0	52.836	2:11.390P	<b>9</b>	27.546 <b>191.1</b>	49.990 163.6	45.031 119.7	2:02.567
<b>4</b>	3:22.508 188.8	51.529 161.6	47.036 117.6	X:00.000	<b>10</b>	27.436 <b>191.1</b>	<b>49.940</b> <b>164.8</b>	45.083 118.8	<b>2:02.459</b>
<b>5</b>	27.798 189.1	52.741 159.7	46.537 <b>120.9</b>	2:07.076	<b>11</b>	<b>27.310</b> 190.4	58.815 97.2	1:19.697	2:45.822P
<b>6</b>	27.393 <b>191.1</b>	50.529 162.8	<b>44.915</b> 120.1	2:02.837					
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b>	X:00.000 173.6	55.002 160.4	54.244	X:00.000P	<b>3</b>	29.019 162.8	52.072 161.9	<b>46.261</b> <b>115.7</b>	<b>2:07.352</b>
<b>2</b>	8:14.433 181.8	53.648 161.9	57.895 114.1	X:00.000	<b>4</b>	<b>27.884</b> <b>188.8</b>	<b>51.462</b> <b>163.1</b>	52.017	2:11.363P
<b>18</b>	<b>Carlos MASTRETTA</b>			<b>MEX</b>	<b>Seat Toledo Cupra</b>				<b> </b>
<b>1</b>	X:00.000 146.1	1:02.437 150.0	1:02.825	X:00.000P	<b>7</b>	28.153 191.8	52.164 <b>160.7</b>	46.539 118.4	2:06.856
<b>2</b>	3:31.442 176.4	56.923 154.2	50.077 113.3	X:00.000	<b>8</b>	27.636 193.8	<b>51.527</b> 159.2	46.281 119.2	<b>2:05.444</b>
<b>3</b>	29.844 186.2	58.748 144.3	48.382 117.1	2:16.974	<b>9</b>	27.701 193.2	51.861 159.0	46.291 116.5	2:05.853
<b>4</b>	28.127 <b>194.9</b>	54.910 144.9	48.256 116.0	2:11.293	<b>10</b>	27.860 192.5	51.956 142.6	46.899 119.4	2:06.715
<b>5</b>	28.781 186.8	53.990 <b>160.7</b>	47.008 119.3	2:09.779	<b>11</b>	27.995 191.8	51.805 158.8	<b>46.113</b> 114.6	2:05.913
<b>6</b>	27.952 192.8	52.716 160.0	47.148 118.9	2:07.816	<b>12</b>	<b>27.598</b> 193.5	52.001 160.4	46.448 <b>120.0</b>	2:06.047
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>Seat Toledo Cupra</b>				<b> </b>
<b>1</b>	9:44.510 172.5	53.956 158.1	51.383	X:00.000P	<b>7</b>	27.563 193.2	50.444 160.2	49.349	2:07.356P
<b>2</b>	2:27.491 191.1	54.173 132.3	48.353 119.4	4:10.017	<b>8</b>	5:16.076 193.2	50.581 161.1	47.549 120.5	X:00.000
<b>3</b>	27.427 193.5	50.991 161.1	<b>44.790</b> 120.6	2:03.208	<b>9</b>	27.495 193.5	<b>50.253</b> 160.7	44.987 <b>120.8</b>	<b>2:02.735</b>
<b>4</b>	<b>27.239</b> <b>193.8</b>	50.362 163.1	45.855 108.3	2:03.456	<b>10</b>	27.504 193.2	51.318 <b>164.3</b>	45.083 118.8	2:03.905
<b>5</b>	27.757 192.5	50.482 160.0	45.442 118.2	2:03.681	<b>11</b>	28.108 193.5	55.115 161.9	50.294	2:13.517P
<b>6</b>	27.636 192.8	50.365 160.2	45.014 119.4	2:03.015					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

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

(contd.)

<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	<b>Chevrolet Lacetti</b>			
<b>1</b> - X:00.000 163.1	55.456 160.2	48.333 117.9	X:00.000	<b>8</b> - 27.483 191.4	50.411 162.6	45.048 120.5	2:02.942	
<b>2</b> - 27.904 188.1	52.045 162.4	46.172 120.0	2:06.121	<b>9</b> - 27.602 193.2	50.692 163.6	<b>44.698</b> 120.1	2:02.992	
<b>3</b> - 27.479 191.4	52.147 162.8	46.385 119.3	2:06.011	<b>10</b> - 27.489 191.8	<b>50.378</b> 164.1	44.729 121.2	<b>2:02.596</b>	
<b>4</b> - 28.334 191.4	51.144 163.8	45.013 114.4	2:04.491	<b>11</b> - 27.494 <b>193.8</b>	50.572 <b>164.3</b>	44.853 121.2	2:02.919	
<b>5</b> - 27.561 192.5	50.962 163.3	48.805	2:07.328P	<b>12</b> - 27.662 191.8	50.513 162.6	44.780 119.2	2:02.955	
<b>6</b> - 4:23.782 188.4	51.395 162.6	45.081 117.7	X:00.000	<b>13</b> - <b>27.425</b> 192.8	50.874 <b>164.3</b>	45.012 120.9	2:03.311	
<b>7</b> - 27.728 190.8	50.441 163.1	44.705 <b>121.4</b>	2:02.874					
<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	<b>Chevrolet Lacetti</b>			
<b>1</b> - X:00.000 177.3	1:04.732 127.8	1:02.118	X:00.000P	<b>6</b> - 27.571 191.1	49.900 163.3	44.455 121.6	2:01.926	
<b>2</b> - 3:02.212 185.2	53.996 160.2	46.938 121.0	4:43.146	<b>7</b> - 28.732 185.8	53.075 162.8	53.372	2:15.179P	
<b>3</b> - 27.855 189.8	50.755 163.1	45.257 121.0	2:03.867	<b>8</b> - 5:57.508 182.7	51.510 163.8	45.604 121.0	X:00.000	
<b>4</b> - 27.657 190.8	50.210 164.3	44.949 <b>122.3</b>	2:02.816	<b>9</b> - <b>27.330 192.5</b>	<b>49.874</b> 162.6	44.607 121.8	<b>2:01.811</b>	
<b>5</b> - 27.520 191.4	50.115 164.8	44.665 121.0	2:02.300	<b>10</b> - 27.378 192.1	50.030 <b>165.6</b>	<b>44.441</b> 120.8	2:01.849	
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	<b>Chevrolet Lacetti</b>			
<b>1</b> - X:00.000 157.6	55.805 162.8	48.399 118.9	X:00.000	<b>6</b> - 7:00.892 175.0	52.493 162.4	48.868 119.7	X:00.000	
<b>2</b> - 28.099 189.8	50.981 164.1	45.627 117.6	2:04.707	<b>7</b> - 27.615 191.4	49.863 162.6	<b>44.378</b> 118.2	<b>2:01.856</b>	
<b>3</b> - 27.574 191.1	50.294 <b>165.8</b>	45.137 <b>120.2</b>	2:03.005	<b>8</b> - <b>27.365</b> 192.8	50.029 161.9	44.493 118.4	2:01.887	
<b>4</b> - 27.494 192.8	49.855 164.3	44.558 117.3	2:01.907	<b>9</b> - 27.511 191.8	49.847 163.6	44.732 115.6	2:02.090	
<b>5</b> - 27.431 <b>193.2</b>	<b>49.671</b> 165.3	48.184	2:05.286P	<b>10</b> - 27.593 191.8	50.718 163.8	49.738	2:08.049P	
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	<b>Honda Accord Euro R</b>			
<b>1</b> - X:00.000 178.8	54.010 159.2	48.962 121.0	X:00.000	<b>6</b> - 26.813 195.2	49.825 165.3	44.055 121.7	2:00.693	
<b>2</b> - 27.331 196.0	51.314 164.1	45.041 122.5	2:03.686	<b>7</b> - 29.814 139.3	52.833 164.6	52.982	2:15.629P	
<b>3</b> - 27.037 195.6	50.445 163.8	44.693 120.8	2:02.175	<b>8</b> - 5:23.038 190.8	55.090 145.9	44.679 119.4	X:00.000	
<b>4</b> - 27.167 196.3	50.314 164.6	44.382 <b>123.1</b>	2:01.863	<b>9</b> - 27.034 196.3	49.779 165.8	<b>43.697</b> 122.5	<b>2:00.510</b>	
<b>5</b> - 26.917 196.0	50.024 165.1	44.262 122.3	2:01.203	<b>10</b> - <b>26.750 197.0</b>	<b>49.666 166.1</b>	1:00.310	2:16.726P	
<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	<b>Honda Accord Euro R</b>			
<b>1</b> - X:00.000 171.4	53.119 161.6	53.972	X:00.000P	<b>6</b> - 28.672 178.8	52.351 164.6	58.261	2:19.284P	
<b>2</b> - 2:19.781 191.4	51.763 131.8	55.228 <b>123.1</b>	4:06.772	<b>7</b> - 5:44.439 192.1	50.424 166.4	44.528 122.7	X:00.000	
<b>3</b> - 27.291 <b>196.7</b>	50.888 164.3	46.746 118.0	2:04.925	<b>8</b> - <b>26.997</b> 196.3	<b>49.624 168.2</b>	<b>44.366</b> 121.2	<b>2:00.987</b>	
<b>4</b> - 27.885 160.2	50.698 166.6	45.026 119.7	2:03.609	<b>9</b> - 27.097 196.3	49.806 167.4	50.253	2:07.156P	
<b>5</b> - 27.264 196.3	50.154 166.9	44.604 123.0	2:02.022					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

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

(contd.)

<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	<b>BMW 320i</b>				<b>I</b>
1	X:00.000 164.6	54.404 160.7	47.683 118.6	X:00.000	8 - 27.443 194.2	50.227 165.3	44.836 121.8	2:02.506	
2	27.903 191.1	52.206 162.1	50.313	2:10.422P	9 - 27.349 194.5	50.206 166.1	<b>44.372</b> 120.2	<b>2:01.927</b>	
3	2:14.225 192.8	51.371 165.3	45.722 119.8	3:51.318	10 - 27.227 194.5	<b>49.776 166.6</b>	45.059 93.3	2:02.062	
4	27.538 194.5	50.898 165.6	44.883 121.3	2:03.319	11 - 29.622 192.1	51.740 164.8	47.924	2:09.286P	
5	27.977 193.2	51.106 164.1	46.765 121.0	2:05.848	12 - 1:37.878 193.8	50.180 165.6	44.915 120.8	3:12.973	
6	27.255 194.5	50.331 166.4	44.959 119.2	2:02.545	13 - <b>27.132 194.9</b>	50.156 166.1	44.764 119.0	2:02.052	
7	27.470 193.5	50.878 164.6	44.811 <b>122.4</b>	2:03.159					
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	<b>BMW 320i</b>				<b>I</b>
1	X:00.000 177.6	52.135 150.8	47.419 118.1	X:00.000	7 - 4:04.197 183.6	50.413 163.8	44.977 119.0	X:00.000	
2	27.841 191.8	51.172 161.9	46.915 <b>127.4</b>	2:05.928	8 - 27.334 191.8	49.821 163.3	44.944 120.4	<b>2:02.099</b>	
3	27.337 <b>192.8</b>	50.111 161.1	45.520 118.4	2:02.968	9 - 28.487 149.1	50.427 164.1	48.463	2:07.377P	
4	27.375 <b>192.8</b>	49.874 163.1	45.022 120.4	2:02.271	10 - 3:03.184 191.1	50.364 164.6	48.190 121.0	4:41.738	
5	27.301 192.5	<b>49.777</b> 164.6	45.185 117.2	2:02.263	11 - <b>27.101 192.8</b>	50.641 163.8	<b>44.807</b> 119.7	2:02.549	
6	27.294 <b>192.8</b>	50.739 160.7	49.918	2:07.951P	12 - 27.310 192.5	50.116 <b>165.3</b>	45.142 111.1	2:02.568	
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	<b>BMW 320i</b>				<b>I</b>
1	X:00.000 163.3	55.132 146.1	48.362 117.5	X:00.000	7 - 27.572 192.1	50.530 163.3	45.372 117.6	2:03.474	
2	28.623 179.7	1:44.802 93.7	55.633 118.5	3:09.058	8 - 27.673 191.8	50.820 161.1	51.004	2:09.497P	
3	28.113 185.8	51.190 163.3	45.783 119.7	2:05.086	9 - 4:15.884 190.1	50.626 163.6	44.798 118.8	X:00.000	
4	27.554 191.1	51.014 161.6	45.008 <b>120.9</b>	2:03.576	10 - 27.452 192.1	<b>50.098 164.6</b>	44.796 118.8	2:02.346	
5	27.618 190.1	51.315 160.4	45.315 120.1	2:04.248	11 - <b>27.288</b> 192.1	50.117 163.8	<b>44.590</b> 120.1	<b>2:01.995</b>	
6	27.461 192.1	50.789 <b>164.6</b>	44.850 120.5	2:03.100	12 - 27.437 <b>192.8</b>	1:09.472 158.1	45.564 120.8	2:22.473	
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	<b>BMW 320i</b>				<b>I</b>
1	9:58.225 149.1	53.292 157.6	47.840 119.3	X:00.000	6 - 27.616 191.1	51.460 <b>165.8</b>	45.111 120.1	2:04.187	
2	27.785 193.5	51.675 162.4	3:47.060	X:00.000P	7 - 27.340 <b>193.8</b>	<b>50.513</b> 163.6	<b>45.022</b> 119.8	<b>2:02.875</b>	
3	4:09.698 186.8	52.105 162.1	46.773 120.4	X:00.000	8 - <b>27.290 193.8</b>	50.681 163.8	51.485	2:09.456P	
4	27.602 192.8	51.387 163.8	50.476	2:09.465P	9 - 1:56.230 142.4	59.335 94.6	47.235 118.9	3:42.800	
5	4:35.663 186.5	51.705 134.8	45.624 <b>122.3</b>	X:00.000					
<b>36</b>	<b>Sascha PLODERL</b>			<b>AUT</b>	<b>Ford Focus ST170</b>				<b>I</b>
1	X:00.000 124.7	59.118 155.6	50.788 108.5	X:00.000	7 - 28.162 186.5	51.510 159.7	45.944 <b>117.0</b>	2:05.616	
2	30.409 180.0	55.578 153.8	52.894 113.0	2:18.881	8 - <b>28.029</b> 186.2	51.059 <b>162.8</b>	46.182 110.2	2:05.270	
3	28.835 185.8	52.722 158.5	46.977 112.7	2:08.534	9 - 28.228 <b>188.1</b>	<b>50.966 162.8</b>	<b>45.417</b> 115.5	<b>2:04.611</b>	
4	28.621 185.2	52.268 158.8	46.526 116.0	2:07.415	10 - 30.100 155.3	52.689 159.5	51.285	2:14.074P	
5	28.480 184.9	52.012 160.9	55.647	2:16.139P	11 - 3:06.178 157.4	53.648 160.9	46.006 114.5	4:45.832	
6	4:40.552 183.3	52.504 159.5	46.188 116.0	X:00.000					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 08:59 End: 09:29



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

(contd.)

<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 183.3	51.723 161.1	45.719 122.1	X:00.000	<b>7</b> - 27.113 <b>196.0</b>	51.235 164.1	48.814	2:07.162P
<b>2</b>	- 27.199 192.1	49.710 166.1	44.501 <b>123.8</b>	2:01.410	<b>8</b> - 3:43.656 194.2	49.680 164.8	44.186 123.5	X:00.000
<b>3</b>	- <b>26.803</b> 193.5	49.440 <b>167.7</b>	49.362	2:05.605P	<b>9</b> - 26.912 195.6	49.715 166.4	44.373 122.5	2:01.000
<b>4</b>	- 3:18.197 <b>196.0</b>	50.841 165.6	44.649 121.2	<b>4:53.687</b>	<b>10</b> - 27.121 194.2	49.410 166.6	44.203 121.8	2:00.734
<b>5</b>	- 27.013 195.6	<b>49.209</b> 166.6	44.234 122.7	2:00.456	<b>11</b> - 26.986 195.2	49.937 166.6	44.301 <b>123.8</b>	2:01.224
<b>6</b>	- 27.011 194.9	49.495 167.4	44.128 119.8	2:00.634	<b>12</b> - 26.838 195.2	49.666 166.4	<b>43.944</b> 122.7	<b>2:00.448</b>
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>			
<b>1</b>	- 9:58.048 187.8	51.224 163.1	45.318 121.8	X:00.000	<b>7</b> - 27.022 194.9	49.264 165.6	44.582 121.2	2:00.868
<b>2</b>	- 27.209 194.9	49.393 165.1	44.414 121.4	2:01.016	<b>8</b> - 26.930 193.5	49.538 165.3	44.129 121.7	2:00.597
<b>3</b>	- 26.961 195.2	49.459 165.8	45.855 <b>123.4</b>	2:02.275	<b>9</b> - 26.980 195.2	49.631 <b>166.4</b>	47.379	2:03.990P
<b>4</b>	- 26.979 193.8	<b>49.193</b> 164.1	44.167 122.5	<b>2:00.339</b>	<b>10</b> - 3:28.391 195.6	49.860 166.1	<b>44.103</b> 122.0	X:00.000
<b>5</b>	- 26.923 194.5	51.649 160.0	47.791	2:06.363P	<b>11</b> - <b>26.765</b> <b>197.0</b>	49.395 165.3	44.889 122.1	2:01.049
<b>6</b>	- 2:37.682 193.2	50.006 164.1	44.770 120.0	4:12.458	<b>12</b> - 26.945 196.3	53.269 156.9	52.231	2:12.445P
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b>I</b>
<b>1</b>	- 9:54.514 154.9	55.142 145.3	56.575	X:00.000P	<b>6</b> - 27.161 194.9	50.755 165.8	44.279 120.8	2:02.195
<b>2</b>	- 1:58.573 184.6	52.926 131.2	46.672 119.4	3:38.171	<b>7</b> - <b>27.139</b> 194.5	51.223 165.1	53.864	2:12.226P
<b>3</b>	- 27.557 191.4	51.484 166.4	46.686 <b>121.4</b>	2:05.727	<b>8</b> - 5:29.722 192.5	50.354 165.8	48.824 120.4	X:00.000
<b>4</b>	- 27.280 192.5	<b>50.153</b> 165.8	44.297 120.1	2:01.730	<b>9</b> - 27.157 193.8	50.160 165.6	44.169 119.6	2:01.486
<b>5</b>	- 27.240 192.8	50.220 <b>166.9</b>	<b>44.025</b> 120.0	<b>2:01.485</b>	<b>10</b> - 27.222 <b>195.6</b>	50.492 165.6	45.054 119.8	2:02.768
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b>I</b>
<b>1</b>	- X:00.000 165.8	54.715 164.3	50.427	X:00.000P	<b>6</b> - 27.429 192.5	<b>50.697</b> 164.6	<b>44.915</b> <b>121.3</b>	<b>2:03.041</b>
<b>2</b>	- 1:54.793 189.8	1:09.351 124.7	50.940	3:55.084P	<b>7</b> - <b>27.251</b> <b>192.8</b>	50.753 164.6	45.087 119.8	2:03.091
<b>3</b>	- 3:32.835 190.4	52.004 163.8	49.045	X:00.000P	<b>8</b> - 27.311 189.8	51.090 164.6	45.071 120.5	2:03.472
<b>4</b>	- 4:59.761 189.4	51.287 164.6	45.158 119.2	X:00.000	<b>9</b> - 27.503 192.5	50.977 <b>165.3</b>	47.936	2:06.416P
<b>5</b>	- 27.499 192.1	51.032 164.6	45.451 119.0	2:03.982				
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>
<b>1</b>	- 9:52.030 167.4	53.483 161.6	47.625 117.3	X:00.000	<b>7</b> - 28.253 191.4	50.707 <b>164.1</b>	45.101 116.3	2:04.061
<b>2</b>	- 28.517 154.9	51.753 163.1	45.186 <b>118.5</b>	2:05.456	<b>8</b> - 27.546 191.1	50.811 160.0	45.354 117.9	2:03.711
<b>3</b>	- 27.479 189.8	50.949 162.8	45.735 117.3	2:04.163	<b>9</b> - 27.493 191.1	<b>50.630</b> 152.9	44.761 116.5	<b>2:02.884</b>
<b>4</b>	- 27.601 189.8	50.759 160.4	<b>44.727</b> 118.0	2:03.087	<b>10</b> - 27.539 190.8	50.992 146.7	45.053 116.6	2:03.584
<b>5</b>	- <b>27.456</b> 191.1	50.894 150.0	49.491	2:07.841P	<b>11</b> - 27.557 <b>193.8</b>	50.642 163.1	46.071	2:04.270P
<b>6</b>	- 3:01.131 154.0	52.213 163.1	44.780 109.3	4:38.124	<b>12</b> - 2:40.861 184.3	55.626 160.7	52.989	4:29.476

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 08:59 End: 09:29

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

(contd.)

<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	<b>BMW 320i</b>			<b>I</b>					
<b>1</b> -X:00.000	150.2	56.822	158.1	49.513	114.8	X:00.000	<b>8</b> - 27.800	191.4	50.704	160.2	46.101	116.3	2:04.605
<b>2</b> - 28.352	189.1	51.687	160.9	47.265	<b>118.5</b>	2:07.304	<b>9</b> - 27.818	191.4	50.872	159.0	<b>45.177</b>	<b>118.5</b>	2:03.867
<b>3</b> - 27.932	191.1	50.882	160.9	46.318	111.8	2:05.132	<b>10</b> - 27.691	190.8	50.468	161.9	45.677	117.2	<b>2:03.836</b>
<b>4</b> - 28.171	190.4	51.194	162.1	45.476	117.2	2:04.841	<b>11</b> - 27.754	190.4	<b>50.318</b>	161.1	46.049	118.4	2:04.121
<b>5</b> - 27.793	190.4	52.578	<b>162.6</b>	46.621	116.3	2:06.992	<b>12</b> - 27.981	191.4	50.511	160.7	45.433	118.4	2:03.925
<b>6</b> - 27.880	190.1	51.492	160.7	50.434		2:09.806P	<b>13</b> - <b>27.593</b>	<b>191.8</b>	51.398	160.9	45.642	116.7	2:04.633
<b>7</b> - 3:55.074	167.4	56.438	160.0	48.146	115.7	X:00.000							
<b>55</b>	<b>Alessandro BALZAN</b>			<b>ITA</b>	<b>SEAT Toledo Cupra</b>			<b>I</b>					
<b>1</b> -X:00.000	122.3	57.735	163.1	48.648	120.0	X:00.000	<b>6</b> - 27.385	194.2	1:15.661	123.4	56.980		2:40.026P
<b>2</b> - 27.793	194.5	52.823	164.8	45.917	119.6	2:06.533	<b>7</b> - 9:29.757	193.8	51.501	165.3	47.328	120.4	X:00.000
<b>3</b> - 27.970	156.7	53.230	<b>167.1</b>	45.672	<b>121.2</b>	2:06.872	<b>8</b> - 27.347	194.5	50.352	<b>167.1</b>	44.305	120.4	2:02.004
<b>4</b> - 27.356	<b>197.0</b>	50.509	<b>167.1</b>	45.213	120.8	2:03.078	<b>9</b> - 27.289	193.8	<b>50.299</b>	<b>167.1</b>	<b>44.255</b>	119.3	<b>2:01.843</b>
<b>5</b> - <b>27.249</b>	194.9	50.341	164.8	44.456	118.5	2:02.046							

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

## 2005 FIA World Touring Car Championship

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

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	42		Jorg MULLER	GER	BMW 320i	123.8
2	1		Andy PRIAULX	GBR	BMW 320i	123.5
3	43		Dirk MULLER	GER	BMW 320i	123.4
4	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	123.1
5	10		Peter TERTING	GER	SEAT Toledo Cupra	123.1
6	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	123.1
7	3		James THOMPSON	GBR	Alfa Romeo 156	123.0
8	11		Jason PLATO	GBR	SEAT Toledo Cupra	122.8
9	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	122.8
10	28	I	Carl ROSENBLAD	SWE	BMW 320i	122.4
11	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	122.3
12	32	I	Marc HENNERICI	GER	BMW 320i	122.3
13	22		Nicola LARINI	ITA	Chevrolet Lacetti	122.3
14	4		Alessandro ZANARDI	ITA	BMW 320i	122.1
15	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	122.1
16	9		Jordi GENE	ESP	SEAT Toledo Cupra	121.8
17	5		Antonio GARCIA	ESP	BMW 320i	121.8
18	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	121.6
19	21		Robert HUFF	GBR	Chevrolet Lacetti	121.4
20	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	121.4
21	30	I	Stefano D'ASTE	ITA	BMW 320i	121.4
22	52	I	Andrea LARINI	ITA	Alfa Romeo 156	121.3
23	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	121.2
24	14		Thomas KLENKE	GER	Ford Focus	120.9
25	31	I	Giuseppe CIRO	ITA	BMW 320i	120.9
26	20	I	Tom CORONEL	NED	Seat Toledo Cupra	120.8
27	23		Alain MENU	SUI	Chevrolet Lacetti	120.2
28	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	120.0
29	54	I	Stefano VALLI	RSM	BMW 320i	118.5
30	53	I	Gianluca DE LORENZI	ITA	BMW 320i	118.5
31	36	I	Sascha PLODERL	AUT	Ford Focus ST170	117.0
32	15		Thomas JAGER	GER	Ford Focus	115.7

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 Weather/Track: Sun 23.3<sup>o</sup>/Dry

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Imola  
 Circuit Length = 4.9330 km.  
 Start: 08:59 End: 09:29

Printed - 09:34 Saturday, 28 May 2005

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

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	3		James THOMPSON	GBR	Alfa Romeo 156	198.1
2	9		Jordi GENE	ESP	SEAT Toledo Cupra	197.8
3	43		Dirk MULLER	GER	BMW 320i	197.0
4	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	197.0
5	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	197.0
6	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	197.0
7	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	196.7
8	10		Peter TERTING	GER	SEAT Toledo Cupra	196.7
9	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	196.7
10	5		Antonio GARCIA	ESP	BMW 320i	196.3
11	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	196.3
12	42		Jorg MULLER	GER	BMW 320i	196.0
13	4		Alessandro ZANARDI	ITA	BMW 320i	196.0
14	51		Salvatore TAVANO	ITA	Alfa Romeo 156	195.6
15	11		Jason PLATO	GBR	SEAT Toledo Cupra	195.6
16	28		Carl ROSENBLAD	SWE	BMW 320i	194.9
17	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	194.9
18	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	194.9
19	1		Andy PRIAULX	GBR	BMW 320i	194.5
20	21		Robert HUFF	GBR	Chevrolet Lacetti	193.8
21	32		Marc HENNERICI	GER	BMW 320i	193.8
22	53		Gianluca DE LORENZI	ITA	BMW 320i	193.8
23	20		Tom CORONEL	NED	Seat Toledo Cupra	193.8
24	23		Alain MENU	SUI	Chevrolet Lacetti	193.2
25	31		Giuseppe CIRO	ITA	BMW 320i	192.8
26	52		Andrea LARINI	ITA	Alfa Romeo 156	192.8
27	30		Stefano D'ASTE	ITA	BMW 320i	192.8
28	22		Nicola LARINI	ITA	Chevrolet Lacetti	192.5
29	54		Stefano VALLI	RSM	BMW 320i	191.8
30	14		Thomas KLENKE	GER	Ford Focus	191.1
31	15		Thomas JAGER	GER	Ford Focus	188.8
32	36		Sascha PLODERL	AUT	Ford Focus ST170	188.1

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 08:59 End: 09:29

Printed - 09:34 Saturday, 28 May 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	170.6
2	3		James THOMPSON	GBR	Alfa Romeo 156	170.3
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	168.4
4	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	168.2
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	168.2
6	42		Jorg MULLER	GER	BMW 320i	167.7
7	4		Alessandro ZANARDI	ITA	BMW 320i	167.1
8	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	167.1
9	1		Andy PRIAULX	GBR	BMW 320i	166.9
10	51		Salvatore TAVANO	ITA	Alfa Romeo 156	166.9
11	9		Jordi GENE	ESP	SEAT Toledo Cupra	166.9
12	11		Jason PLATO	GBR	SEAT Toledo Cupra	166.9
13	28		Carl ROSENBLAD	SWE	BMW 320i	166.6
14	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	166.6
15	5		Antonio GARCIA	ESP	BMW 320i	166.4
16	43		Dirk MULLER	GER	BMW 320i	166.4
17	10		Peter TERTING	GER	SEAT Toledo Cupra	166.4
18	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	166.1
19	32		Marc HENNERICI	GER	BMW 320i	165.8
20	23		Alain MENU	SUI	Chevrolet Lacetti	165.8
21	22		Nicola LARINI	ITA	Chevrolet Lacetti	165.6
22	30		Stefano D'ASTE	ITA	BMW 320i	165.3
23	52		Andrea LARINI	ITA	Alfa Romeo 156	165.3
24	14		Thomas KLENKE	GER	Ford Focus	164.8
25	31		Giuseppe CIRO	ITA	BMW 320i	164.6
26	20		Tom CORONEL	NED	Seat Toledo Cupra	164.3
27	21		Robert HUFF	GBR	Chevrolet Lacetti	164.3
28	53		Gianluca DE LORENZI	ITA	BMW 320i	164.1
29	15		Thomas JAGER	GER	Ford Focus	163.1
30	36		Sascha PLODERL	AUT	Ford Focus ST170	162.8
31	54		Stefano VALLI	RSM	BMW 320i	162.6
32	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	160.7

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 23.3°/Dry

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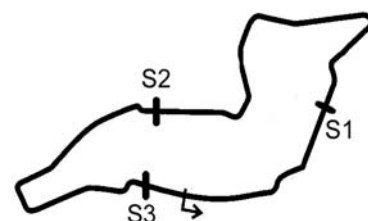
Imola  
Circuit Length = 4.9330 km.  
Start: 08:59 End: 09:29

Printed - 09:34 Saturday, 28 May 2005

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

POS	SECTOR 1			SECTOR 2			SECTOR 3			NAME	IDEAL/BEST LAP COMPARISON				
	NO	TIME	LAP	NO	TIME	LAP	NO	TIME	LAP		NO	IDEAL	BEST	LAP	DIFF
1	6	26.712	7	43	49.193	4	6	43.262	4	6	GIOVANARD	1:59.357	1:59.406	4	+ 0.049
2	2	26.745	4	42	49.209	5	8	43.506	10	8	RYDELL	1:59.905	2:00.136	10	+ 0.231
3	26	26.750	10	9	49.285	7	7	43.655	4	42	MULLER	1:59.956	2:00.448	12	+ 0.492
4	43	26.765	11	5	49.334	10	26	43.697	9	9	GENE	1:59.961	2:00.199	7	+ 0.238
5	42	26.803	3	6	49.383	3	10	43.801	9	7	FARFUS JR.	1:59.968	2:00.169	8	+ 0.201
6	8	26.844	7	7	49.411	8	9	43.803	7	43	MULLER	2:00.061	2:00.339	4	+ 0.278
7	10	26.855	8	8	49.555	3	2	43.850	6	26	COLCIAGO	2:00.113	2:00.510	9	+ 0.397
8	9	26.873	4	10	49.587	9	5	43.911	10	5	GARCIA	2:00.226	2:00.377	9	+ 0.151
9	7	26.902	9	1	49.611	8	42	43.944	12	10	TERTING	2:00.243	2:00.685	9	+ 0.442
10	3	26.928	9	3	49.617	8	51	44.025	5	2	TARQUINI	2:00.420	2:00.521	6	+ 0.101
11	5	26.981	9	27	49.624	8	43	44.103	10	3	THOMPSON	2:00.946	2:01.017	8	+ 0.071
12	27	26.997	8	4	49.635	9	55	44.255	9	27	DE MICHELI	2:00.987	2:00.987	8	+ 0.000
13	4	27.018	6	26	49.666	10	27	44.366	8	4	ZANARDI	2:01.097	2:01.233	11	+ 0.136
14	1	27.025	5	23	49.671	5	28	44.372	9	1	PRIAULX	2:01.099	2:01.346	8	+ 0.247
15	30	27.101	11	28	49.776	10	23	44.378	7	28	ROSENBLAD	2:01.280	2:01.927	9	+ 0.647
16	28	27.132	13	30	49.777	5	3	44.401	4	51	TAVANO	2:01.317	2:01.485	5	+ 0.168
17	51	27.139	7	2	49.825	9	22	44.441	10	23	MENU	2:01.414	2:01.856	7	+ 0.442
18	11	27.202	4	22	49.874	9	4	44.444	11	22	LARINI	2:01.645	2:01.811	9	+ 0.166
19	20	27.239	4	14	49.940	10	1	44.463	10	30	D'ASTE	2:01.685	2:02.099	8	+ 0.414
20	55	27.249	5	31	50.098	10	31	44.590	11	55	BALZAN	2:01.803	2:01.843	9	+ 0.040
21	52	27.251	7	11	50.105	3	21	44.698	9	31	CIRO	2:01.976	2:01.995	11	+ 0.019
22	31	27.288	11	51	50.153	4	53	44.727	4	11	PLATO	2:02.078	2:02.491	7	+ 0.413
23	32	27.290	8	20	50.253	9	11	44.771	6	14	KLENKE	2:02.165	2:02.459	10	+ 0.294
24	14	27.310	11	55	50.299	9	20	44.790	3	20	CORONEL	2:02.282	2:02.735	9	+ 0.453
25	22	27.330	9	54	50.318	11	30	44.807	11	21	HUFF	2:02.501	2:02.596	10	+ 0.095
26	23	27.365	8	21	50.378	10	14	44.915	6	53	DE LORENZI	2:02.813	2:02.884	9	+ 0.071
27	21	27.425	13	32	50.513	7	52	44.915	6	32	HENNERICI	2:02.825	2:02.875	7	+ 0.050
28	53	27.456	5	53	50.630	9	32	45.022	7	52	LARINI	2:02.863	2:03.041	6	+ 0.178
29	54	27.593	13	52	50.697	6	54	45.177	9	54	VALLI	2:03.088	2:03.836	10	+ 0.748
30	18	27.598	12	36	50.966	9	36	45.417	9	36	PLODERL	2:04.412	2:04.611	9	+ 0.199
31	15	27.884	4	15	51.462	4	18	46.113	11	18	MASTRETTA	2:05.238	2:05.444	8	+ 0.206
32	36	28.029	8	18	51.527	8	15	46.261	3	15	JAGER	2:05.607	2:07.352	3	+ 1.745

'Perfect Lap' - 1:59.167



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

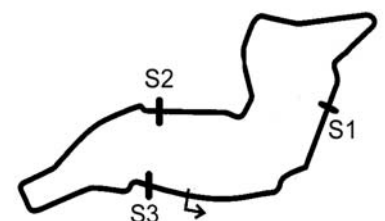
Weather/Track: Sun 23.3° /Dry

Printed at 09:39, Saturday, 28 May, 2005  
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## 2005 FIA World Touring Car Championship Free Practice 1 - Best Sector Speeds Report

SECTOR 1				SECTOR 2				SECTOR 3				
POS	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP
1	3	THOMPSON	198.1	13	6	GIOVANARDI	170.6	8	42	MULLER	123.8	2
2	9	GENE	197.8	3	3	THOMPSON	170.3	8	1	PRIAULX	123.5	10
3	6	GIOVANARDI	197.0	2	7	FARFUS JR.	168.4	5	43	MULLER	123.4	3
4	26	COLCIAGO	197.0	10	2	TARQUINI	168.2	4	10	TERTING	123.1	3
5	43	MULLER	197.0	11	27	DE MICHELI	168.2	8	26	COLCIAGO	123.1	4
6	55	BALZAN	197.0	4	42	MULLER	167.7	3	27	DE MICHELI	123.1	2
7	2	TARQUINI	196.7	2	4	ZANARDI	167.1	9	3	THOMPSON	123.0	4
8	10	TERTING	196.7	3	55	BALZAN	167.1	3	6	GIOVANARDI	122.8	4
9	27	DE MICHELI	196.7	3	1	PRIAULX	166.9	9	11	PLATO	122.8	4
10	5	GARCIA	196.3	7	9	GENE	166.9	3	28	ROSENBLAD	122.4	7
11	7	FARFUS JR.	196.3	2	11	PLATO	166.9	2	8	RYDELL	122.3	9
12	4	ZANARDI	196.0	3	51	TAVANO	166.9	5	22	LARINI	122.3	4
13	42	MULLER	196.0	4	8	RYDELL	166.6	5	32	HENNERICI	122.3	5
14	11	PLATO	195.6	3	28	ROSENBLAD	166.6	10	2	TARQUINI	122.1	3
15	51	TAVANO	195.6	10	5	GARCIA	166.4	9	4	ZANARDI	122.1	6
16	8	RYDELL	194.9	7	10	TERTING	166.4	3	5	GARCIA	121.8	2
17	18	MASTRETTA	194.9	4	43	MULLER	166.4	9	9	GENE	121.8	3
18	28	ROSENBLAD	194.9	13	26	COLCIAGO	166.1	10	7	FARFUS JR.	121.6	10
19	1	PRIAULX	194.5	11	23	MENU	165.8	3	21	HUFF	121.4	7
20	20	CORONEL	193.8	4	32	HENNERICI	165.8	6	30	D'ASTE	121.4	2
21	21	HUFF	193.8	11	22	LARINI	165.6	10	51	TAVANO	121.4	3
22	32	HENNERICI	193.8	7	30	D'ASTE	165.3	12	52	LARINI	121.3	6
23	53	DE LORENZI	193.8	11	52	LARINI	165.3	9	55	BALZAN	121.2	3
24	23	MENU	193.2	5	14	KLENKE	164.8	10	14	KLENKE	120.9	5
25	30	D'ASTE	192.8	3	31	CIRO	164.6	6	31	CIRO	120.9	4
26	31	CIRO	192.8	12	20	CORONEL	164.3	10	20	CORONEL	120.8	9
27	52	LARINI	192.8	7	21	HUFF	164.3	11	23	MENU	120.2	3
28	22	LARINI	192.5	9	53	DE LORENZI	164.1	7	18	MASTRETTA	120.0	12
29	54	VALLI	191.8	13	15	JAGER	163.1	4	53	DE LORENZI	118.5	2
30	14	KLENKE	191.1	6	36	PLODERL	162.8	8	54	VALLI	118.5	2
31	15	JAGER	188.8	4	54	VALLI	162.6	5	36	PLODERL	117.0	7
32	36	PLODERL	188.1	9	18	MASTRETTA	160.7	5	15	JAGER	115.7	3



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 23.3° /Dry

Printed at 09:40, Saturday, 28 May, 2005  
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## 2005 FIA World Touring Car Championship FREE PRACTICE 2

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	1:59.880	12		148.13
2	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	2:00.444	5	0.564	147.44
3	11		Jason PLATO	GBR	SEAT Toledo Cupra	2:00.521	8	0.641	147.35
4	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	2:00.594	12	0.714	147.26
5	10		Peter TERTING	GER	SEAT Toledo Cupra	2:00.612	11	0.732	147.23
6	5		Antonio GARCIA	ESP	BMW 320i	2:00.663	13	0.783	147.17
7	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:00.842	9	0.962	146.95
8	9		Jordi GENE	ESP	SEAT Toledo Cupra	2:00.949	10	1.069	146.82
9	4		Alessandro ZANARDI	ITA	BMW 320i	2:00.956	11	1.076	146.82
10	42		Jorg MULLER	GER	BMW 320i	2:01.103	12	1.223	146.64
11	15		Thomas JAGER	GER	Ford Focus	2:01.295	10	1.415	146.41
12	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:01.378	11	1.498	146.31
13	43		Dirk MULLER	GER	BMW 320i	2:01.441	12	1.561	146.23
14	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:01.473	11	1.593	146.19
15	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:01.685	12	1.805	145.94
16	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	2:01.690	12	1.810	145.93
17	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:01.880	11	2.000	145.70
18	30	I	Stefano D'ASTE	ITA	BMW 320i	2:01.941	10	2.061	145.63
19	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:02.067	10	2.187	145.48
20	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:02.326	11	2.446	145.17
21	23		Alain MENU	SUI	Chevrolet Lacetti	2:02.389	5	2.509	145.10
22	3		James THOMPSON	GBR	Alfa Romeo 156	2:02.424	11	2.544	145.06
23	1		Andy PRIAULX	GBR	BMW 320i	2:02.462	11	2.582	145.01
24	14		Thomas KLENKE	GER	Ford Focus	2:02.508	12	2.628	144.96
25	32	I	Marc HENNERICI	GER	BMW 320i	2:02.600	11	2.720	144.85
26	21		Robert HUFF	GBR	Chevrolet Lacetti	2:02.651	7	2.771	144.79
27	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:02.851	11	2.971	144.55
28	31	I	Giuseppe CIRO	ITA	BMW 320i	2:02.917	12	3.037	144.47
29	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:03.708	7	3.828	143.55
30	54	I	Stefano VALLI	RSM	BMW 320i	2:04.298	11	4.418	142.87
31	18	I	Carlos MASTRETТА	MEX	Seat Toledo Cupra	2:04.530	11	4.650	142.60
32	36	I	Sascha PLODERL	AUT	Ford Focus ST170	2:04.887	10	5.007	142.19

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 12:30 End: 13:00

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>			
	1 -X:00.000 175.3		1:39.501 122.7	X:00.000	7 - 27.306 193.5		1:35.156 120.6	<b>2:02.462</b>
	2 - 27.244 193.8		1:35.879 <b>123.2</b>	2:03.123	8 - 27.363 <b>194.2</b>		1:40.649	2:08.012P
	3 - <b>27.133</b> <b>194.2</b>		1:35.409 121.2	2:02.542	9 -3:31.027 191.4		1:36.119 121.4	X:00.000
	4 - 27.568 192.8		1:40.292	2:07.860P	10 - 27.176 192.1		1:35.766 118.5	2:02.942
	5 -4:20.164 193.5		1:35.456 121.4	X:00.000	11 - 27.325 <b>194.2</b>		1:35.456 121.3	2:02.781
	6 - 27.273 193.5		1:45.735 121.8	2:13.008				
<b>2</b>	<b>Gabriele TARQUINI</b>		<b>ITA</b>		<b>Alfa Romeo 156</b>			
	1 -X:00.000 163.1		1:40.560 <b>121.0</b>	X:00.000	4 - <b>26.820</b> 194.5		1:34.108 117.1	2:00.928
	2 - 26.947 194.2		1:33.497 118.9	<b>2:00.444</b>	5 - 27.212 195.2		1:40.679	2:07.891P
	3 - 27.007 <b>196.0</b>		1:34.393 120.5	2:01.400				
<b>3</b>	<b>James THOMPSON</b>		<b>GBR</b>		<b>Alfa Romeo 156</b>			
	1 -X:00.000 136.5		1:38.083 120.1	X:00.000	7 - 27.354 194.5		1:35.995 118.6	2:03.349
	2 - 27.304 193.5		1:35.120 119.7	<b>2:02.424</b>	8 - 27.505 193.2		1:43.205	2:10.710P
	3 - <b>27.160</b> 196.3		1:35.298 119.3	2:02.458	9 -2:59.841 194.5		1:36.449 119.6	4:36.290
	4 - 27.176 <b>196.7</b>		1:41.430	2:08.606P	10 - 27.296 195.2		1:36.090 116.1	2:03.386
	5 -3:48.370 191.8		1:38.493 <b>120.2</b>	X:00.000	11 - 27.592 195.2		1:42.074	2:09.666P
	6 - 27.405 192.5		1:35.745 119.3	2:03.150				
<b>4</b>	<b>Alessandro ZANARDI</b>		<b>ITA</b>		<b>BMW 320i</b>			
	1 -X:00.000 186.5		1:41.810 120.1	X:00.000	7 - 27.813 194.2		1:40.648	2:08.461P
	2 - 27.386 194.5		1:34.440 <b>122.3</b>	2:01.826	8 -2:18.673 193.2		1:46.520 120.4	4:05.193
	3 - 27.243 175.3		1:46.041 119.4	2:13.284	9 - <b>27.032</b> <b>195.6</b>		1:33.924 121.8	<b>2:00.956</b>
	4 - 27.308 195.2		1:34.299 120.4	2:01.607	10 - 27.192 193.8		1:37.187 119.0	2:04.379
	5 -5:34.664 192.5		1:39.331 119.2	X:00.000	11 - 27.184 <b>195.6</b>		1:47.336	2:14.520P
	6 - 27.281 194.9		1:34.166 118.6	2:01.447				
<b>5</b>	<b>Antonio GARCIA</b>		<b>ESP</b>		<b>BMW 320i</b>			
	1 -X:00.000 190.1		1:36.392 120.4	X:00.000	8 - 27.150 194.2		1:33.784 119.4	2:00.934
	2 - 27.372 193.2		1:34.250 <b>122.0</b>	2:01.622	9 - 27.089 194.5		1:44.311	2:11.400P
	3 - 27.335 191.8		1:34.124 121.7	2:01.459	10 -3:07.959 192.1		1:34.112 121.8	4:42.071
	4 - 27.093 193.8		1:43.044	2:10.137P	11 - 27.107 193.5		1:33.556 118.5	<b>2:00.663</b>
	5 -2:46.205 193.2		1:34.289 119.3	4:20.494	12 - 27.212 193.5		1:34.981 121.6	2:02.193
	6 - 27.214 193.8		1:33.623 121.2	2:00.837	13 - 27.198 <b>194.9</b>		1:34.221 118.6	2:01.419
	7 - <b>27.071</b> 194.5		1:34.115 120.0	2:01.186				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 12:30 End: 13:00

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

(contd.)

<b>6</b>	<b>Fabrizio GIOVANARDI</b>		<b>ITA</b>		Alfa Romeo 156			
1	-X:00.000 148.9		1:36.904 <b>122.8</b>	X:00.000	7 - 26.837 <b>198.5</b>		1:33.485 119.2	2:00.322
2	- 26.850 195.2		1:34.251 120.2	2:01.101	8 - <b>26.834</b> 195.2		1:41.378	2:08.212P
3	- 26.960 195.2		1:34.433 120.6	2:01.393	9 - 4:17.262 191.4		1:35.846 120.5	X:00.000
4	- 27.307 182.7		1:39.517	2:06.824P	10 - 26.864 195.2		1:33.894 121.3	2:00.758
5	- 3:11.247 192.1		1:37.846 118.9	4:49.093	11 - 26.873 197.4		1:33.529 119.0	2:00.402
6	- 26.882 196.0		1:32.998 120.6	<b>1:59.880</b>	12 - 26.839 197.4		1:41.579	2:08.418P
<b>7</b>	<b>Augusto FARFUS JR.</b>		<b>BRA</b>		Alfa Romeo 156			
1	-X:00.000 181.5		1:37.919 118.5	X:00.000	7 - 27.003 195.6		1:34.030 117.3	2:01.033
2	- 27.129 193.8		1:34.038 120.2	2:01.167	8 - 27.180 195.6		1:40.061	2:07.241P
3	- 27.006 <b>196.3</b>		1:41.098	2:08.104P	9 - 3:59.496 163.3		1:54.570 <b>120.5</b>	X:00.000
4	- 2:24.002 175.0		1:38.104 120.1	4:02.106	10 - <b>26.923</b> 194.9		1:33.833 118.8	2:00.756
5	- 26.901 195.6		1:33.693 120.2	<b>2:00.594</b>	11 - 27.020 195.2		1:43.070	2:10.090P
6	- 26.980 194.5		1:42.586 119.8	2:09.566	12 - 58.908 179.1		1:42.793	2:41.701P
<b>8</b>	<b>Rickard RYDELL</b>		<b>SWE</b>		SEAT Toledo Cupra			
1	-X:00.000 188.4		1:38.286 <b>121.0</b>	X:00.000	6 - 27.045 192.5		1:33.845 117.9	2:00.890
2	- 27.070 192.5		1:33.772 118.2	<b>2:00.842</b>	7 - 27.934 186.5		1:41.243	2:09.177P
3	- 27.105 191.1		1:43.379	2:10.484P	8 - 5:44.270 127.2		1:37.573 120.8	X:00.000
4	- 5:31.063 189.8		1:36.426 119.0	X:00.000	9 - 27.057 <b>192.8</b>		1:33.928 118.8	2:00.985
5	- <b>27.001</b> <b>192.8</b>		1:34.315 120.0	2:01.316				
<b>9</b>	<b>Jordi GENE</b>		<b>ESP</b>		SEAT Toledo Cupra			
1	-X:00.000 171.7		1:39.145 119.7	X:00.000	6 - 27.289 195.6		1:41.274	2:08.563P
2	- 27.064 194.9		1:34.760 <b>120.5</b>	2:01.824	7 - 5:03.808 191.4		1:46.188 119.2	X:00.000
3	- 27.013 195.6		1:43.062	2:10.075P	8 - <b>26.888</b> <b>196.3</b>		1:34.061 115.0	<b>2:00.949</b>
4	- 5:15.197 194.2		1:37.184 119.6	X:00.000	9 - 27.112 196.0		1:34.327 118.2	2:01.439
5	- 27.090 194.9		1:34.016 <b>120.5</b>	2:01.106	10 - 27.244 196.0		1:43.112	2:10.356P
<b>10</b>	<b>Peter TERTING</b>		<b>GER</b>		SEAT Toledo Cupra			
1	-X:00.000 187.8		1:44.046 120.4	X:00.000	7 - 27.050 195.2		1:34.356 119.2	2:01.406
2	- 26.907 195.6		1:33.705 <b>120.6</b>	<b>2:00.612</b>	8 - 26.999 194.9		1:34.162 120.1	2:01.161
3	- <b>26.888</b> <b>196.7</b>		1:33.913 119.4	2:00.801	9 - 26.946 193.8		1:33.732 117.5	2:00.678
4	- 27.135 194.2		1:39.858	2:06.993P	10 - 27.173 196.0		1:40.451	2:07.624P
5	- 5:56.360 181.5		1:44.864 119.2	X:00.000	11 - 55.728 <b>196.7</b>		1:38.599	2:34.327P
6	- 27.208 194.5		1:33.855 120.2	2:01.063				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

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

(contd.)

<b>11</b>	<b>Jason PLATO</b>		<b>GBR</b>		<b>SEAT Toledo Cupra</b>			
1	-X:00.000 181.5		1:44.841 <i>121.7</i>	X:00.000	5 -X:00.000 179.7		1:36.590 120.4	X:00.000
2	- 27.045 193.2		1:33.476 118.9	<b>2:00.521</b>	6 - <i>26.961</i> 193.2		1:34.804 117.2	2:01.765
3	- 27.140 193.8		1:42.319 121.2	2:09.459	7 - 27.171 193.5		1:38.093	2:05.264P
4	- 27.008 193.5		1:41.844	2:08.852P	8 - 2:29.740 191.8		1:51.844	4:21.584P
<b>14</b>	<b>Thomas KLENKE</b>		<b>GER</b>		<b>Ford Focus</b>			
1	-X:00.000 182.7		1:38.830 120.2	X:00.000	7 - 6:09.335 189.4		1:39.347 119.3	X:00.000
2	- 27.744 189.1		1:36.087 119.6	2:03.831	8 - 27.493 190.1		1:36.080 119.4	2:03.573
3	- 27.336 <i>191.4</i>		1:35.465 116.3	2:02.801	9 - 27.338 191.1		1:35.170 118.4	<b>2:02.508</b>
4	- 27.370 <i>191.4</i>		1:39.170 116.8	2:06.540	10 - <i>27.335</i> 189.8		1:38.177 119.6	2:05.512
5	- 27.532 190.8		1:38.326 <i>120.9</i>	2:05.858	11 - 27.374 191.1		1:35.438 116.5	2:02.812
6	- 27.510 190.8		1:43.258	2:10.768P	12 - 27.597 189.4		1:42.453	2:10.050P
<b>15</b>	<b>Thomas JAGER</b>		<b>GER</b>		<b>Ford Focus</b>			
1	-X:00.000 183.0		1:39.059 116.7	X:00.000	6 - 27.595 190.4		1:35.746 118.1	2:03.341
2	- 27.810 188.8		1:35.876 119.0	2:03.686	7 - 27.599 189.8		1:42.445	2:10.044P
3	- 27.366 190.8		1:35.258 119.8	2:02.624	8 - 5:41.929 182.7		1:39.208 120.2	X:00.000
4	- 27.278 <i>191.8</i>		1:35.374 118.8	2:02.652	9 - <i>27.226</i> 189.8		1:34.069 <i>120.9</i>	<b>2:01.295</b>
5	- 27.855 186.8		1:35.530 120.1	2:03.385	10 - 27.264 190.1		1:48.600	2:15.864P
<b>18</b>	<b>Carlos MASTRETTA</b>		<b>MEX</b>		<b>Seat Toledo Cupra</b>		<b>I</b>	
1	-X:00.000 164.6		1:43.954 113.6	X:00.000	7 - 27.866 192.5		1:37.740 113.0	2:05.606
2	- 28.169 187.8		1:38.798 <i>117.7</i>	2:06.967	8 - 27.817 192.1		1:36.713 113.3	<b>2:04.530</b>
3	- 27.855 191.4		1:38.987 117.0	2:06.842	9 - 27.809 <i>192.8</i>		1:40.145 116.0	2:07.954
4	- <i>27.723</i> 192.1		1:38.152 116.6	2:05.875	10 - 30.258 169.0		1:52.376 116.0	2:22.634
5	- 27.745 191.8		1:46.338	2:14.083P	11 - 27.787 192.1		1:37.488 116.5	2:05.275
6	- 6:27.182 168.7		1:44.193 112.8	X:00.000				
<b>20</b>	<b>Tom CORONEL</b>		<b>NED</b>		<b>Seat Toledo Cupra</b>		<b>I</b>	
1	-X:00.000 160.9		1:37.918 119.4	X:00.000	7 - 4:34.990 173.0		1:46.316 118.5	X:00.000
2	- 27.723 190.8		1:35.580 119.7	2:03.303	8 - 27.436 191.8		1:34.571 118.1	2:02.007
3	- 27.654 191.8		1:49.264 <i>120.4</i>	2:16.918	9 - <i>27.250</i> 192.5		1:34.128 115.2	<b>2:01.378</b>
4	- 27.620 191.4		1:35.211 117.7	2:02.831	10 - 27.454 <i>193.2</i>		1:34.439 117.1	2:01.893
5	- 27.418 192.8		1:35.367 117.6	2:02.785	11 - 28.308 190.4		1:45.903	2:14.211P
6	- 27.517 192.1		1:40.088	2:07.605P				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 12:30 End: 13:00

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

(contd.)

<b>21</b>	<b>Robert HUFF</b>	<b>GBR</b>		<b>Chevrolet Lacetti</b>				
1 -X:00.000 188.8		1:37.722 <i>121.4</i>	X:00.000	5 - 27.601 190.8		1:39.936	2:07.537P	
2 - 27.541 190.8		1:35.110 117.6	<b>2:02.651</b>	6 - 7:55.732 189.4		1:39.016 118.5	X:00.000	
3 - 27.646 189.1		1:35.279 117.9	2:02.925	7 - 27.708 189.8		1:55.682	2:23.390P	
4 - <i>27.497 191.4</i>		1:35.566 118.4	2:03.063					
<b>22</b>	<b>Nicola LARINI</b>	<b>ITA</b>		<b>Chevrolet Lacetti</b>				
1 -X:00.000 185.2		1:39.251 120.8	X:00.000	6 - 7:29.395 162.1		1:43.213 119.4	X:00.000	
2 - 28.747 161.9		1:38.628 120.6	2:07.375	7 - 27.569 190.4		1:37.828 120.8	2:05.397	
3 - 27.347 190.8		1:35.337 117.5	2:02.684	8 - 27.315 <i>192.1</i>		1:34.752 120.4	<b>2:02.067</b>	
4 - 27.489 <i>192.1</i>		1:35.211 119.7	2:02.700	9 - <i>27.310 192.1</i>		1:35.016 <i>121.4</i>	2:02.326	
5 - 28.818 185.2		1:46.066	2:14.884P	10 - 30.309 166.4		1:48.987	2:19.296P	
<b>23</b>	<b>Alain MENU</b>	<b>SUI</b>		<b>Chevrolet Lacetti</b>				
1 -X:00.000 184.3		1:44.130 119.8	X:00.000	4 - 28.115 190.8		1:40.093	2:08.208P	
2 - 27.684 190.8		1:35.960 120.1	2:03.644	5 - 8:44.504 109.6		2:10.026	X:00.000P	
3 - <i>27.446 191.1</i>		1:34.943 <i>120.4</i>	<b>2:02.389</b>					
<b>26</b>	<b>Roberto COLCIAGO</b>	<b>ITA</b>		<b>Honda Accord Euro R</b>				
1 -X:00.000 187.8		1:36.256 120.8	X:00.000	7 - 27.174 196.3		1:34.636 118.8	2:01.810	
2 - 27.161 195.2		1:34.347 <i>121.4</i>	2:01.508	8 - 26.967 195.6		1:34.927 119.4	2:01.894	
3 - <i>26.903 196.0</i>		1:34.570 118.8	<b>2:01.473</b>	9 - 30.781 166.1		1:45.921	2:16.702P	
4 - 31.007 123.5		1:50.651 119.6	2:21.658	10 - 3:38.390 195.6		1:35.471 119.6	X:00.000	
5 - 27.052 196.0		1:53.160	2:20.212P	11 - 26.950 <i>197.0</i>		1:35.056 117.6	2:02.006	
6 - 5:01.478 185.5		1:39.006 120.4	X:00.000					
<b>27</b>	<b>Adriano DE MICHELI</b>	<b>ITA</b>		<b>Honda Accord Euro R</b>				<b>I</b>
1 -X:00.000 191.1		1:41.890 121.0	X:00.000	7 - 27.180 194.5		1:34.510 120.1	<b>2:01.690</b>	
2 - 27.145 196.0		1:34.719 120.5	2:01.864	8 - 27.195 196.0		1:35.207 119.8	2:02.402	
3 - 29.480 159.7		1:47.182 <i>123.2</i>	2:16.662	9 - 27.156 193.8		1:41.389 121.7	2:08.545	
4 - <i>26.974 196.3</i>		1:35.052 120.9	2:02.026	10 - 27.211 194.2		1:45.827 120.4	2:13.038	
5 - 27.010 196.0		1:43.349	2:10.359P	11 - 27.178 194.5		1:35.254 118.8	2:02.432	
6 - 4:21.427 193.5		1:35.665 121.8	X:00.000	12 - 27.265 <i>196.7</i>		1:41.803	2:09.068P	
<b>28</b>	<b>Carl ROSENBLAD</b>	<b>SWE</b>		<b>BMW 320i</b>				<b>I</b>
1 -X:00.000 165.8		1:39.474 <i>121.8</i>	X:00.000	7 - 5:38.049 190.1		1:38.642 119.6	X:00.000	
2 - 27.719 192.5		1:36.589 117.2	2:04.308	8 - 27.350 <i>193.8</i>		1:35.501 120.6	<b>2:02.851</b>	
3 - 27.487 192.1		1:35.809 119.4	2:03.296	9 - <i>27.309 192.8</i>		1:35.843 118.8	2:03.152	
4 - 27.495 192.1		1:35.543 117.0	2:03.038	10 - 27.638 192.1		1:40.185	2:07.823P	
5 - 27.937 193.5		1:35.573 120.0	2:03.510	11 - 2:15.119 190.1		1:35.773 119.8	3:50.892	
6 - 27.601 192.5		1:39.834	2:07.435P					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 12:30 End: 13:00

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

(contd.)

<b>30</b>	<b>Stefano D'ASTE</b>		<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>			
1 - X:00.000	170.0		1:39.372	<i>120.5</i>	X:00.000	6 - 5:47.001	189.4	1:35.494	117.7	X:00.000
2 - 27.908	190.4		1:35.668	120.4	2:03.576	7 - 27.509	191.8	1:39.660		2:07.169P
3 - 27.278	190.8		1:34.934	119.0	2:02.212	8 - 4:41.820	190.4	1:37.115	118.9	X:00.000
4 - <i>27.201</i>	<i>193.2</i>		1:34.740	117.5	<b>2:01.941</b>	9 - 27.253	192.1	1:36.794	119.0	2:04.047
5 - 27.327	<i>193.2</i>		1:39.643		2:06.970P	10 - 27.638	186.8	1:35.639	117.6	2:03.277
<b>31</b>	<b>Giuseppe CIRO</b>		<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>			
1 - X:00.000	164.6		1:39.289	117.9	X:00.000	7 - 4:05.666	188.8	1:36.306	118.2	X:00.000
2 - 28.115	192.1		1:35.817	<i>120.1</i>	2:03.932	8 - 28.040	185.8	1:35.802	117.2	2:03.842
3 - <i>27.407</i>	<i>193.2</i>		1:35.510	118.5	<b>2:02.917</b>	9 - 27.610	191.4	1:35.663	116.7	2:03.273
4 - 27.504	192.8		1:40.727	119.2	2:08.231	10 - 27.549	192.8	1:37.559	113.0	2:05.108
5 - 27.513	191.8		1:35.727	119.0	2:03.240	11 - 28.021	190.1	1:36.663	117.9	2:04.684
6 - 27.492	192.8		1:40.571		2:08.063P	12 - 28.154	189.8	1:45.536		2:13.690P
<b>32</b>	<b>Marc HENNERICI</b>		<b>GER</b>	<b>BMW 320i</b>			<b>I</b>			
1 - X:00.000	183.9		1:37.969	119.7	X:00.000	7 - 27.372	<i>194.5</i>	1:36.183	120.0	2:03.555
2 - 27.620	191.1		1:36.245	<i>120.1</i>	2:03.865	8 - 27.186	193.2	1:35.414	<i>120.1</i>	<b>2:02.600</b>
3 - 27.349	191.8		1:36.218	<i>120.1</i>	2:03.567	9 - 27.257	<i>194.5</i>	1:43.317		2:10.574P
4 - <i>27.161</i>	193.8		1:35.935	112.9	2:03.096	10 - 3:06.214	190.1	1:38.980	116.8	4:45.194
5 - 27.691	192.5		1:42.861		2:10.552P	11 - 28.533	170.0	1:49.086		2:17.619P
6 - 2:30.730	190.1		1:36.022	118.0	4:06.752					
<b>36</b>	<b>Sascha PLODERL</b>		<b>AUT</b>	<b>Ford Focus ST170</b>			<b>I</b>			
1 - X:00.000	177.0		1:42.639	107.0	X:00.000	6 - 28.091	187.1	1:36.796	110.5	<b>2:04.887</b>
2 - 28.989	185.5		1:39.097	113.9	2:08.086	7 - 28.436	185.5	1:40.556		2:08.992P
3 - 28.411	<i>188.8</i>		1:37.642	115.6	2:06.053	8 - 3:38.420	187.8	1:37.060	113.9	X:00.000
4 - 28.210	185.2		1:44.029		2:12.239P	9 - <i>28.054</i>	187.1	1:48.808	<i>116.6</i>	2:16.862
5 - 4:11.333	180.0		1:39.000	115.0	X:00.000	10 - 28.061	187.8	2:06.441		2:34.502P
<b>42</b>	<b>Jorg MULLER</b>		<b>GER</b>	<b>BMW 320i</b>			<b>I</b>			
1 - X:00.000	192.1		1:35.507	122.4	X:00.000	7 - 2:51.946	194.9	1:35.022	121.2	4:26.968
2 - 27.154	195.6		1:34.831	120.9	2:01.985	8 - 27.078	193.2	1:34.795	120.0	2:01.873
3 - 30.578	91.1		1:38.063	<i>123.1</i>	2:08.641	9 - 27.073	195.6	1:35.415	120.8	2:02.488
4 - <i>26.951</i>	195.2		1:34.210	122.4	2:01.161	10 - 26.970	195.6	1:34.500	120.6	2:01.470
5 - 27.063	194.2		1:34.040	120.5	<b>2:01.103</b>	11 - 27.016	<i>196.0</i>	1:35.228	120.5	2:02.244
6 - 27.154	193.8		1:38.312		2:05.466P	12 - 27.014	194.5	1:44.175		2:11.189P

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 12:30 End: 13:00

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

(contd.)

<b>43</b>	<b>Dirk MULLER</b>		<b>GER</b>	<b>BMW 320i</b>				
1	X:00.000 190.8		1:35.561 120.4	X:00.000	7 - 27.282 192.1		1:36.285 120.1	2:03.567
2	27.218 192.1		1:34.544 119.8	2:01.762	8 - 27.158 193.5		1:40.574	2:07.732P
3	27.281 192.5		1:34.442 <b>127.3</b>	2:01.723	9 - 3:06.454 193.8		1:35.043 118.0	4:41.497
4	27.120 193.8		1:34.321 119.7	<b>2:01.441</b>	10 - 27.148 192.8		1:34.748 120.8	2:01.896
5	27.190 193.5		1:39.326	2:06.516P	11 - 27.226 <b>194.2</b>		1:35.058 120.9	2:02.284
6	3:41.991 192.8		1:34.769 120.4	X:00.000	12 - 27.281 193.8		1:34.758 119.6	2:02.039
<b>51</b>	<b>Salvatore TAVANO</b>		<b>ITA</b>	<b>Alfa Romeo 156</b>				<b>I</b>
1	X:00.000 189.8		1:38.074 119.6	X:00.000	7 - 6:32.150 192.1		1:36.593 116.6	X:00.000
2	27.516 192.8		1:35.134 119.4	2:02.650	8 - 27.460 193.2		1:35.612 118.9	2:03.072
3	27.456 193.5		1:34.488 <b>120.8</b>	2:01.944	9 - 27.297 194.5		1:34.907 118.2	2:02.204
4	27.380 193.8		1:34.305 117.3	<b>2:01.685</b>	10 - <b>27.280 194.9</b>		1:35.097 117.2	2:02.377
5	27.960 194.5		1:34.977 118.1	2:02.937	11 - 27.664 192.5		1:38.301 117.9	2:05.965
6	29.469 175.0		1:50.448	2:19.917P	12 - 27.430 <b>194.9</b>		1:45.159	2:12.589P
<b>52</b>	<b>Andrea LARINI</b>		<b>ITA</b>	<b>Alfa Romeo 156</b>				<b>I</b>
1	X:00.000 183.3		1:42.123 118.9	X:00.000	7 - 27.399 191.4		1:34.927 118.9	<b>2:02.326</b>
2	27.537 192.8		1:35.996 118.0	2:03.533	8 - 27.878 181.5		1:44.216 <b>119.3</b>	2:12.094
3	27.453 192.8		1:36.005 <b>119.3</b>	2:03.458	9 - <b>27.293</b> 193.2		1:35.782 118.2	2:03.075
4	27.496 192.1		1:43.138	2:10.634P	10 - 27.381 <b>193.8</b>		1:36.801 115.2	2:04.182
5	4:04.045 185.5		1:36.558 118.0	X:00.000	11 - 27.357 192.8		1:43.711	2:11.068P
6	27.507 192.8		1:35.153 117.9	2:02.660				
<b>53</b>	<b>Gianluca DE LORENZI</b>		<b>ITA</b>	<b>BMW 320i</b>				<b>I</b>
1	X:00.000 176.1		1:37.612 <b>118.0</b>	X:00.000	5 - 5:21.913 173.3		1:37.392 113.5	X:00.000
2	27.802 173.3		1:36.545 116.1	2:04.347	6 - 27.700 190.8		1:59.790 112.1	2:27.490
3	<b>27.620 191.4</b>		1:36.088 116.5	<b>2:03.708</b>	7 - 29.359 158.1		1:51.599	2:20.958P
4	27.968 173.6		1:52.132	2:20.100P				
<b>54</b>	<b>Stefano VALLI</b>		<b>RSM</b>	<b>BMW 320i</b>				<b>I</b>
1	X:00.000 152.9		1:41.971 119.2	X:00.000	7 - 27.820 <b>191.1</b>		1:36.480 117.2	2:04.300
2	29.595 155.6		1:40.117 <b>119.3</b>	2:09.712	8 - <b>27.733</b> 189.8		1:36.565 116.0	<b>2:04.298</b>
3	28.191 189.8		1:36.581 117.0	2:04.772	9 - 27.900 <b>191.1</b>		1:36.957 113.4	2:04.857
4	28.003 189.8		1:36.718 115.6	2:04.721	10 - 28.729 177.3		1:44.940	2:13.669P
5	28.306 173.6		1:43.243	2:11.549P	11 - 3:26.105 172.8		1:37.957 118.4	X:00.000
6	3:45.298 186.2		1:38.132 118.9	X:00.000				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

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

(contd.)

<b>55</b>	<b>Alessandro BALZAN</b>			<b>ITA</b>	<b>SEAT Toledo Cupra</b>			<b>I</b>
<b>1</b> - X:00.000 189.4		1:39.012	<i>120.2</i>	X:00.000	<b>7</b> - 27.295 194.5		1:35.077 117.5	<b>2:02.372</b>
<b>2</b> - 27.194 195.2		1:34.862	116.3	<b>2:02.056</b>	<b>8</b> - 27.239 194.2		1:34.806 118.9	<b>2:02.045</b>
<b>3</b> - 27.304 193.8		1:34.576	119.7	<b>2:01.880</b>	<b>9</b> - 27.176 195.6		1:35.161 117.7	<b>2:02.337</b>
<b>4</b> - <i>27.052</i> <i>196.0</i>		1:35.584	118.8	<b>2:02.636</b>	<b>10</b> - 27.264 193.8		1:44.631	<b>2:11.895P</b>
<b>5</b> - 27.269 194.2		1:44.527		<b>2:11.796P</b>	<b>11</b> - 3:59.233 194.9		1:36.598 108.7	<b>X:00.000</b>
<b>6</b> - 5:34.067 195.2		1:35.493	116.1	X:00.000				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

## 2005 FIA World Touring Car Championship

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

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	123.2
2	1		Andy PRIAULX	GBR	BMW 320i	123.2
3	42		Jorg MULLER	GER	BMW 320i	123.1
4	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	122.8
5	4		Alessandro ZANARDI	ITA	BMW 320i	122.3
6	5		Antonio GARCIA	ESP	BMW 320i	122.0
7	28	I	Carl ROSENBLAD	SWE	BMW 320i	121.8
8	11		Jason PLATO	GBR	SEAT Toledo Cupra	121.7
9	22		Nicola LARINI	ITA	Chevrolet Lacetti	121.4
10	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	121.4
11	21		Robert HUFF	GBR	Chevrolet Lacetti	121.4
12	43		Dirk MULLER	GER	BMW 320i	121.3
13	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	121.0
14	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	121.0
15	15		Thomas JAGER	GER	Ford Focus	120.9
16	14		Thomas KLENKE	GER	Ford Focus	120.9
17	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	120.8
18	10		Peter TERTING	GER	SEAT Toledo Cupra	120.6
19	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	120.5
20	9		Jordi GENE	ESP	SEAT Toledo Cupra	120.5
21	30	I	Stefano D'ASTE	ITA	BMW 320i	120.5
22	20	I	Tom CORONEL	NED	Seat Toledo Cupra	120.4
23	23		Alain MENU	SUI	Chevrolet Lacetti	120.4
24	3		James THOMPSON	GBR	Alfa Romeo 156	120.2
25	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	120.2
26	31	I	Giuseppe CIRO	ITA	BMW 320i	120.1
27	32	I	Marc HENNERICI	GER	BMW 320i	120.1
28	52	I	Andrea LARINI	ITA	Alfa Romeo 156	119.3
29	54	I	Stefano VALLI	RSM	BMW 320i	119.3
30	53	I	Gianluca DE LORENZI	ITA	BMW 320i	118.0
31	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	117.7
32	36	I	Sascha PLODERL	AUT	Ford Focus ST170	116.6

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27<sup>o</sup>/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 12:30 End: 13:00

Printed - 13:05 Saturday, 28 May 2005



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

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	198.5
2	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	197.0
3	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	196.7
4	3		James THOMPSON	GBR	Alfa Romeo 156	196.7
5	10		Peter TERTING	GER	SEAT Toledo Cupra	196.7
6	9		Jordi GENE	ESP	SEAT Toledo Cupra	196.3
7	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	196.3
8	42		Jorg MULLER	GER	BMW 320i	196.0
9	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	196.0
10	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	196.0
11	4		Alessandro ZANARDI	ITA	BMW 320i	195.6
12	5		Antonio GARCIA	ESP	BMW 320i	194.9
13	51		Salvatore TAVANO	ITA	Alfa Romeo 156	194.9
14	32		Marc HENNERICI	GER	BMW 320i	194.5
15	11		Jason PLATO	GBR	SEAT Toledo Cupra	194.2
16	43		Dirk MULLER	GER	BMW 320i	194.2
17	1		Andy PRIAULX	GBR	BMW 320i	194.2
18	52		Andrea LARINI	ITA	Alfa Romeo 156	193.8
19	28		Carl ROSENBLAD	SWE	BMW 320i	193.8
20	20		Tom CORONEL	NED	Seat Toledo Cupra	193.2
21	30		Stefano D'ASTE	ITA	BMW 320i	193.2
22	31		Giuseppe CIRO	ITA	BMW 320i	193.2
23	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	192.8
24	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	192.8
25	22		Nicola LARINI	ITA	Chevrolet Lacetti	192.1
26	15		Thomas JAGER	GER	Ford Focus	191.8
27	21		Robert HUFF	GBR	Chevrolet Lacetti	191.4
28	53		Gianluca DE LORENZI	ITA	BMW 320i	191.4
29	14		Thomas KLENKE	GER	Ford Focus	191.4
30	54		Stefano VALLI	RSM	BMW 320i	191.1
31	23		Alain MENU	SUI	Chevrolet Lacetti	191.1
32	36		Sascha PLODERL	AUT	Ford Focus ST170	188.8

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 27°/Dry

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Imola  
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Start: 12:30 End: 13:00

Printed - 13:05 Saturday, 28 May 2005

## 2005 FIA World Touring Car Championship QUALIFYING

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	1:58.573	8		149.77
2	5		Antonio GARCIA	ESP	BMW 320i	1:59.159	11	0.586	149.03
3	9		Jordi GENE	ESP	SEAT Toledo Cupra	1:59.317	9	0.744	148.83
4	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	1:59.377	7	0.804	148.76
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	1:59.594	9	1.021	148.49
6	1		Andy PRIAULX	GBR	BMW 320i	1:59.630	10	1.057	148.44
7	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	1:59.659	11	1.086	148.41
8	10		Peter TERTING	GER	SEAT Toledo Cupra	1:59.670	6	1.097	148.39
9	43		Dirk MULLER	GER	BMW 320i	1:59.685	10	1.112	148.38
10	3		James THOMPSON	GBR	Alfa Romeo 156	1:59.685	10	1.112	148.38
11	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	1:59.716	9	1.143	148.34
12	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	1:59.721	11	1.148	148.33
13	11		Jason PLATO	GBR	SEAT Toledo Cupra	2:00.186	8	1.613	147.76
14	42		Jorg MULLER	GER	BMW 320i	2:00.283	10	1.710	147.64
15	4		Alessandro ZANARDI	ITA	BMW 320i	2:00.319	12	1.746	147.59
16	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:00.341	10	1.768	147.57
17	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:00.479	9	1.906	147.40
18	23		Alain MENU	SUI	Chevrolet Lacetti	2:00.550	12	1.977	147.31
19	30	I	Stefano D'ASTE	ITA	BMW 320i	2:00.689	10	2.116	147.14
20	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:00.871	10	2.298	146.92
21	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:01.036	12	2.463	146.72
22	21		Robert HUFF	GBR	Chevrolet Lacetti	2:01.072	11	2.499	146.68
23	31	I	Giuseppe CIRO	ITA	BMW 320i	2:01.108	11	2.535	146.63
24	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:01.189	12	2.616	146.53
25	14		Thomas KLENKE	GER	Ford Focus	2:01.259	11	2.686	146.45
26	32	I	Marc HENNERICI	GER	BMW 320i	2:01.526	9	2.953	146.13
27	15		Thomas JAGER	GER	Ford Focus	2:02.042	11	3.469	145.51
28	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:02.110	10	3.537	145.43
29	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:02.336	6	3.763	145.16
30	54	I	Stefano VALLI	RSM	BMW 320i	2:02.639	12	4.066	144.80
31	18	I	Carlos MASTRETТА	MEX	Seat Toledo Cupra	2:02.806	13	4.233	144.60
32	36	I	Sascha PLODERL	AUT	Ford Focus ST170	2:05.418	5	6.845	141.59

QUALIFICATION MAXIMA 2:06.873

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

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:00.000 163.8	51.621 163.8	46.162 120.9	X:00.000	<b>6</b> - 26.953 194.2	49.205 165.3	43.724 123.8	1:59.882
<b>2</b>	27.334 192.1	50.617 164.3	44.745 119.4	2:02.696	<b>7</b> - 27.048 192.5	49.541 164.3	46.084	2:02.673P
<b>3</b>	27.465 194.2	50.193 165.3	44.823 121.6	2:02.481	<b>8</b> - 6:36.158 169.0	52.642 162.4	45.243 123.7	X:00.000
<b>4</b>	27.422 192.8	50.400 163.3	47.451	2:05.273P	<b>9</b> - 27.031 193.5	49.048 165.6	43.551 121.0	<b>1:59.630</b>
<b>5</b>	3:36.874 169.0	52.427 161.6	46.547 122.7	X:00.000	<b>10</b> - 27.237 193.2	55.850 160.0	57.219	2:20.306P
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 192.5	51.657 165.8	46.846 121.3	X:00.000	<b>6</b> - 28.280 179.7	52.828 160.2	53.460	2:14.568P
<b>2</b>	27.004 194.5	50.003 166.1	44.174 119.7	2:01.181	<b>7</b> - 9:14.952 128.4	1:01.865 155.3	47.398 122.4	X:00.000
<b>3</b>	26.996 194.5	51.363 164.6	50.673	2:09.032P	<b>8</b> - 26.835 194.5	49.510 166.6	44.046 120.0	2:00.391
<b>4</b>	3:06.776 164.6	55.483 161.9	46.171 123.0	4:48.430	<b>9</b> - 30.144 147.5	59.073 129.8	1:00.911	2:30.128P
<b>5</b>	26.848 193.8	49.223 166.9	43.523 119.8	<b>1:59.594</b>				
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 190.1	53.023 165.1	47.526 121.0	X:00.000	<b>6</b> - 26.781 196.0	49.114 167.7	43.798 120.6	1:59.693
<b>2</b>	27.026 196.0	49.911 167.9	44.217 120.0	2:01.154	<b>7</b> - 27.231 194.5	52.443 166.1	51.023	2:10.697P
<b>3</b>	26.939 197.8	49.751 167.1	44.174 119.4	2:00.864	<b>8</b> - 3:06.145 172.5	54.689 164.3	46.546 122.5	4:47.380
<b>4</b>	28.406 189.8	52.989 164.8	52.404	2:13.799P	<b>9</b> - 26.884 197.0	48.972 168.2	43.829 119.4	<b>1:59.685</b>
<b>5</b>	2:56.913 166.4	56.216 165.3	50.893 122.7	4:44.022	<b>10</b> - 27.433 190.1	52.575 165.8	52.804	2:12.812P
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 192.5	51.813 163.8	46.285 120.2	X:00.000	<b>7</b> - 26.976 194.5	49.178 165.8	44.385 121.3	2:00.539
<b>2</b>	27.134 195.6	50.252 164.8	44.793 120.4	2:02.179	<b>8</b> - 28.024 192.1	51.189 164.6	48.891	2:08.104P
<b>3</b>	27.011 194.5	49.899 166.4	45.445 117.9	2:02.355	<b>9</b> - 2:41.380 160.0	59.353	48.799 119.0	4:29.532
<b>4</b>	28.698 190.4	51.215 161.9	50.076	2:09.989P	<b>10</b> - 27.199 195.2	48.903 165.8	44.217 121.6	<b>2:00.319</b>
<b>5</b>	3:07.113 188.8	51.498 162.6	45.524 120.4	4:44.135	<b>11</b> - 27.006 194.9	51.114 162.8	45.962 122.1	2:04.082
<b>6</b>	27.114 194.9	49.173 164.6	44.250 123.0	2:00.537	<b>12</b> - 27.093 193.5	50.285 162.6	53.634	2:11.012P
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 185.8	52.641 163.1	46.431 120.5	X:00.000	<b>7</b> - 26.852 195.6	48.969 166.1	43.787 122.0	1:59.608
<b>2</b>	27.230 193.8	49.889 164.8	44.365 118.2	2:01.484	<b>8</b> - 28.491 165.1	52.529 161.4	55.807	2:16.827P
<b>3</b>	27.250 195.6	49.870 166.1	44.122 119.3	2:01.242	<b>9</b> - 4:43.716 185.8	51.602 161.1	45.256 121.8	X:00.000
<b>4</b>	27.215 195.2	49.861 164.6	49.847	2:06.923P	<b>10</b> - 26.889 195.6	48.759 166.1	43.511 122.7	<b>1:59.159</b>
<b>5</b>	3:17.516 177.0	52.772 159.7	45.217 121.8	4:55.505	<b>11</b> - 26.934 194.5	48.916 165.8	53.969	2:09.819P
<b>6</b>	26.936 195.2	48.888 164.8	43.731 122.8	1:59.555				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

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

(contd.)

<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	Alfa Romeo 156			
<b>1</b>	X:00.000 193.8	53.006 165.6	47.707	X:00.000P	<b>5</b> - 28.116 164.3	51.712 165.3	52.884	2:12.712P
<b>2</b>	- 3:19.866 115.2	53.656 163.8	46.187 <b>122.8</b>	4:59.709	<b>6</b> - 7:18.450 177.0	54.217 165.1	46.040 122.0	X:00.000
<b>3</b>	- <b>26.635 196.7</b>	48.877 <b>170.0</b>	43.620 122.4	1:59.132	<b>7</b> - 26.675 <b>196.7</b>	<b>48.590</b> 167.1	<b>43.308</b> 120.8	<b>1:58.573</b>
<b>4</b>	- 26.665 196.3	49.347 165.6	43.692 121.2	1:59.704	<b>8</b> - 28.607 175.3	54.452 157.4	52.541	2:15.600P
<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156			
<b>1</b>	X:00.000 180.0	54.226 163.6	46.435 122.0	X:00.000	<b>5</b> - 8:17.005 155.8	55.224 161.6	45.499 <b>122.8</b>	X:00.000
<b>2</b>	- <b>26.733 196.3</b>	49.209 <b>168.2</b>	43.635 120.4	1:59.577	<b>6</b> - 26.845 194.2	<b>49.048</b> 165.3	<b>43.484</b> 120.6	<b>1:59.377</b>
<b>3</b>	- 26.783 196.0	49.303 165.8	44.017 121.0	2:00.103	<b>7</b> - 27.164 193.2	59.497 159.5	56.049	2:22.710P
<b>4</b>	- 28.659 169.5	52.259 161.4	52.759	2:13.677P				
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 189.1	51.057 154.7	47.894 120.2	X:00.000	<b>6</b> - 27.751 187.5	51.145 162.1	50.923	2:09.819P
<b>2</b>	- 27.251 191.8	50.274 162.1	43.801 119.6	2:01.326	<b>7</b> - 9:09.523 144.3	59.052 152.1	44.703 <b>122.4</b>	X:00.000
<b>3</b>	- 27.649 193.5	52.692 163.1	49.014	2:09.355P	<b>8</b> - <b>26.875</b> 193.5	<b>48.914 164.8</b>	51.804 120.9	2:07.593
<b>4</b>	- 4:38.389 191.1	50.908 164.1	45.094 <b>122.4</b>	X:00.000	<b>9</b> - 26.953 <b>193.8</b>	49.345 164.3	43.656 118.1	1:59.954
<b>5</b>	- 26.986 193.2	49.241 164.3	<b>43.489</b> 119.6	<b>1:59.716</b>				
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 169.8	52.746 163.3	45.640 121.0	X:00.000	<b>6</b> - 27.021 197.4	50.572 164.1	50.154	2:07.747P
<b>2</b>	- <b>26.715 196.7</b>	49.440 <b>166.9</b>	43.562 119.7	1:59.717	<b>7</b> - 5:10.976 157.8	54.520 160.4	44.825 121.7	X:00.000
<b>3</b>	- 26.823 <b>198.1</b>	50.211 158.3	51.680	2:08.714P	<b>8</b> - 26.732 196.3	<b>49.162</b> 166.4	<b>43.423</b> 116.8	<b>1:59.317</b>
<b>4</b>	- 4:02.279 194.2	50.086 164.3	44.193 <b>122.0</b>	X:00.000	<b>9</b> - 27.552 191.8	57.380 145.1	56.893	2:21.825P
<b>5</b>	- 27.028 196.3	49.751 165.8	44.035 120.0	2:00.814				
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 194.9	51.335 166.1	45.150 121.7	X:00.000	<b>4</b> - 3:21.415 180.6	54.884 160.7	44.931 <b>122.0</b>	X:00.000
<b>2</b>	- 27.092 196.7	50.104 <b>166.4</b>	44.602 121.2	2:01.798	<b>5</b> - <b>26.818</b> 195.6	<b>48.965</b> 165.6	<b>43.887</b> 121.2	<b>1:59.670</b>
<b>3</b>	- 27.140 <b>197.8</b>	49.798 165.8	48.177	2:05.115P	<b>6</b> - 26.828 195.6	49.290 165.3	48.567	2:04.685P
<b>11</b>	<b>Jason PLATO</b>			<b>GBR</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 150.2	51.821 <b>165.7</b>	48.411	X:00.000P	<b>5</b> - 28.024 183.6	51.215 163.8	48.924	2:08.163P
<b>2</b>	- 2:55.917 169.8	54.798 163.1	47.632 102.0	4:38.347	<b>6</b> - 4:05.954 171.4	55.101 158.1	48.341 121.6	X:00.000
<b>3</b>	- 35.287 99.2	57.456 161.4	47.714 <b>122.1</b>	2:20.457	<b>7</b> - 27.054 192.8	<b>49.106</b> 163.8	<b>44.026</b> 118.0	<b>2:00.186</b>
<b>4</b>	- <b>27.014</b> 193.2	49.688 163.6	45.162 113.6	2:01.864	<b>8</b> - 27.140 <b>193.5</b>	1:07.332 156.9	54.696	2:29.168P

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

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

(contd.)

<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	<b>Ford Focus</b>			
1	X:00.000 186.5	52.012 157.6	46.359 118.6	X:00.000	7 - 29.143 157.4	54.355 157.8	52.708	2:16.206P
2	27.485 190.1	50.524 161.6	44.388 118.6	2:02.397	8 - 4:24.984 176.7	52.308 159.7	45.892 119.4	X:00.000
3	<b>27.451 190.4</b>	50.405 162.6	51.990	2:09.846P	9 - 27.620 188.1	51.715 160.0	46.103 120.8	2:05.438
4	4:14.259 184.9	53.106 126.4	48.364 <b>121.4</b>	X:00.000	10 - 27.489 189.8	<b>49.666</b> 162.6	<b>44.104</b> 118.2	<b>2:01.259</b>
5	27.501 188.4	49.769 161.1	44.294 117.6	2:01.564	11 - 27.613 188.8	54.312 107.0	52.972	2:14.897P
6	27.471 190.1	50.031 <b>162.8</b>	44.469 119.2	2:01.971				
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	<b>Ford Focus</b>			
1	X:00.000 183.9	51.684 162.1	47.212 117.9	X:00.000	7 - 3:37.949 181.5	51.409 162.1	45.924 118.0	X:00.000
2	27.551 188.8	50.220 162.4	45.232 120.1	2:03.003	8 - 27.556 188.1	49.830 <b>162.6</b>	44.917 120.9	2:02.303
3	27.582 188.1	50.396 161.1	47.705	2:05.683P	9 - 27.748 185.2	55.380 119.8	55.149 115.5	2:18.277
4	4:01.122 183.0	54.358 120.5	45.648 120.1	X:00.000	10 - 27.717 187.5	50.075 161.6	44.948 120.4	2:02.740
5	<b>27.395 189.4</b>	<b>49.929</b> 160.0	<b>44.718 121.0</b>	<b>2:02.042</b>	11 - 28.208 183.6	52.810 152.1	55.788	2:16.806P
6	27.734 175.6	51.922 160.0	49.996	2:09.652P				
<b>18</b>	<b>Carlos MASTRETTA</b>			<b>MEX</b>	<b>Seat Toledo Cupra</b>			<b>I</b>
1	X:00.000 167.7	1:01.287 110.3	48.682 118.4	X:00.000	8 - 3:27.472 170.6	57.773 156.5	47.523 114.1	X:00.000
2	27.734 193.2	51.518 163.8	46.283 118.5	2:05.535	9 - 27.893 191.4	50.534 159.5	46.690 119.8	2:05.117
3	27.661 <b>193.5</b>	51.736 147.7	48.843 116.6	2:08.240	10 - <b>27.392 193.5</b>	50.418 <b>164.3</b>	<b>44.996 120.0</b>	<b>2:02.806</b>
4	27.594 192.8	51.616 147.3	48.695 117.3	2:07.905	11 - 29.305 178.2	57.210 144.5	52.753 118.6	2:19.268
5	27.697 191.8	50.964 162.1	45.566 118.8	2:04.227	12 - 27.720 192.1	<b>50.367</b> 163.3	56.480 116.5	2:14.567
6	27.755 191.8	51.368 162.1	45.629 117.7	2:04.752	13 - 27.527 <b>193.5</b>	50.725 160.7	50.639	2:08.891P
7	30.409 155.1	52.584 158.1	52.838	2:15.831P				
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>Seat Toledo Cupra</b>			<b>I</b>
1	X:00.000 190.8	51.099 161.6	45.247 118.2	X:00.000	7 - <b>27.171</b> 193.5	49.786 161.4	44.684 117.3	2:01.641
2	27.358 193.5	50.312 158.1	45.168 119.4	2:02.838	8 - 27.469 192.8	50.689 162.6	47.635	2:05.793P
3	27.315 193.5	50.192 161.9	45.113 118.8	2:02.620	9 - 2:20.897 181.5	51.680 161.4	45.593 <b>122.3</b>	3:58.170
4	27.460 192.5	50.432 162.1	48.473	2:06.365P	10 - 27.317 192.8	<b>49.577</b> 162.4	<b>44.142</b> 117.3	<b>2:01.036</b>
5	2:01.128 192.5	51.934 <b>163.3</b>	44.331 120.8	3:37.393	11 - 27.285 192.8	49.633 161.1	44.297 116.8	2:01.215
6	27.210 <b>195.2</b>	52.769 162.4	45.000 119.3	2:04.979	12 - 27.666 192.1	50.364 162.4	48.232	2:06.262P
<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	<b>Chevrolet Lacetti</b>			
1	X:00.000 184.6	55.085 136.3	49.365 119.2	X:00.000	7 - 27.516 189.4	50.142 162.6	51.049	2:08.707P
2	27.544 190.4	50.076 162.6	44.114 120.1	2:01.734	8 - 4:09.277 155.6	52.115 160.9	49.195 120.6	X:00.000
3	27.406 <b>190.8</b>	50.034 162.1	44.785 120.6	2:02.225	9 - 27.387 190.1	49.560 162.4	44.437 119.0	2:01.384
4	30.602 147.9	56.724 159.0	51.851	2:19.177P	10 - <b>27.324</b> 190.4	<b>49.531</b> 161.4	44.217 118.6	<b>2:01.072</b>
5	4:29.483 180.6	54.184 108.1	47.830 <b>121.0</b>	X:00.000	11 - 27.691 188.8	1:07.274 143.6	1:00.651	2:35.616P
6	27.514 190.1	49.760 <b>163.3</b>	<b>43.921</b> 119.4	2:01.195				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

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

(contd.)

<b>22</b>		<b>Nicola LARINI</b>		<b>ITA</b>		<b>Chevrolet Lacetti</b>			
<b>1</b>	X:00.000 169.8	55.277 151.6	45.995 120.2	X:00.000	<b>6</b>	27.305 192.8	49.442 163.3	<b>44.186 122.5</b>	2:00.933
<b>2</b>	27.406 190.8	49.912 <b>163.6</b>	44.519 121.0	2:01.837	<b>7</b>	28.701 175.3	52.700 163.1	51.200	2:12.601P
<b>3</b>	27.276 191.4	49.875 <b>163.6</b>	44.563 121.3	2:01.714	<b>8</b>	4:40.575 168.4	52.328 160.2	49.465 122.1	X:00.000
<b>4</b>	28.631 183.9	52.208 161.4	49.785	2:10.624P	<b>9</b>	<b>27.187 193.2</b>	<b>49.349 163.6</b>	44.335 122.4	<b>2:00.871</b>
<b>5</b>	4:32.710 160.0	53.450 161.4	47.086 122.1	X:00.000	<b>10</b>	27.419 192.8	52.785 148.9	52.556	2:12.760P
<b>23</b>		<b>Alain MENU</b>		<b>SUI</b>		<b>Chevrolet Lacetti</b>			
<b>1</b>	X:00.000 183.3	52.633 160.9	45.635 119.6	X:00.000	<b>7</b>	2:04.011 184.3	53.334 160.2	46.341 121.0	<b>3:43.686</b>
<b>2</b>	27.658 191.4	50.877 162.1	51.171	2:09.706P	<b>8</b>	27.515 191.4	49.472 163.3	44.202 121.2	2:01.189
<b>3</b>	2:23.412 177.9	53.395 161.4	46.417 120.8	4:03.224	<b>9</b>	28.387 186.2	52.656 160.7	49.468	2:10.511P
<b>4</b>	27.513 191.4	50.080 161.1	44.802 118.6	2:02.395	<b>10</b>	2:23.471 168.2	52.592 161.4	47.360 <b>121.8</b>	4:03.423
<b>5</b>	27.443 <b>192.1</b>	49.613 <b>164.1</b>	44.355 120.0	2:01.411	<b>11</b>	<b>27.368 192.1</b>	<b>49.225 163.8</b>	<b>43.957 116.5</b>	<b>2:00.550</b>
<b>6</b>	28.497 182.4	53.155 162.1	48.130	2:09.782P	<b>12</b>	29.629 171.4	54.253 152.3	59.546	2:23.428P
<b>26</b>		<b>Roberto COLCIAGO</b>		<b>ITA</b>		<b>Honda Accord Euro R</b>			
<b>1</b>	X:00.000 183.3	52.950 164.1	45.176 122.4	X:00.000	<b>7</b>	28.713 186.2	52.136 164.6	50.411	2:11.260P
<b>2</b>	26.964 196.0	49.472 166.1	43.754 123.4	2:00.190	<b>8</b>	2:24.366 182.7	51.911 163.8	45.311 122.7	4:01.588
<b>3</b>	29.413 170.6	57.090 97.7	55.400	2:21.903P	<b>9</b>	26.954 197.0	<b>48.936 167.7</b>	43.769 122.7	<b>1:59.659</b>
<b>4</b>	2:25.329 173.9	52.327 161.9	45.711 <b>124.2</b>	4:03.367	<b>10</b>	<b>26.860 197.4</b>	49.474 166.6	<b>43.450 122.0</b>	1:59.784
<b>5</b>	26.953 <b>198.1</b>	49.493 166.4	43.697 122.5	2:00.143	<b>11</b>	30.218 129.1	53.247 160.4	55.159	2:18.624P
<b>6</b>	26.979 197.8	49.488 165.8	43.882 118.4	2:00.349					
<b>27</b>		<b>Adriano DE MICHELI</b>		<b>ITA</b>		<b>Honda Accord Euro R</b>		<b>I</b>	
<b>1</b>	X:00.000 188.8	52.465 158.5	49.146 122.5	X:00.000	<b>7</b>	26.947 195.2	49.350 <b>167.9</b>	51.658	2:07.955P
<b>2</b>	27.070 195.6	49.751 167.1	44.248 123.4	2:01.069	<b>8</b>	3:13.138 122.4	1:05.756 135.1	49.379 123.0	X:00.000
<b>3</b>	26.975 <b>196.3</b>	49.721 167.7	44.028 119.2	2:00.724	<b>9</b>	26.853 <b>196.3</b>	<b>48.956 167.1</b>	44.163 121.0	1:59.972
<b>4</b>	29.510 163.3	55.361 143.2	53.353	2:18.224P	<b>10</b>	34.533 97.8	1:04.626 131.2	58.434 121.8	2:37.593
<b>5</b>	2:57.301 138.4	1:01.153 124.5	49.648 <b>124.4</b>	4:48.102	<b>11</b>	27.033 <b>196.3</b>	49.808 166.4	56.725	2:13.566P
<b>6</b>	<b>26.795 196.0</b>	49.086 166.4	<b>43.840 120.8</b>	<b>1:59.721</b>					
<b>28</b>		<b>Carl ROSENBLAD</b>		<b>SWE</b>		<b>BMW 320i</b>		<b>I</b>	
<b>1</b>	X:00.000 181.8	53.812 156.5	46.947 120.4	X:00.000	<b>6</b>	4:11.942 187.5	51.360 162.8	47.555 121.2	X:00.000
<b>2</b>	27.385 192.1	50.192 163.6	44.451 118.0	2:02.028	<b>7</b>	27.185 <b>193.2</b>	49.556 <b>165.6</b>	44.181 <b>121.8</b>	2:00.922
<b>3</b>	27.534 191.1	50.218 163.8	44.244 121.0	2:01.996	<b>8</b>	<b>27.122 192.8</b>	<b>49.430 164.1</b>	<b>43.927 119.8</b>	<b>2:00.479</b>
<b>4</b>	27.332 191.1	49.906 164.3	44.341 121.2	2:01.579	<b>9</b>	27.387 192.1	52.979 143.6	52.011	2:12.377P
<b>5</b>	27.311 192.5	49.977 163.1	48.411	2:05.699P					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

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

(contd.)

<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1</b>	X:00.000 162.8	53.922 156.0	45.601 119.4	X:00.000	<b>6</b>	27.168 193.8	49.378 164.1	<b>44.143</b> 117.5	<b>2:00.689</b>
<b>2</b>	27.173 193.8	49.851 162.1	44.280 116.6	2:01.304	<b>7</b>	27.380 186.2	54.490 152.1	55.253	2:17.123P
<b>3</b>	27.236 191.8	49.754 163.8	44.865 113.3	2:01.855	<b>8</b>	5:20.681 189.4	51.260 160.4	44.855 119.6	X:00.000
<b>4</b>	27.839 188.4	51.981 159.5	50.977	2:10.797P	<b>9</b>	27.035 193.2	<b>49.193</b> 163.8	44.518 118.6	2:00.746
<b>5</b>	3:30.893 136.7	51.185 164.1	45.432 <b>121.8</b>	X:00.000	<b>10</b>	27.107 <b>195.2</b>	49.581 <b>164.8</b>	44.742 118.6	2:01.430
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1</b>	X:00.000 170.0	54.140 162.6	44.696 <b>121.2</b>	X:00.000	<b>7</b>	27.490 191.1	49.675 162.1	<b>43.943</b> 120.4	<b>2:01.108</b>
<b>2</b>	27.372 <b>193.5</b>	49.976 <b>163.8</b>	45.320 113.3	2:02.668	<b>8</b>	27.422 190.8	<b>49.625</b> <b>163.8</b>	44.486 118.8	2:01.533
<b>3</b>	27.834 192.5	49.782 163.1	44.652 118.1	2:02.268	<b>9</b>	27.590 192.1	49.824 <b>163.8</b>	44.393 120.6	2:01.807
<b>4</b>	27.572 192.5	50.150 162.8	44.482 119.8	2:02.204	<b>10</b>	28.235 170.3	57.801 160.7	46.901 121.0	2:12.937
<b>5</b>	27.332 191.8	52.596 161.4	50.895	2:10.823P	<b>11</b>	27.564 192.8	49.989 155.3	55.619	2:13.172P
<b>6</b>	5:17.406 188.4	51.656 160.9	45.915 119.8	X:00.000					
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1</b>	X:00.000 186.5	52.037 162.4	45.554 119.0	X:00.000	<b>6</b>	27.195 192.8	50.510 162.4	50.997	2:08.702P
<b>2</b>	27.540 191.8	50.587 <b>163.6</b>	44.771 118.5	2:02.898	<b>7</b>	4:47.766 160.0	55.161 161.9	48.661 120.8	X:00.000
<b>3</b>	27.396 <b>193.8</b>	50.650 163.3	54.174	2:12.220P	<b>8</b>	27.333 193.2	<b>49.837</b> 162.6	<b>44.356</b> <b>122.7</b>	<b>2:01.526</b>
<b>4</b>	3:37.880 186.5	51.653 162.4	46.628 121.6	X:00.000	<b>9</b>	27.370 192.5	53.867 124.5	55.787	2:17.024P
<b>5</b>	27.232 192.1	50.120 162.8	44.367 120.6	2:01.719					
<b>36</b>	<b>Sascha PLODERL</b>			<b>AUT</b>	<b>Ford Focus ST170</b>			<b>I</b>	
<b>1</b>	X:00.000 160.2	57.012 156.9	48.800 114.8	X:00.000	<b>4</b>	28.510 182.7	<b>51.328</b> 160.4	<b>45.580</b> 114.1	<b>2:05.418</b>
<b>2</b>	28.691 183.0	53.063 153.4	49.900	2:11.654P	<b>5</b>	<b>28.409</b> <b>186.2</b>	51.441 <b>160.9</b>	46.792 97.0	2:06.642
<b>3</b>	5:08.520 159.2	52.870 159.2	48.419 <b>116.8</b>	X:00.000					
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1</b>	X:00.000 190.1	51.217 164.8	45.369 121.4	X:00.000	<b>6</b>	26.938 <b>195.2</b>	49.320 <b>165.8</b>	<b>44.025</b> 123.2	<b>2:00.283</b>
<b>2</b>	27.141 193.5	50.685 164.3	44.938 122.0	2:02.764	<b>7</b>	27.336 190.8	50.941 164.8	46.742	2:05.019P
<b>3</b>	27.524 192.1	51.269 165.3	48.805	2:07.598P	<b>8</b>	3:46.241 190.4	49.811 165.6	55.746 121.3	X:00.000
<b>4</b>	2:45.656 193.2	50.110 164.8	45.025 122.3	4:20.791	<b>9</b>	27.004 194.2	49.832 164.8	45.497 <b>123.9</b>	2:02.333
<b>5</b>	27.097 194.5	<b>49.203</b> 165.3	44.094 123.4	2:00.394	<b>10</b>	26.965 194.5	49.693 162.4	49.876	2:06.534P
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1</b>	X:00.000 172.2	54.080 156.9	45.836 118.1	X:00.000	<b>6</b>	27.155 193.8	<b>48.814</b> 165.1	<b>43.716</b> 121.7	<b>1:59.685</b>
<b>2</b>	27.257 193.5	49.175 164.3	43.777 121.8	2:00.209	<b>7</b>	27.410 162.4	55.118 148.9	51.441	2:13.969P
<b>3</b>	26.963 194.2	49.322 163.6	43.797 121.0	2:00.082	<b>8</b>	5:24.383 181.2	51.498 162.6	44.840 121.4	X:00.000
<b>4</b>	26.928 <b>194.5</b>	49.328 164.6	49.043	2:05.299P	<b>9</b>	26.899 <b>194.5</b>	48.907 164.3	45.244 121.6	2:01.050
<b>5</b>	3:37.797 163.1	52.375 162.4	45.594 <b>122.7</b>	X:00.000	<b>10</b>	27.117 193.8	48.954 <b>165.8</b>	43.959 120.2	2:00.030

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

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

(contd.)

<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	Alfa Romeo 156			<b>I</b>
1	X:00.000 177.6	52.504 158.5	47.073 <i>121.4</i>	X:00.000	7 - 31.820 166.6	56.944 160.4	50.337 120.6	2:19.101
2	- 27.203 194.9	49.786 <i>166.4</i>	44.200 120.8	<b>2:01.189</b>	8 - 27.312 193.2	49.759 165.3	<b>44.162</b> 120.6	2:01.233
3	- 27.263 <i>195.2</i>	49.818 165.1	44.517 119.3	<b>2:01.598</b>	9 - 29.311 180.9	51.272 164.8	52.888	2:13.471P
4	- 29.008 179.1	52.203 161.4	53.397	<b>2:14.608P</b>	10 - 3:01.814 183.0	1:02.873 163.8	44.930 121.2	<b>4:49.617</b>
5	- 2:56.279 181.8	51.982 162.6	44.574 118.9	<b>4:32.835</b>	11 - 27.369 193.2	<b>49.516</b> 164.3	56.168 115.8	2:13.053
6	- 27.387 194.2	49.700 165.6	44.450 118.6	<b>2:01.537</b>	12 - 27.346 193.5	50.100 162.1	44.287 119.7	2:01.733
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	Alfa Romeo 156			<b>I</b>
1	X:00.000 163.8	55.388 156.0	48.351 118.1	X:00.000	6 - 5:22.951 167.7	53.070 161.9	45.729 120.8	X:00.000
2	- 27.685 190.8	50.636 163.1	44.993 119.4	<b>2:03.314</b>	7 - 27.524 191.4	<b>50.171</b> 163.6	44.541 <i>121.7</i>	2:02.236
3	- <b>27.340 192.8</b>	50.293 163.3	<b>44.477</b> 121.0	<b>2:02.110</b>	8 - 27.538 190.8	50.374 161.4	44.553 120.0	2:02.465
4	- 27.657 191.8	50.428 <i>164.3</i>	44.808 118.4	<b>2:02.893</b>	9 - 27.565 190.8	50.654 164.1	44.715 120.6	2:02.934
5	- 28.003 184.9	51.449 163.6	50.806	<b>2:10.258P</b>	10 - 28.568 177.6	52.317 160.9	49.143	2:10.028P
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	BMW 320i			<b>I</b>
1	X:00.000 188.4	51.851 162.4	44.957 <i>119.6</i>	X:00.000	4 - 27.748 189.4	<b>50.285</b> 161.9	44.880 115.5	2:02.913
2	- 27.713 191.4	51.075 161.1	<b>44.539</b> 117.6	<b>2:03.327</b>	5 - 27.940 183.3	53.977 157.8	51.567	2:13.484P
3	- <b>27.464 192.1</b>	50.330 <i>162.8</i>	44.542 115.5	<b>2:02.336</b>	6 - 3:32.778 132.8	1:02.863 160.2	45.577 118.2	X:00.000
<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	BMW 320i			<b>I</b>
1	X:00.000 163.8	1:00.835 133.3	49.273 116.5	X:00.000	7 - 28.842 179.4	53.261 153.1	50.342	2:12.445P
2	- 27.893 191.1	50.482 161.1	45.289 117.6	<b>2:03.664</b>	8 - 3:15.560 166.4	56.212 159.2	46.950 118.5	4:58.722
3	- 27.743 188.8	50.567 161.9	45.128 119.0	<b>2:03.438</b>	9 - 27.596 190.8	50.379 <i>162.6</i>	<b>44.664 120.6</b>	<b>2:02.639</b>
4	- 27.763 190.8	50.390 161.6	45.076 117.1	<b>2:03.229</b>	10 - <b>27.578 191.8</b>	50.388 162.1	45.122 113.2	2:03.088
5	- 28.345 185.2	51.746 160.7	46.185 118.0	<b>2:06.276</b>	11 - 27.922 189.8	<b>50.320</b> 162.4	44.879 116.5	2:03.121
6	- 27.849 189.4	50.724 161.9	45.293 117.1	<b>2:03.866</b>	12 - 30.901 154.9	54.070 156.5	51.423	2:16.394P
<b>55</b>	<b>Alessandro BALZAN</b>			<b>ITA</b>	SEAT Toledo Cupra			<b>I</b>
1	X:00.000 175.6	52.799 127.8	48.019 119.7	X:00.000	6 - 27.029 194.5	49.681 <i>167.1</i>	44.051 118.4	2:00.761
2	- 27.208 192.5	49.630 165.8	44.017 119.4	<b>2:00.855</b>	7 - 27.039 194.5	49.678 166.4	44.137 118.1	2:00.854
3	- 27.208 194.5	49.976 165.8	44.483 120.0	<b>2:01.667</b>	8 - 27.177 193.2	50.410 166.6	48.864	2:06.451P
4	- 27.141 194.2	50.406 166.1	53.175	<b>2:10.722P</b>	9 - 4:06.981 191.4	50.044 166.9	44.644 121.0	X:00.000
5	- 4:19.813 192.1	52.433 164.8	51.009 <i>121.7</i>	X:00.000	10 - <b>26.995 195.6</b>	<b>49.335</b> 165.8	<b>44.011</b> 115.0	<b>2:00.341</b>

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45



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

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	124.4
2	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	124.2
3	42		Jorg MULLER	GER	BMW 320i	123.9
4	1		Andy PRIAULX	GBR	BMW 320i	123.8
5	4		Alessandro ZANARDI	ITA	BMW 320i	123.0
6	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	123.0
7	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	122.8
8	5		Antonio GARCIA	ESP	BMW 320i	122.8
9	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	122.8
10	32	I	Marc HENNERICI	GER	BMW 320i	122.7
11	43		Dirk MULLER	GER	BMW 320i	122.7
12	3		James THOMPSON	GBR	Alfa Romeo 156	122.7
13	22		Nicola LARINI	ITA	Chevrolet Lacetti	122.5
14	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	122.4
15	20	I	Tom CORONEL	NED	Seat Toledo Cupra	122.3
16	11		Jason PLATO	GBR	SEAT Toledo Cupra	122.1
17	9		Jordi GENE	ESP	SEAT Toledo Cupra	122.0
18	10		Peter TERTING	GER	SEAT Toledo Cupra	122.0
19	23		Alain MENU	SUI	Chevrolet Lacetti	121.8
20	28	I	Carl ROSENBLAD	SWE	BMW 320i	121.8
21	30	I	Stefano D'ASTE	ITA	BMW 320i	121.8
22	52	I	Andrea LARINI	ITA	Alfa Romeo 156	121.7
23	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	121.7
24	14		Thomas KLENKE	GER	Ford Focus	121.4
25	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	121.4
26	31	I	Giuseppe CIRO	ITA	BMW 320i	121.2
27	21		Robert HUFF	GBR	Chevrolet Lacetti	121.0
28	15		Thomas JAGER	GER	Ford Focus	121.0
29	54	I	Stefano VALLI	RSM	BMW 320i	120.6
30	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	120.0
31	53	I	Gianluca DE LORENZI	ITA	BMW 320i	119.6
32	36	I	Sascha PLODERL	AUT	Ford Focus ST170	116.8

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

Printed - 15:49 Saturday, 28 May 2005

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

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	198.1
2	9		Jordi GENE	ESP	SEAT Toledo Cupra	198.1
3	10		Peter TERTING	GER	SEAT Toledo Cupra	197.8
4	3		James THOMPSON	GBR	Alfa Romeo 156	197.8
5	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	196.7
6	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	196.3
7	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	196.3
8	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	195.6
9	5		Antonio GARCIA	ESP	BMW 320i	195.6
10	4		Alessandro ZANARDI	ITA	BMW 320i	195.6
11	30	I	Stefano D'ASTE	ITA	BMW 320i	195.2
12	20	I	Tom CORONEL	NED	Seat Toledo Cupra	195.2
13	42		Jorg MULLER	GER	BMW 320i	195.2
14	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	195.2
15	43		Dirk MULLER	GER	BMW 320i	194.5
16	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	194.5
17	1		Andy PRIAULX	GBR	BMW 320i	194.2
18	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	193.8
19	32	I	Marc HENNERICI	GER	BMW 320i	193.8
20	11		Jason PLATO	GBR	SEAT Toledo Cupra	193.5
21	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	193.5
22	31	I	Giuseppe CIRO	ITA	BMW 320i	193.5
23	22		Nicola LARINI	ITA	Chevrolet Lacetti	193.2
24	28	I	Carl ROSENBLAD	SWE	BMW 320i	193.2
25	52	I	Andrea LARINI	ITA	Alfa Romeo 156	192.8
26	23		Alain MENU	SUI	Chevrolet Lacetti	192.1
27	53	I	Gianluca DE LORENZI	ITA	BMW 320i	192.1
28	54	I	Stefano VALLI	RSM	BMW 320i	191.8
29	21		Robert HUFF	GBR	Chevrolet Lacetti	190.8
30	14		Thomas KLENKE	GER	Ford Focus	190.4
31	15		Thomas JAGER	GER	Ford Focus	189.4
32	36	I	Sascha PLODERL	AUT	Ford Focus ST170	186.2

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29<sup>o</sup>/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

Printed - 15:49 Saturday, 28 May 2005

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

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	170.0
2	3		James THOMPSON	GBR	Alfa Romeo 156	168.2
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	168.2
4	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	167.9
5	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	167.7
6	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	167.1
7	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	166.9
8	9		Jordi GENE	ESP	SEAT Toledo Cupra	166.9
9	4		Alessandro ZANARDI	ITA	BMW 320i	166.4
10	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	166.4
11	10		Peter TERTING	GER	SEAT Toledo Cupra	166.4
12	5		Antonio GARCIA	ESP	BMW 320i	166.1
13	43		Dirk MULLER	GER	BMW 320i	165.8
14	42		Jorg MULLER	GER	BMW 320i	165.8
15	1		Andy PRIAULX	GBR	BMW 320i	165.6
16	28	I	Carl ROSENBLAD	SWE	BMW 320i	165.6
17	11		Jason PLATO	GBR	SEAT Toledo Cupra	165.1
18	30	I	Stefano D'ASTE	ITA	BMW 320i	164.8
19	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	164.8
20	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	164.3
21	52	I	Andrea LARINI	ITA	Alfa Romeo 156	164.3
22	23		Alain MENU	SUI	Chevrolet Lacetti	164.1
23	31	I	Giuseppe CIRO	ITA	BMW 320i	163.8
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	163.6
25	32	I	Marc HENNERICI	GER	BMW 320i	163.6
26	21		Robert HUFF	GBR	Chevrolet Lacetti	163.3
27	20	I	Tom CORONEL	NED	Seat Toledo Cupra	163.3
28	14		Thomas KLENKE	GER	Ford Focus	162.8
29	53	I	Gianluca DE LORENZI	ITA	BMW 320i	162.8
30	54	I	Stefano VALLI	RSM	BMW 320i	162.6
31	15		Thomas JAGER	GER	Ford Focus	162.6
32	36	I	Sascha PLODERL	AUT	Ford Focus ST170	160.9

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 29°/Dry

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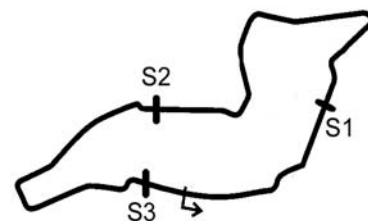
Imola  
Circuit Length = 4.9330 km.  
Start: 15:15 End: 15:45

Printed - 15:49 Saturday, 28 May 2005

## 2005 FIA World Touring Car Championship Qualifying - 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	6	26.635	3	6	48.590	7	6	43.308	7	6	GIOVANARD	1:58.533	1:58.573	7	+ 0.040
2	9	26.715	2	5	48.759	10	9	43.423	8	5	GARCIA	1:59.122	1:59.159	10	+ 0.037
3	7	26.733	2	43	48.814	6	26	43.450	10	26	COLCIAGO	1:59.246	1:59.659	9	+ 0.413
4	3	26.781	6	4	48.903	10	7	43.484	6	7	FARFUS JR.	1:59.265	1:59.377	6	+ 0.112
5	27	26.795	6	8	48.914	8	8	43.489	5	8	RYDELL	1:59.278	1:59.716	5	+ 0.438
6	10	26.818	5	26	48.936	9	5	43.511	10	9	GENE	1:59.300	1:59.317	8	+ 0.017
7	2	26.835	8	27	48.956	9	2	43.523	5	43	MULLER	1:59.429	1:59.685	6	+ 0.256
8	5	26.852	7	10	48.965	5	1	43.551	9	3	THOMPSON	1:59.551	1:59.685	9	+ 0.134
9	26	26.860	10	3	48.972	9	43	43.716	6	1	PRIAULX	1:59.552	1:59.630	9	+ 0.078
10	8	26.875	8	1	49.048	9	3	43.798	6	2	TARQUINI	1:59.581	1:59.594	5	+ 0.013
11	43	26.899	9	7	49.048	6	27	43.840	6	27	DE MICHELI	1:59.591	1:59.721	6	+ 0.130
12	42	26.938	6	11	49.106	7	10	43.887	5	10	TERTING	1:59.670	1:59.670	5	+ 0.000
13	1	26.953	6	9	49.162	8	21	43.921	6	4	ZANARDI	2:00.096	2:00.319	10	+ 0.223
14	4	26.976	7	30	49.193	9	28	43.927	8	11	PLATO	2:00.146	2:00.186	7	+ 0.040
15	55	26.995	10	42	49.203	5	31	43.943	7	42	MULLER	2:00.166	2:00.283	6	+ 0.117
16	11	27.014	4	2	49.223	5	23	43.957	11	55	BALZAN	2:00.341	2:00.341	10	+ 0.000
17	30	27.035	9	23	49.225	11	55	44.011	10	30	D'ASTE	2:00.371	2:00.689	6	+ 0.318
18	28	27.122	8	55	49.335	10	42	44.025	6	28	ROSENBLAD	2:00.479	2:00.479	8	+ 0.000
19	20	27.171	7	22	49.349	9	11	44.026	7	23	MENU	2:00.550	2:00.550	11	+ 0.000
20	22	27.187	9	28	49.430	8	14	44.104	10	22	LARINI	2:00.722	2:00.871	9	+ 0.149
21	32	27.195	6	51	49.516	11	20	44.142	10	21	HUFF	2:00.776	2:01.072	10	+ 0.296
22	51	27.203	2	21	49.531	10	30	44.143	6	51	TAVANO	2:00.881	2:01.189	2	+ 0.308
23	21	27.324	10	20	49.577	10	51	44.162	8	20	CORONEL	2:00.890	2:01.036	10	+ 0.146
24	31	27.332	5	31	49.625	8	22	44.186	6	31	CIRO	2:00.900	2:01.108	7	+ 0.208
25	52	27.340	3	14	49.666	10	4	44.217	10	14	KLENKE	2:01.221	2:01.259	10	+ 0.038
26	23	27.368	11	15	49.830	8	32	44.356	8	32	HENNERICI	2:01.388	2:01.526	8	+ 0.138
27	18	27.392	10	32	49.837	8	52	44.477	3	15	JAGER	2:01.943	2:02.042	5	+ 0.099
28	15	27.395	5	52	50.171	7	53	44.539	2	52	LARINI	2:01.988	2:02.110	3	+ 0.122
29	14	27.451	3	53	50.285	4	54	44.664	9	53	DE LORENZI	2:02.288	2:02.336	3	+ 0.048
30	53	27.464	3	54	50.320	11	15	44.718	5	54	VALLI	2:02.562	2:02.639	9	+ 0.077
31	54	27.578	10	18	50.367	12	18	44.996	10	18	MASTRETTA	2:02.755	2:02.806	10	+ 0.051
32	36	28.409	5	36	51.328	4	36	45.580	4	36	PLODERL	2:05.317	2:05.418	4	+ 0.101

'Perfect Lap' - 1:58.533

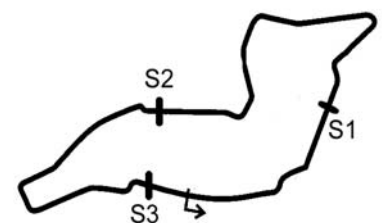


Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 28.1° /Dry

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

SECTOR 1				SECTOR 2				SECTOR 3				
POS	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP
1	9	GENE	198.1	3	6	GIOVANARDI	170.0	3	27	DE MICHELI	124.4	5
2	26	COLCIAGO	198.1	5	3	THOMPSON	168.2	9	26	COLCIAGO	124.2	4
3	3	THOMPSON	197.8	3	7	FARFUS JR.	168.2	2	42	MULLER	123.9	9
4	10	TERTING	197.8	3	27	DE MICHELI	167.9	7	1	PRIAULX	123.8	6
5	6	GIOVANARDI	196.7	3	26	COLCIAGO	167.7	9	2	TARQUINI	123.0	4
6	7	FARFUS JR.	196.3	2	55	BALZAN	167.1	6	4	ZANARDI	123.0	6
7	27	DE MICHELI	196.3	3	2	TARQUINI	166.9	5	5	GARCIA	122.8	6
8	4	ZANARDI	195.6	2	9	GENE	166.9	2	6	GIOVANARDI	122.8	2
9	5	GARCIA	195.6	3	4	ZANARDI	166.4	3	7	FARFUS JR.	122.8	5
10	55	BALZAN	195.6	10	10	TERTING	166.4	2	3	THOMPSON	122.7	5
11	20	CORONEL	195.2	6	51	TAVANO	166.4	2	32	HENNERICI	122.7	8
12	30	D'ASTE	195.2	10	5	GARCIA	166.1	3	43	MULLER	122.7	5
13	42	MULLER	195.2	6	42	MULLER	165.8	6	22	LARINI	122.5	6
14	51	TAVANO	195.2	3	43	MULLER	165.8	10	8	RYDELL	122.4	4
15	2	TARQUINI	194.5	2	1	PRIAULX	165.6	9	20	CORONEL	122.3	9
16	43	MULLER	194.5	4	28	ROSENBLAD	165.6	7	11	PLATO	122.1	3
17	1	PRIAULX	194.2	3	11	PLATO	165.1	1	9	GENE	122.0	4
18	8	RYDELL	193.8	9	8	RYDELL	164.8	8	10	TERTING	122.0	4
19	32	HENNERICI	193.8	3	30	D'ASTE	164.8	10	23	MENU	121.8	10
20	11	PLATO	193.5	8	18	MASTRETTA	164.3	10	28	ROSENBLAD	121.8	7
21	18	MASTRETTA	193.5	3	52	LARINI	164.3	4	30	D'ASTE	121.8	5
22	31	CIRO	193.5	2	23	MENU	164.1	5	52	LARINI	121.7	7
23	22	LARINI	193.2	9	31	CIRO	163.8	2	55	BALZAN	121.7	5
24	28	ROSENBLAD	193.2	7	22	LARINI	163.6	2	14	KLENKE	121.4	4
25	52	LARINI	192.8	3	32	HENNERICI	163.6	2	51	TAVANO	121.4	1
26	23	MENU	192.1	5	20	CORONEL	163.3	5	31	CIRO	121.2	1
27	53	DE LORENZI	192.1	3	21	HUFF	163.3	6	15	JAGER	121.0	5
28	54	VALLI	191.8	10	14	KLENKE	162.8	6	21	HUFF	121.0	5
29	21	HUFF	190.8	3	53	DE LORENZI	162.8	3	54	VALLI	120.6	9
30	14	KLENKE	190.4	3	15	JAGER	162.6	8	18	MASTRETTA	120.0	10
31	15	JAGER	189.4	5	54	VALLI	162.6	9	53	DE LORENZI	119.6	1
32	36	PLODERL	186.2	5	36	PLODERL	160.9	5	36	PLODERL	116.8	3



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 28.1° /Dry

Printed at 15:52, Saturday, 28 May, 2005  
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## 2005 FIA World Touring Car Championship WARM UP

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	1:59.047	7		149.17
2	10		Peter TERTING	GER	SEAT Toledo Cupra	1:59.347	7	0.300	148.80
3	3		James THOMPSON	GBR	Alfa Romeo 156	1:59.532	9	0.485	148.56
4	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	1:59.872	7	0.825	148.14
5	4		Alessandro ZANARDI	ITA	BMW 320i	1:59.913	7	0.866	148.09
6	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	2:00.018	8	0.971	147.96
7	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	2:00.037	8	0.990	147.94
8	43		Dirk MULLER	GER	BMW 320i	2:00.129	9	1.082	147.83
9	42		Jorg MULLER	GER	BMW 320i	2:00.132	9	1.085	147.82
10	5		Antonio GARCIA	ESP	BMW 320i	2:00.236	8	1.189	147.70
11	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	2:00.355	7	1.308	147.55
12	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	2:00.458	8	1.411	147.42
13	30	I	Stefano D'ASTE	ITA	BMW 320i	2:00.565	9	1.518	147.29
14	23		Alain MENU	SUI	Chevrolet Lacetti	2:00.693	8	1.646	147.14
15	1		Andy PRIAULX	GBR	BMW 320i	2:00.865	6	1.818	146.93
16	31	I	Giuseppe CIRO	ITA	BMW 320i	2:00.937	8	1.890	146.84
17	20	I	Tom CORONEL	NED	Seat Toledo Cupra	2:00.957	8	1.910	146.81
18	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	2:01.004	5	1.957	146.76
19	14		Thomas KLENKE	GER	Ford Focus	2:01.213	8	2.166	146.50
20	22		Nicola LARINI	ITA	Chevrolet Lacetti	2:01.400	5	2.353	146.28
21	52	I	Andrea LARINI	ITA	Alfa Romeo 156	2:01.408	8	2.361	146.27
22	21		Robert HUFF	GBR	Chevrolet Lacetti	2:01.505	7	2.458	146.15
23	32	I	Marc HENNERICI	GER	BMW 320i	2:01.640	7	2.593	145.99
24	15		Thomas JAGER	GER	Ford Focus	2:01.754	8	2.707	145.85
25	28	I	Carl ROSENBLAD	SWE	BMW 320i	2:01.828	8	2.781	145.76
26	53	I	Gianluca DE LORENZI	ITA	BMW 320i	2:02.386	8	3.339	145.10
27	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	2:02.868	7	3.821	144.53
28	36	I	Sascha PLODERL	AUT	Ford Focus ST170	2:04.015	6	4.968	143.19

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

Imola  
Circuit Length = 4.9330 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>	X:00.000 174.7	53.202 164.1	46.386 122.0	X:00.000	<b>4</b> - 27.089 193.8	<b>49.516</b> 165.3	44.260 121.6	<b>2:00.865</b>
<b>2</b>	27.340 193.8	50.205 165.6	44.406 <b>124.7</b>	2:01.951	<b>5</b> - 27.087 194.2	51.286 138.4	45.502 123.1	<b>2:03.875</b>
<b>3</b>	<b>26.890</b> 194.9	50.204 164.3	<b>44.076</b> 118.5	2:01.170	<b>6</b> - 27.145 <b>194.9</b>	49.861 <b>166.1</b>	55.818	<b>2:12.824P</b>
<b>2</b>	<b>Gabriele TARQUINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 192.5	51.813 167.4	45.060 121.3	X:00.000	<b>5</b> -2:56.943 124.5	57.115 130.7	53.019 119.3	<b>4:47.077</b>
<b>2</b>	26.776 <b>196.0</b>	49.472 <b>169.0</b>	43.887 120.6	2:00.135	<b>6</b> - <b>26.867</b> 194.5	<b>49.285</b> 167.4	<b>43.720</b> <b>121.4</b>	<b>1:59.872</b>
<b>3</b>	26.804 195.6	49.561 167.4	44.058 119.6	2:00.423	<b>7</b> - 28.142 165.3	53.152 164.8	54.799	<b>2:16.093P</b>
<b>4</b>	26.744 194.9	49.625 166.1	48.031	2:04.400P				
<b>3</b>	<b>James THOMPSON</b>			<b>GBR</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 187.5	53.166 166.9	45.349 121.6	X:00.000	<b>6</b> - 26.956 195.2	49.348 167.9	43.494 120.1	<b>1:59.798</b>
<b>2</b>	26.983 195.6	49.338 167.4	43.923 120.8	2:00.244	<b>7</b> - 26.874 196.0	49.498 <b>168.2</b>	43.619 120.0	<b>1:59.991</b>
<b>3</b>	26.972 196.7	49.326 167.1	43.648 <b>122.7</b>	1:59.946	<b>8</b> - 27.011 195.2	49.579 167.7	43.800 119.7	<b>2:00.390</b>
<b>4</b>	26.881 196.7	<b>49.162</b> 166.6	<b>43.489</b> 121.3	<b>1:59.532</b>	<b>9</b> - 27.620 195.2	50.394 167.9	53.591	<b>2:11.605P</b>
<b>5</b>	<b>26.845</b> <b>197.8</b>	49.186 <b>168.2</b>	43.554 119.7	1:59.585				
<b>4</b>	<b>Alessandro ZANARDI</b>			<b>ITA</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 179.1	52.579 165.1	47.316 120.0	X:00.000	<b>5</b> - 29.241 106.6	54.921 149.3	51.141	<b>2:15.303P</b>
<b>2</b>	27.042 196.0	49.970 165.3	44.356 <b>121.3</b>	2:01.368	<b>6</b> -3:23.738 191.8	50.789 164.3	45.939 118.5	X:00.000
<b>3</b>	26.985 <b>196.3</b>	49.584 165.3	43.957 120.8	2:00.526	<b>7</b> - 27.108 194.5	49.489 165.8	51.430	<b>2:08.027P</b>
<b>4</b>	<b>26.776</b> <b>196.3</b>	<b>49.258</b> <b>167.4</b>	<b>43.879</b> 120.4	<b>1:59.913</b>				
<b>5</b>	<b>Antonio GARCIA</b>			<b>ESP</b>	<b>BMW 320i</b>			
<b>1</b>	X:00.000 175.3	53.018 163.1	46.689 121.2	X:00.000	<b>5</b> - 27.096 194.2	49.724 166.6	44.044 122.0	<b>2:00.864</b>
<b>2</b>	27.255 194.2	49.925 164.6	44.332 121.8	2:01.512	<b>6</b> - <b>26.927</b> <b>195.6</b>	49.392 <b>167.1</b>	44.130 121.0	<b>2:00.449</b>
<b>3</b>	27.059 194.2	<b>49.243</b> 166.6	43.983 120.4	2:00.285	<b>7</b> - 26.950 <b>195.6</b>	49.471 165.3	<b>43.815</b> 121.0	<b>2:00.236</b>
<b>4</b>	26.992 195.2	49.269 166.4	46.881 <b>122.3</b>	2:03.142	<b>8</b> - 27.034 194.9	49.516 165.8	52.567	<b>2:09.117P</b>
<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			
<b>1</b>	X:00.000 191.4	51.445 167.9	46.927 <b>123.5</b>	X:00.000	<b>5</b> - 26.581 198.1	49.032 <b>169.2</b>	43.628 122.0	<b>1:59.241</b>
<b>2</b>	26.652 197.0	49.215 168.7	<b>43.331</b> 122.1	1:59.198	<b>6</b> - 26.667 196.7	49.297 167.4	43.754 121.3	<b>1:59.718</b>
<b>3</b>	26.615 <b>198.8</b>	<b>49.012</b> 168.4	43.420 <b>123.5</b>	<b>1:59.047</b>	<b>7</b> - 26.690 197.4	49.438 168.7	47.848	<b>2:03.976P</b>
<b>4</b>	<b>26.556</b> 195.2	49.070 167.9	43.438 121.0	1:59.064				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35

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

(contd.)

<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 173.9	55.698 146.5	53.737 117.9	X:00.000	<b>5</b> - 27.172 193.8	52.689 115.0	55.623 121.3	2:15.484
<b>2</b>	30.792 149.5	1:07.047 129.1	53.199 120.6	2:31.038	<b>6</b> - 26.941 193.8	49.416 <b>165.6</b>	<b>43.661</b> 121.0	<b>2:00.018</b>
<b>3</b>	27.341 191.8	49.524 163.8	44.131 <b>121.8</b>	2:00.996	<b>7</b> - <b>26.925 194.2</b>	<b>49.378</b> 164.8	43.870 120.0	2:00.173
<b>4</b>	26.933 193.2	49.506 165.1	43.908 119.3	2:00.347	<b>8</b> - 27.799 185.8	52.077 157.2	56.189	2:16.065P
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra			
<b>1</b>	X:00.000 191.4	53.712 160.4	55.311	X:00.000P	<b>5</b> - 26.812 195.2	49.046 166.9	<b>43.489</b> 121.2	<b>1:59.347</b>
<b>2</b>	1:31.518 174.4	55.693 159.7	45.071 121.3	3:12.282	<b>6</b> - <b>26.781</b> 196.0	49.247 167.4	43.756 121.7	1:59.784
<b>3</b>	26.976 <b>196.3</b>	49.433 167.4	43.827 <b>122.4</b>	2:00.236	<b>7</b> - 26.832 194.9	49.639 164.8	51.791	2:08.262P
<b>4</b>	26.864 194.2	<b>48.893 167.9</b>	43.593 121.2	1:59.350				
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	Ford Focus			
<b>1</b>	X:00.000 181.5	54.000 160.7	45.562 118.2	X:00.000	<b>5</b> - 27.720 189.8	50.019 162.1	44.727 118.2	2:02.466
<b>2</b>	27.616 188.4	50.390 160.9	44.759 <b>120.2</b>	2:02.765	<b>6</b> - 27.352 190.1	50.555 161.6	44.973 118.0	2:02.880
<b>3</b>	27.377 <b>191.1</b>	<b>49.764 163.8</b>	44.236 118.6	2:01.377	<b>7</b> - 27.565 188.8	50.191 162.8	44.647 118.5	2:02.403
<b>4</b>	27.261 190.4	49.797 <b>163.8</b>	<b>44.155</b> 117.0	<b>2:01.213</b>	<b>8</b> - 28.140 188.1	53.117 159.7	56.318	2:17.575P
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	Ford Focus			
<b>1</b>	X:00.000 167.4	52.107 161.9	45.707 118.2	X:00.000	<b>5</b> - 27.410 189.4	50.076 163.1	45.010 119.6	2:02.496
<b>2</b>	27.441 188.1	50.253 162.8	44.801 120.1	2:02.495	<b>6</b> - 27.379 <b>190.8</b>	50.212 163.3	<b>44.445</b> 120.4	2:02.036
<b>3</b>	28.065 185.2	51.416 163.6	44.717 119.7	2:04.198	<b>7</b> - <b>27.207</b> 189.8	50.060 <b>163.8</b>	44.487 <b>120.6</b>	<b>2:01.754</b>
<b>4</b>	27.306 189.1	<b>50.024</b> 163.3	44.527 120.0	2:01.857	<b>8</b> - 28.310 173.9	55.126 145.1	54.996	2:18.432P
<b>18</b>	<b>Carlos MASTRETTA</b>			<b>MEX</b>	Seat Toledo Cupra			
<b>1</b>	X:00.000 185.5	52.180 161.4	46.130 118.0	X:00.000	<b>5</b> - 39.179 88.8	54.754 160.7	45.928 118.8	2:19.861
<b>2</b>	27.383 194.2	50.381 161.9	45.104 120.1	<b>2:02.868</b>	<b>6</b> - 27.381 <b>194.5</b>	<b>50.572 163.3</b>	<b>45.181</b> 118.5	2:03.134
<b>3</b>	<b>27.193 194.5</b>	52.213 145.9	46.408 <b>120.4</b>	2:05.814	<b>7</b> - 27.365 <b>194.5</b>	52.352 144.1	58.550	2:18.267P
<b>4</b>	27.324 <b>194.5</b>	57.036 142.2	45.866 116.8	2:10.226				
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	Seat Toledo Cupra			
<b>1</b>	X:00.000 190.8	50.567 <b>166.9</b>	46.194 <b>120.4</b>	X:00.000	<b>5</b> - 27.167 193.8	49.391 162.1	44.522 117.1	2:01.080
<b>2</b>	27.113 <b>194.5</b>	49.954 163.8	44.327 119.8	2:01.394	<b>6</b> - 27.137 194.2	53.007 140.0	45.233 119.8	2:05.377
<b>3</b>	27.049 194.2	49.664 165.3	<b>44.244</b> 118.6	<b>2:00.957</b>	<b>7</b> - <b>27.005</b> 193.5	<b>49.363</b> 163.1	44.659 110.8	2:01.027
<b>4</b>	27.307 193.2	49.462 164.1	44.356 116.1	2:01.125	<b>8</b> - 27.451 192.1	51.898 136.5	55.610	2:14.959P

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35



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

(contd.)

<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	Chevrolet Lacetti			
1	-X:00.000 182.1	53.021 161.4	46.289 118.5	X:00.000	5 - 27.597 189.8	50.075 163.1	44.528 <i>120.1</i>	2:02.200
2	- 27.687 <i>191.1</i>	50.354 <i>165.1</i>	44.742 116.2	2:02.783	6 - <i>27.349</i> 190.8	<i>49.991</i> 163.6	<i>44.165</i> 119.2	<b>2:01.505</b>
3	- 28.118 <i>191.1</i>	50.827 163.3	48.754	2:07.699P	7 - 27.475 190.4	51.749 148.5	56.555	2:15.779P
4	- 3:10.304 188.4	50.656 162.8	44.372 118.5	4:45.332				
<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	Chevrolet Lacetti			
1	-X:00.000 166.9	54.290 159.2	51.718 121.6	X:00.000	4 - 27.249 191.1	<i>49.862 164.3</i>	44.289 <i>121.8</i>	<b>2:01.400</b>
2	- 27.458 <i>191.8</i>	50.288 161.9	46.667 <i>121.8</i>	2:04.413	5 - <i>27.247</i> 191.1	50.315 148.5	55.099	2:12.661P
3	- 27.474 191.1	50.063 163.3	<i>44.281</i> 121.4	2:01.818				
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	Chevrolet Lacetti			
1	-X:00.000 178.2	53.656 161.6	46.370 120.5	X:00.000	5 - 2:47.664 189.8	50.735 <i>164.8</i>	46.932 120.8	4:25.331
2	- 27.364 192.5	49.574 163.8	44.391 <i>121.2</i>	2:01.329	6 - 27.206 193.2	49.451 163.8	<i>44.036</i> 120.0	<b>2:00.693</b>
3	- 27.325 192.1	<i>49.441</i> 164.3	44.235 119.4	2:01.001	7 - <i>27.165 193.5</i>	50.248 163.1	44.540 120.8	2:01.953
4	- 27.241 192.5	49.599 164.6	48.005	2:04.845P	8 - 27.284 191.8	49.759 163.8	55.139	2:12.182P
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	Honda Accord Euro R			
1	-X:00.000 136.7	1:06.348 115.3	1:02.526	X:00.000P	5 - 26.764 197.0	49.812 166.9	44.060 122.5	2:00.636
2	- 2:47.731 183.0	52.846 164.3	45.710 122.4	4:26.287	6 - <i>26.662 198.1</i>	49.635 <i>168.2</i>	<i>44.058</i> 122.5	<b>2:00.355</b>
3	- 26.905 195.6	50.001 166.6	44.199 122.8	2:01.105	7 - 27.015 192.1	51.006 166.6	57.310	2:15.331P
4	- 26.800 196.7	<i>49.533</i> 167.1	44.108 <i>123.7</i>	2:00.441				
<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R			
1	-X:00.000 159.0	57.566 159.7	53.039	X:00.000P	4 - 27.137 196.0	<i>49.850 167.9</i>	<i>44.017</i> 121.8	<b>2:01.004</b>
2	- 3:46.261 192.5	51.548 156.0	51.337	X:00.000P	5 - <i>27.122 196.7</i>	51.669 116.1	59.141	2:17.932P
3	- 3:31.968 149.1	54.118 164.3	48.130 <i>123.2</i>	X:00.000				
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			
1	-X:00.000 157.6	54.183 163.3	48.384 117.7	X:00.000	5 - 27.295 192.5	50.194 <i>164.6</i>	45.865 119.8	2:03.354
2	- 27.868 191.4	51.160 161.4	46.350 118.6	2:05.378	6 - 27.289 192.5	50.407 163.6	44.575 119.3	2:02.271
3	- 27.345 191.4	50.454 163.1	<i>44.419 120.5</i>	2:02.218	7 - <i>27.204 193.5</i>	<i>50.138</i> 164.3	44.486 118.4	<b>2:01.828</b>
4	- 27.396 191.8	50.419 163.1	44.475 <i>120.5</i>	2:02.290	8 - 27.993 190.4	53.038 161.4	52.339	2:13.370P
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			
1	-X:00.000 166.4	51.965 162.4	47.755 117.9	X:00.000	6 - 27.170 190.8	49.659 162.6	44.572 <i>120.6</i>	2:01.401
2	- 27.697 190.8	49.939 163.3	44.854 118.2	2:02.490	7 - 27.178 191.1	50.121 162.6	45.119 119.3	2:02.418
3	- 27.176 192.1	49.349 164.1	44.485 120.0	2:01.010	8 - 27.171 192.5	49.912 163.3	44.533 117.5	2:01.616
4	- <i>27.010 192.8</i>	<i>49.198</i> 164.1	<i>44.357</i> 118.6	<b>2:00.565</b>	9 - 30.441 179.4	51.310 160.0	53.705	2:15.456P
5	- 27.188 191.1	49.339 <i>164.6</i>	44.511 116.8	2:01.038				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35

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

(contd.)

<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	<b>BMW 320i</b>			<b> </b>
1	-X:00.000 132.6	59.478 134.3	53.371 109.3	X:00.000	5 - 27.104 193.2	49.652 162.4	44.181 117.5	<b>2:00.937</b>
2	- 29.481 180.6	56.013 158.3	53.590 120.2	2:19.084	6 - 27.354 191.1	49.782 <b>163.6</b>	44.464 120.2	2:01.600
3	- 27.352 192.5	49.637 162.6	44.459 119.7	2:01.448	7 - 27.221 192.5	49.883 162.6	44.142 121.8	2:01.246
4	- 27.357 191.8	<b>49.614</b> 162.1	<b>44.075</b> 122.8	2:01.046	8 - 27.183 192.8	50.992 <b>163.6</b>	57.182	2:15.357P
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	<b>BMW 320i</b>			<b> </b>
1	-X:00.000 147.3	54.499 163.1	49.692 119.6	X:00.000	5 - 2:42.322 192.5	<b>49.992</b> 165.1	44.498 121.7	4:16.812
2	- 27.324 195.6	50.037 <b>166.9</b>	44.881 121.8	2:02.242	6 - <b>26.921</b> <b>196.3</b>	50.192 163.3	44.527 113.0	<b>2:01.640</b>
3	- 27.873 195.6	50.055 165.8	<b>44.136</b> 122.0	2:02.064	7 - 28.563 157.4	53.458 163.8	51.110	2:13.131P
4	- 26.958 194.9	50.216 165.8	57.398	2:14.572P				
<b>36</b>	<b>Sascha PLODERL</b>			<b>AUT</b>	<b>Ford Focus ST170</b>			<b> </b>
1	-X:00.000 128.1	59.441 136.0	53.701 115.6	X:00.000	4 - 27.797 188.1	50.907 162.6	45.311 117.7	<b>2:04.015</b>
2	- 29.611 164.8	52.363 162.6	45.403 118.1	2:07.377	5 - 28.294 187.8	51.180 <b>163.8</b>	<b>45.133</b> 118.1	2:04.607
3	- 28.052 <b>188.4</b>	<b>50.815</b> 163.3	45.194 <b>118.8</b>	2:04.061	6 - 29.320 151.4	55.096 162.6	54.112	2:18.528P
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	<b>BMW 320i</b>			<b> </b>
1	-X:00.000 183.0	52.378 140.4	45.957 122.7	X:00.000	6 - 26.946 194.2	<b>49.213</b> 166.4	44.124 123.1	2:00.283
2	- 26.942 195.2	49.144 <b>167.4</b>	44.518 119.4	2:00.604	7 - 26.865 194.2	49.348 165.6	44.241 <b>123.2</b>	2:00.454
3	- 27.352 194.5	49.688 165.3	<b>43.880</b> 121.8	2:00.920	8 - <b>26.798</b> 194.2	49.367 166.4	43.967 122.1	<b>2:00.132</b>
4	- 26.760 <b>196.7</b>	49.430 165.6	44.051 120.2	2:00.241	9 - 27.137 188.1	50.281 166.1	50.147	2:07.565P
5	- 26.952 194.5	49.350 166.6	44.041 122.5	2:00.343				
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>			<b> </b>
1	-X:00.000 187.8	50.428 164.3	44.616 <b>123.5</b>	X:00.000	6 - <b>26.814</b> <b>195.2</b>	<b>49.329</b> <b>165.6</b>	43.986 122.5	<b>2:00.129</b>
2	- 27.038 <b>195.2</b>	49.676 164.8	44.208 122.0	2:00.922	7 - 26.887 194.5	49.330 165.1	44.000 120.8	2:00.217
3	- 27.077 194.5	49.482 <b>165.6</b>	44.030 122.0	2:00.589	8 - 26.884 <b>195.2</b>	49.353 165.3	<b>43.966</b> 118.9	2:00.203
4	- 26.899 194.9	49.464 165.1	44.288 121.7	2:00.651	9 - 27.298 194.5	50.032 165.3	48.417	2:05.747P
5	- 26.897 <b>195.2</b>	49.849 165.3	48.842 123.0	2:05.588				
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b> </b>
1	-X:00.000 190.8	52.101 165.6	44.972 120.6	X:00.000	5 - <b>27.007</b> <b>194.2</b>	49.649 165.6	43.802 118.5	<b>2:00.458</b>
2	- 27.242 193.2	<b>49.624</b> <b>167.7</b>	<b>43.636</b> 121.3	2:00.502	6 - 27.209 193.8	49.732 165.6	44.169 120.1	2:01.110
3	- 27.066 192.8	49.779 165.3	43.681 121.0	2:00.526	7 - 27.122 193.8	50.169 164.6	44.387 119.8	2:01.678
4	- 27.219 <b>194.2</b>	49.627 165.6	43.799 <b>121.6</b>	2:00.645	8 - 27.577 193.5	52.031 162.4	57.292	2:16.900P

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35

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

(contd.)

<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	Alfa Romeo 156			<b> </b>
<b>1</b>	X:00.000 183.9	52.389 165.3	45.626 121.3	X:00.000	<b>5</b> - 27.254 192.1	<b>49.960 166.6</b>	44.194 121.2	<b>2:01.408</b>
<b>2</b>	27.314 192.1	50.492 164.8	44.312 <b>127.8</b>	2:02.118	<b>6</b> - 27.566 <b>193.2</b>	50.047 164.6	<b>43.897</b> 119.0	2:01.510
<b>3</b>	27.379 190.1	50.127 166.4	44.149 121.6	2:01.655	<b>7</b> - 27.555 182.1	51.739 164.6	45.878 120.2	2:05.172
<b>4</b>	27.105 192.1	50.550 165.3	44.239 121.4	2:01.894	<b>8</b> - 27.561 192.1	50.603 164.1	55.432	2:13.596P
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	BMW 320i			<b> </b>
<b>1</b>	X:00.000 138.2	1:08.956 87.3	55.063 117.6	X:00.000	<b>5</b> - 27.421 191.4	50.333 163.3	<b>44.632</b> 117.6	<b>2:02.386</b>
<b>2</b>	28.489 189.1	51.438 162.4	44.977 117.6	2:04.904	<b>6</b> - 27.325 <b>192.8</b>	<b>50.072 165.1</b>	45.010 117.6	2:02.407
<b>3</b>	27.482 <b>192.8</b>	51.584 163.1	44.765 116.7	2:03.831	<b>7</b> - 27.413 191.4	50.438 162.4	44.955 <b>118.6</b>	2:02.806
<b>4</b>	27.435 191.1	50.430 162.1	44.697 117.0	2:02.562	<b>8</b> - 29.318 159.7	56.597 154.5	1:05.902	2:31.817P
<b>55</b>	<b>Alessandro BALZAN</b>			<b>ITA</b>	SEAT Toledo Cupra			<b> </b>
<b>1</b>	X:00.000 151.6	56.335 124.5	48.947 119.8	X:00.000	<b>5</b> - <b>26.856 197.0</b>	49.566 <b>168.2</b>	43.961 119.2	2:00.383
<b>2</b>	27.235 194.9	49.949 166.9	44.243 121.0	2:01.427	<b>6</b> - 27.069 196.0	49.814 166.1	44.221 119.4	2:01.104
<b>3</b>	27.077 195.6	49.490 166.9	43.925 <b>122.1</b>	2:00.492	<b>7</b> - 26.866 195.6	49.871 167.4	43.999 119.3	2:00.736
<b>4</b>	26.912 195.6	<b>49.451 168.2</b>	<b>43.674</b> 121.4	<b>2:00.037</b>	<b>8</b> - 29.986 154.5	1:01.400 124.7	55.535	2:26.921P

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	124.7
2	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	123.5
3	43		Dirk MULLER	GER	BMW 320i	123.5
4	42		Jorg MULLER	GER	BMW 320i	123.2
5	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	123.2
6	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	123.1
7	31		Giuseppe CIRO	ITA	BMW 320i	122.8
8	3		James THOMPSON	GBR	Alfa Romeo 156	122.7
9	10		Peter TERTING	GER	SEAT Toledo Cupra	122.4
10	5		Antonio GARCIA	ESP	BMW 320i	122.3
11	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	122.1
12	32		Marc HENNERICI	GER	BMW 320i	122.0
13	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	121.8
14	22		Nicola LARINI	ITA	Chevrolet Lacetti	121.8
15	52		Andrea LARINI	ITA	Alfa Romeo 156	121.8
16	51		Salvatore TAVANO	ITA	Alfa Romeo 156	121.6
17	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	121.4
18	4		Alessandro ZANARDI	ITA	BMW 320i	121.3
19	23		Alain MENU	SUI	Chevrolet Lacetti	121.2
20	15		Thomas JAGER	GER	Ford Focus	120.6
21	30		Stefano D'ASTE	ITA	BMW 320i	120.6
22	28		Carl ROSENBLAD	SWE	BMW 320i	120.5
23	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	120.4
24	20		Tom CORONEL	NED	Seat Toledo Cupra	120.4
25	14		Thomas KLENKE	GER	Ford Focus	120.2
26	21		Robert HUFF	GBR	Chevrolet Lacetti	120.1
27	36		Sascha PLODERL	AUT	Ford Focus ST170	118.8
28	53		Gianluca DE LORENZI	ITA	BMW 320i	118.6

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35  
Printed - 09:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	198.8
2	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	198.1
3	3		James THOMPSON	GBR	Alfa Romeo 156	197.8
4	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	197.0
5	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	196.7
6	42		Jorg MULLER	GER	BMW 320i	196.7
7	32		Marc HENNERICI	GER	BMW 320i	196.3
8	10		Peter TERTING	GER	SEAT Toledo Cupra	196.3
9	4		Alessandro ZANARDI	ITA	BMW 320i	196.3
10	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	196.0
11	5		Antonio GARCIA	ESP	BMW 320i	195.6
12	43		Dirk MULLER	GER	BMW 320i	195.2
13	1		Andy PRIAULX	GBR	BMW 320i	194.9
14	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	194.5
15	20		Tom CORONEL	NED	Seat Toledo Cupra	194.5
16	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	194.2
17	51		Salvatore TAVANO	ITA	Alfa Romeo 156	194.2
18	23		Alain MENU	SUI	Chevrolet Lacetti	193.5
19	28		Carl ROSENBLAD	SWE	BMW 320i	193.5
20	52		Andrea LARINI	ITA	Alfa Romeo 156	193.2
21	31		Giuseppe CIRO	ITA	BMW 320i	193.2
22	30		Stefano D'ASTE	ITA	BMW 320i	192.8
23	53		Gianluca DE LORENZI	ITA	BMW 320i	192.8
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	191.8
25	14		Thomas KLENKE	GER	Ford Focus	191.1
26	21		Robert HUFF	GBR	Chevrolet Lacetti	191.1
27	15		Thomas JAGER	GER	Ford Focus	190.8
28	36		Sascha PLODERL	AUT	Ford Focus ST170	188.4

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

www.mstworld.com

Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35

Printed - 09:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### WARM UP - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	169.2
2	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	169.0
3	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	168.2
4	3		James THOMPSON	GBR	Alfa Romeo 156	168.2
5	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	168.2
6	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	167.9
7	10		Peter TERTING	GER	SEAT Toledo Cupra	167.9
8	51		Salvatore TAVANO	ITA	Alfa Romeo 156	167.7
9	4		Alessandro ZANARDI	ITA	BMW 320i	167.4
10	42		Jorg MULLER	GER	BMW 320i	167.4
11	5		Antonio GARCIA	ESP	BMW 320i	167.1
12	32		Marc HENNERICI	GER	BMW 320i	166.9
13	20		Tom CORONEL	NED	Seat Toledo Cupra	166.9
14	52		Andrea LARINI	ITA	Alfa Romeo 156	166.6
15	1		Andy PRIAULX	GBR	BMW 320i	166.1
16	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	165.6
17	43		Dirk MULLER	GER	BMW 320i	165.6
18	53		Gianluca DE LORENZI	ITA	BMW 320i	165.1
19	21		Robert HUFF	GBR	Chevrolet Lacetti	165.1
20	23		Alain MENU	SUI	Chevrolet Lacetti	164.8
21	28		Carl ROSENBLAD	SWE	BMW 320i	164.6
22	30		Stefano D'ASTE	ITA	BMW 320i	164.6
23	22		Nicola LARINI	ITA	Chevrolet Lacetti	164.3
24	15		Thomas JAGER	GER	Ford Focus	163.8
25	36		Sascha PLODERL	AUT	Ford Focus ST170	163.8
26	14		Thomas KLENKE	GER	Ford Focus	163.8
27	31		Giuseppe CIRO	ITA	BMW 320i	163.6
28	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	163.3

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 21.7°/Dry

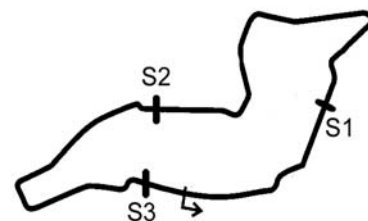
www.mstworld.com

Imola  
Circuit Length = 4.9330 km.  
Start: 09:20 End: 09:35  
Printed - 09:42 Sunday, 29 May 2005

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

POS	SECTOR 1			SECTOR 2			SECTOR 3			NAME	IDEAL/BEST LAP COMPARISON			DIFF	
	NO	TIME	LAP	NO	TIME	LAP	NO	TIME	LAP		NO	IDEAL	BEST		LAP
1	6	26.556	4	10	48.893	4	6	43.331	2	6	GIOVANARD	1:58.899	1:59.047	3	+ 0.148
2	26	26.662	6	6	49.012	3	3	43.489	4	10	TERTING	1:59.163	1:59.347	5	+ 0.184
3	2	26.744	4	42	49.144	2	10	43.489	5	3	THOMPSON	1:59.496	1:59.532	4	+ 0.036
4	42	26.760	4	3	49.162	4	51	43.636	2	2	TARQUINI	1:59.749	1:59.872	6	+ 0.123
5	4	26.776	4	30	49.198	4	8	43.661	6	42	MULLER	1:59.784	2:00.132	8	+ 0.348
6	10	26.781	6	5	49.243	3	55	43.674	4	4	ZANARDI	1:59.913	1:59.913	4	+ 0.000
7	43	26.814	6	4	49.258	4	2	43.720	6	8	RYDELL	1:59.964	2:00.018	6	+ 0.054
8	3	26.845	5	2	49.285	6	5	43.815	7	55	BALZAN	1:59.981	2:00.037	4	+ 0.056
9	55	26.856	5	43	49.329	6	4	43.879	4	5	GARCIA	1:59.985	2:00.236	7	+ 0.251
10	1	26.890	3	20	49.363	7	42	43.880	3	43	MULLER	2:00.109	2:00.129	6	+ 0.020
11	32	26.921	6	8	49.378	7	52	43.897	6	26	COLCIAGO	2:00.253	2:00.355	6	+ 0.102
12	8	26.925	7	23	49.441	3	43	43.966	8	51	TAVANO	2:00.267	2:00.458	5	+ 0.191
13	5	26.927	6	55	49.451	4	27	44.017	4	1	PRIAULX	2:00.482	2:00.865	4	+ 0.383
14	20	27.005	7	1	49.516	4	23	44.036	6	30	D'ASTE	2:00.565	2:00.565	4	+ 0.000
15	51	27.007	5	26	49.533	4	26	44.058	6	20	CORONEL	2:00.612	2:00.957	3	+ 0.345
16	30	27.010	4	31	49.614	4	31	44.075	4	23	MENU	2:00.642	2:00.693	6	+ 0.051
17	31	27.104	5	51	49.624	2	1	44.076	3	31	CIRO	2:00.793	2:00.937	5	+ 0.144
18	52	27.105	4	14	49.764	3	32	44.136	3	52	LARINI	2:00.962	2:01.408	5	+ 0.446
19	27	27.122	5	27	49.850	4	14	44.155	4	27	DE MICHELI	2:00.989	2:01.004	4	+ 0.015
20	23	27.165	7	22	49.862	4	21	44.165	6	32	HENNERICI	2:01.049	2:01.640	6	+ 0.591
21	18	27.193	3	52	49.960	5	20	44.244	3	14	KLENKE	2:01.180	2:01.213	4	+ 0.033
22	28	27.204	7	21	49.991	6	22	44.281	3	22	LARINI	2:01.390	2:01.400	4	+ 0.010
23	15	27.207	7	32	49.992	5	30	44.357	4	21	HUFF	2:01.505	2:01.505	6	+ 0.000
24	22	27.247	5	15	50.024	4	28	44.419	3	15	JAGER	2:01.676	2:01.754	7	+ 0.078
25	14	27.261	4	53	50.072	6	15	44.445	6	28	ROSENBLAD	2:01.761	2:01.828	7	+ 0.067
26	53	27.325	6	28	50.138	7	53	44.632	5	53	DE LORENZI	2:02.029	2:02.386	5	+ 0.357
27	21	27.349	6	18	50.381	2	18	45.104	2	18	MASTRETTA	2:02.678	2:02.868	2	+ 0.190
28	36	27.797	4	36	50.815	3	36	45.133	5	36	PLODERL	2:03.745	2:04.015	4	+ 0.270

'Perfect Lap' - 1:58.780

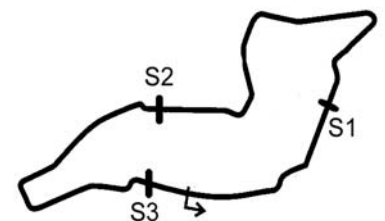


Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 21.7° /Dry

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

SECTOR 1				SECTOR 2				SECTOR 3				
POS	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP
1	6	GIOVANARDI	198.8	3	6	GIOVANARDI	169.2	5	1	PRIAULX	124.7	2
2	26	COLCIAGO	198.1	6	2	TARQUINI	169.0	2	6	GIOVANARDI	123.5	1
3	3	THOMPSON	197.8	5	3	THOMPSON	168.2	5	43	MULLER	123.5	1
4	55	BALZAN	197.0	5	26	COLCIAGO	168.2	6	27	DE MICHELI	123.2	3
5	27	DE MICHELI	196.7	5	55	BALZAN	168.2	4	42	MULLER	123.2	7
6	42	MULLER	196.7	4	10	TERTING	167.9	4	26	COLCIAGO	123.1	4
7	4	ZANARDI	196.3	3	27	DE MICHELI	167.9	4	31	CIRO	122.8	4
8	10	TERTING	196.3	3	51	TAVANO	167.7	2	3	THOMPSON	122.7	3
9	32	HENNERICI	196.3	6	4	ZANARDI	167.4	4	10	TERTING	122.4	3
10	2	TARQUINI	196.0	2	42	MULLER	167.4	2	5	GARCIA	122.3	4
11	5	GARCIA	195.6	6	5	GARCIA	167.1	6	55	BALZAN	122.1	3
12	43	MULLER	195.2	2	20	CORONEL	166.9	1	32	HENNERICI	122.0	3
13	1	PRIAULX	194.9	3	32	HENNERICI	166.9	2	8	RYDELL	121.8	3
14	18	MASTRETTA	194.5	3	52	LARINI	166.6	5	22	LARINI	121.8	2
15	20	CORONEL	194.5	2	1	PRIAULX	166.1	6	52	LARINI	121.8	2
16	8	RYDELL	194.2	7	8	RYDELL	165.6	6	51	TAVANO	121.6	4
17	51	TAVANO	194.2	4	43	MULLER	165.6	3	2	TARQUINI	121.4	6
18	23	MENU	193.5	7	21	HUFF	165.1	2	4	ZANARDI	121.3	2
19	28	ROSENBLAD	193.5	7	53	DE LORENZI	165.1	6	23	MENU	121.2	2
20	31	CIRO	193.2	5	23	MENU	164.8	5	15	JAGER	120.6	7
21	52	LARINI	193.2	6	28	ROSENBLAD	164.6	5	30	D'ASTE	120.6	6
22	30	D'ASTE	192.8	4	30	D'ASTE	164.6	5	28	ROSENBLAD	120.5	3
23	53	DE LORENZI	192.8	3	22	LARINI	164.3	4	18	MASTRETTA	120.4	3
24	22	LARINI	191.8	2	14	KLENKE	163.8	3	20	CORONEL	120.4	1
25	14	KLENKE	191.1	3	15	JAGER	163.8	7	14	KLENKE	120.2	2
26	21	HUFF	191.1	2	36	PLODERL	163.8	5	21	HUFF	120.1	5
27	15	JAGER	190.8	6	31	CIRO	163.6	6	36	PLODERL	118.8	3
28	36	PLODERL	188.4	3	18	MASTRETTA	163.3	6	53	DE LORENZI	118.6	7



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 21.7° /Dry

Printed at 09:45, Sunday, 29 May, 2005  
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Page 1

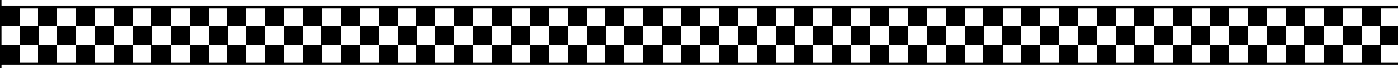


# 2005 FIA World Touring Car Championship

## GRID - RACE 1

ROW 16	36 PLODERL	15 JAGER
ROW 15	18 MASTRETTA	54 VALLI
ROW 14	53 DE LORENZI	52 LARINI
ROW 13	32 HENNERICI	14 KLENKE
ROW 12	51 TAVANO	31 CIRO
ROW 11	21 HUFF	20 CORONEL
ROW 10	22 LARINI	30 D'ASTE
ROW 9	23 MENU	10 TERTING
ROW 8	28 ROSENBLAD	55 BALZAN
ROW 7	2 TARQUINI	4 ZANARDI
ROW 6	42 MULLER	11 PLATO
ROW 5	27 DE MICHELI	8 RYDELL
ROW 4	3 THOMPSON	43 MULLER
ROW 3	26 COLCIAGO	1 PRIAULX
ROW 2	7 FARFUS JR.	9 GENE
ROW 1	5 GARCIA	6 GIOVANARDI

**POLE**



Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 In accordance with Stewards decisions TC05 (Silverstone) & TC01, 02, 03 (Imola)

Imola  
 Circuit Length = 4.9330 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	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	22:12.202	11		145.99	2:00.208
2	5		Antonio GARCIA	ESP	BMW 320i	22:15.348	11	3.146	145.65	2:00.730
3	1		Andy PRIAULX	GBR	BMW 320i	22:20.333	11	8.131	145.10	2:01.203
4	43		Dirk MULLER	GER	BMW 320i	22:21.328	11	9.126	145.00	2:01.417
5	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	22:24.501	11	12.299	144.65	2:01.144
6	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	22:27.377	11	15.175	144.35	2:01.354
7	3		James THOMPSON	GBR	Alfa Romeo 156	22:29.197	11	16.995	144.15	2:01.738
8	4		Alessandro ZANARDI	ITA	BMW 320i	22:29.678	11	17.476	144.10	2:01.806
9	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	22:30.176	11	17.974	144.05	2:01.593
10	10		Peter TERTING	GER	SEAT Toledo Cupra	22:30.543	11	18.341	144.01	2:01.109
11	11		Jason PLATO	GBR	SEAT Toledo Cupra	22:35.990	11	23.788	143.43	2:01.503
12	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	22:37.882	11	25.680	143.23	2:01.525
13	22		Nicola LARINI	ITA	Chevrolet Lacetti	22:46.821	11	34.619	142.29	2:02.688
14	23		Alain MENU	SUI	Chevrolet Lacetti	22:47.697	11	35.495	142.20	2:02.837
15	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	22:53.236	11	41.034	141.63	2:02.026
16	28	I	Carl ROSENBLAD	SWE	BMW 320i	22:54.018	11	41.816	141.55	2:03.010
17	14		Thomas KLENKE	GER	Ford Focus	22:55.948	11	43.746	141.35	2:02.898
18	20	I	Tom CORONEL	NED	Seat Toledo Cupra	22:59.358	11	47.156	141.00	2:03.088
19	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	23:04.162	11	51.960	140.51	2:03.695
20	21		Robert HUFF	GBR	Chevrolet Lacetti	23:04.771	11	52.569	140.45	2:03.764
21	53	I	Gianluca DE LORENZI	ITA	BMW 320i	23:07.801	11	55.599	140.14	2:04.549
22	30	I	Stefano D'ASTE	ITA	BMW 320i	23:09.504	11	57.302	139.97	2:04.036
23	52	I	Andrea LARINI	ITA	Alfa Romeo 156	23:19.519	11	1:07.317	138.97	2:04.938
24	54	I	Stefano VALLI	RSM	BMW 320i	23:20.124	11	1:07.922	138.91	2:05.315
25	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	23:20.455	11	1:08.253	138.87	2:04.506
26	15		Thomas JAGER	GER	Ford Focus	24:25.976	11	2:13.774	132.67	2:04.979
27	42		Jorg MULLER	GER	BMW 320i	23:29.152	10	1 LAP	125.41	2:01.650

#### NOT CLASSIFIED

36	I	Sascha PLODERL	AUT	Ford Focus ST170	10:43.295	5	D.N.F.	136.70	2:04.253
31	I	Giuseppe CIRO	ITA	BMW 320i	11:11.840	5	D.N.F.	130.89	2:04.758
27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	4:34.417	2	D.N.F.	126.32	2:11.256
32	I	Marc HENNERICI	GER	BMW 320i	4:59.863	2	D.N.F.	115.60	2:14.040
9		Jordi GENE	ESP	SEAT Toledo Cupra	2:05.255	1	D.N.F.	134.96	2:05.255

#### FASTEST LAP

6		Fabrizio GIOVANARDI		Alfa Romeo 156	2:00.208	4	147.73kph	91.79mph
55	I	Alessandro BALZAN		SEAT Toledo Cupra	2:01.525	3	146.13kph	90.80mph

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32

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
5		2:00.730	6		2:00.618	6		2:00.348	6		2:00.208	6		2:00.662
6	0.975	2:01.705	5	0.456	2:02.049	5	1.221	2:01.113	5	1.914	2:00.901	5	2.020	2:00.768
1	2.598	2:03.328	1	2.534	2:01.529	1	3.725	2:01.539	1	4.741	2:01.224	1	5.454	2:01.375
43	2.951	2:03.681	43	2.889	2:01.531	43	4.097	2:01.556	43	5.492	2:01.603	43	6.247	2:01.417
9	4.525	2:05.255	26	5.218	2:01.967	7	7.449	2:02.241	7	8.743	2:01.502	7	9.395	2:01.314
7	4.787	2:05.517	7	5.556	2:02.362	26	7.663	2:02.793	26	9.299	2:01.844	26	9.991	2:01.354
26	4.844	2:05.574	3	6.182	2:01.882	3	7.922	2:02.088	3	9.770	2:02.056	3	10.846	2:01.738
3	5.893	2:06.623	4	7.009	2:01.806	4	8.539	2:01.878	4	10.303	2:01.972	4	11.754	2:02.113
4	6.796	2:07.526	8	7.361	2:01.593	8	8.798	2:01.785	8	10.707	2:02.117	8	11.985	2:01.940
8	7.361	2:08.091	11	7.691	2:01.503	11	9.098	2:01.755	11	11.051	2:02.161	11	12.337	2:01.948
11	7.781	2:08.511	10	10.431	2:01.822	10	11.273	2:01.190	10	12.174	2:01.109	10	13.056	2:01.544
55	9.872	2:10.602	55	10.907	2:02.628	55	12.084	2:01.525	55	13.529	2:01.653	55	14.851	2:01.984
10	10.202	2:10.932	28	12.876	2:04.087	28	16.204	2:03.676	28	19.006	2:03.010	23	22.318	2:03.259
28	10.382	2:11.112	31	13.808	2:04.758	23	17.092	2:03.134	23	19.721	2:02.837	28	22.656	2:04.312
27	10.526	2:11.256	23	14.306	2:03.782	22	18.046	2:03.568	22	20.526	2:02.688	22	23.081	2:03.217
31	10.643	2:11.373	22	14.826	2:03.821	31	20.076	2:06.616	31	25.386	2:05.518	2	26.954	2:02.026
23	12.117	2:12.847	51	17.554	2:05.473	51	20.901	2:03.695	2	25.590	2:03.562	51	29.796	2:04.338
22	12.598	2:13.328	30	17.711	2:06.185	30	21.399	2:04.036	51	26.120	2:05.427	30	30.017	2:04.312
30	13.119	2:13.849	21	18.029	2:05.152	2	22.236	2:02.794	30	26.367	2:05.176	14	32.006	2:05.773
32	13.310	2:14.040	53	18.524	2:05.796	21	22.592	2:04.911	21	26.633	2:04.249	20	32.325	2:05.541
51	13.674	2:14.404	15	19.378	2:06.014	53	23.389	2:05.213	14	26.895	2:03.572	21	33.393	2:07.422
53	14.321	2:15.051	2	19.790	2:05.272	14	23.531	2:03.509	20	27.446	2:03.757	53	33.663	2:06.028
21	14.470	2:15.200	14	20.370	2:06.182	20	23.897	2:03.088	53	28.297	2:05.116	15	38.873	2:05.038
54	14.779	2:15.509	54	20.737	2:07.551	54	26.663	2:06.274	52	34.127	2:06.771	52	39.370	2:05.905
15	14.957	2:15.687	20	21.157	2:05.092	15	27.164	2:08.134	15	34.497	2:07.541	36	39.754	2:05.657
52	15.336	2:16.066	52	22.974	2:09.231	52	27.564	2:04.938	36	34.759	2:05.985	18	40.494	2:05.894
14	15.781	2:16.511	18	24.138	2:07.208	18	28.296	2:04.506	18	35.262	2:07.174	54	41.069	2:05.484
2	16.111	2:16.841	36	25.077	2:09.878	36	28.982	2:04.253	54	36.247	2:09.792	42	1 LAP	2:01.736
36	16.792	2:17.522	27	32.094	2:23.161P	42	1 LAP	3:21.450	42	1 LAP	2:01.650	31	1:08.299	2:43.575P
20	17.658	2:18.388	32	57.540	2:45.823P									
18	18.523	2:19.253												
42	1:41.009	3:41.739P												

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 Weather/Track: Sun 30.6°/Dry°

Imola  
 Circuit Length = 4.9330 km.  
 Start: 15:10 End: 15:32

## 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
6		2:01.041	6		2:01.191	6		2:01.516	6		2:01.224	6		2:01.495
5	2.207	2:01.228	5	2.514	2:01.498	5	2.501	2:01.503	5	2.896	2:01.619	5	2.863	2:01.462
1	5.616	2:01.203	1	6.620	2:02.195	1	7.060	2:01.956	1	8.095	2:02.259	1	8.217	2:01.617
43	6.911	2:01.705	43	7.906	2:02.186	43	8.212	2:01.822	43	8.532	2:01.544	43	8.679	2:01.642
7	9.498	2:01.144	7	10.229	2:01.922	7	10.488	2:01.775	7	11.186	2:01.922	7	11.909	2:02.218
26	10.814	2:01.864	26	11.549	2:01.926	26	12.163	2:02.130	26	13.552	2:02.613	26	14.380	2:02.323
3	11.890	2:02.085	3	13.275	2:02.576	3	13.857	2:02.098	3	15.277	2:02.644	3	16.472	2:02.690
4	12.569	2:01.856	4	14.065	2:02.687	4	15.004	2:02.455	4	16.316	2:02.536	4	17.110	2:02.289
8	14.967	2:04.023	8	16.074	2:02.298	8	16.371	2:01.813	8	17.239	2:02.092	8	17.695	2:01.951
10	15.195	2:03.180	10	16.662	2:02.658	10	16.848	2:01.702	10	17.886	2:02.262	10	18.476	2:02.085
11	15.520	2:04.224	11	17.198	2:02.869	11	19.684	2:04.002	11	21.486	2:03.026	11	22.110	2:02.119
55	16.173	2:02.363	55	18.474	2:03.492	55	20.064	2:03.106	55	22.377	2:03.537	55	24.576	2:03.694
23	24.384	2:03.107	23	26.503	2:03.310	23	28.195	2:03.208	23	30.516	2:03.545	23	32.158	2:03.137
22	25.565	2:03.525	22	27.498	2:03.124	22	28.842	2:02.860	22	30.988	2:03.370	22	32.598	2:03.105
28	26.122	2:04.507	28	28.677	2:03.746	28	30.351	2:03.190	28	32.980	2:03.853	28	34.839	2:03.354
2	28.240	2:02.327	2	29.613	2:02.564	2	30.938	2:02.841	2	33.372	2:03.658	2	35.225	2:03.348
51	33.049	2:04.294	51	36.246	2:04.388	14	38.886	2:03.353	14	41.099	2:03.437	14	42.502	2:02.898
30	34.006	2:05.030	14	37.049	2:03.896	51	39.429	2:04.699	51	43.416	2:05.211	20	45.889	2:03.855
14	34.344	2:03.379	20	37.961	2:04.106	20	39.723	2:03.278	20	43.529	2:05.030	51	47.816	2:05.895
20	35.046	2:03.762	30	39.118	2:06.303	30	41.658	2:04.056	21	45.864	2:04.205	21	50.211	2:05.842
21	37.159	2:04.807	21	40.635	2:04.667	21	42.883	2:03.764	30	46.485	2:06.051	53	52.057	2:05.133
53	37.644	2:05.022	53	41.422	2:04.969	53	44.455	2:04.549	53	48.419	2:05.188	30	52.725	2:07.735
15	42.811	2:04.979	15	46.612	2:04.992	15	50.223	2:05.127	15	54.174	2:05.175	15	58.384	2:05.705
52	43.598	2:05.269	52	47.787	2:05.380	52	51.969	2:05.698	52	57.012	2:06.267	52	1:01.930	2:06.413
18	44.595	2:05.142	18	48.391	2:04.987	18	52.435	2:05.560	18	57.388	2:06.177	54	1:02.987	2:06.286
54	45.348	2:05.320	54	49.932	2:05.775	54	54.105	2:05.689	54	58.196	2:05.315	18	1:03.166	2:07.273
42	1 LAP	2:02.683	42	1 LAP	2:03.245	42	1 LAP	2:03.457	42	1 LAP	2:02.428	42	1 LAP	2:04.887

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32

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

(contd.)

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
6		2:02.194												
5	3.146	2:02.477												
1	8.131	2:02.108												
43	9.126	2:02.641												
7	12.299	2:02.584												
26	15.175	2:02.989												
3	16.995	2:02.717												
4	17.476	2:02.560												
8	17.974	2:02.473												
10	18.341	2:02.059												
11	23.788	2:03.872												
55	25.680	2:03.298												
22	34.619	2:04.215												
23	35.495	2:05.531												
2	41.034	2:08.003												
28	41.816	2:09.171												
14	43.746	2:03.438												
20	47.156	2:03.461												
51	51.960	2:06.338												
21	52.569	2:04.552												
53	55.599	2:05.736												
30	57.302	2:06.771												
52	1:07.317	2:07.581												
54	1:07.922	2:07.129												
18	1:08.253	2:07.281												
42	1 LAP	2:05.877												
15	2:13.774	3:17.584P												

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32

## 2005 FIA World Touring Car Championship

### RACE 1 - SECTOR ANALYSIS

1		Andy PRIAULX		GBR		BMW 320i			
1 -	28.180 191.8	50.587 164.6	44.561 120.2	2:03.328	7 -	27.239 193.8	50.091 164.1	44.865 117.7	2:02.195
2 -	27.241 191.8	<b>49.705</b> 164.1	44.583 120.8	2:01.529	8 -	27.331 192.8	50.081 163.8	44.544 121.2	2:01.956
3 -	27.033 <b>194.9</b>	50.260 <b>165.7</b>	44.246 <b>122.5</b>	2:01.539	9 -	27.393 192.8	50.410 163.8	44.456 120.2	2:02.259
4 -	27.117 194.2	50.189 164.8	43.918 121.2	2:01.224	10 -	27.188 193.5	50.090 164.6	44.339 122.1	2:01.617
5 -	27.202 193.8	49.851 <b>165.7</b>	44.322 121.7	2:01.375	11 -	<b>26.993</b> 192.8	50.384 163.8	44.731 118.9	2:02.108
6 -	27.185 193.2	49.821 164.8	44.197 119.4	<b>2:01.203</b>					
2		Gabriele TARQUINI		ITA		Alfa Romeo 156			
1 -	39.674 166.6	52.100 165.3	45.067 <b>120.6</b>	2:16.841	7 -	27.011 194.5	50.696 165.1	44.857 115.7	2:02.564
2 -	28.096 194.5	51.965 164.8	45.211 118.4	2:05.272	8 -	27.323 193.5	50.734 <b>165.8</b>	44.784 116.3	2:02.841
3 -	27.248 194.2	50.608 <b>165.8</b>	44.938 118.4	2:02.794	9 -	27.285 <b>195.6</b>	51.011 165.6	45.362 115.2	2:03.658
4 -	27.092 195.2	51.337 165.3	45.133 119.0	2:03.562	10 -	27.287 <b>195.6</b>	51.039 165.6	45.022 116.2	2:03.348
5 -	<b>27.053</b> 193.2	<b>50.163</b> 165.6	44.810 118.8	<b>2:02.026</b>	11 -	27.298 194.2	53.600 162.6	47.105 114.5	2:08.003
6 -	27.003 195.2	50.490 164.6	44.834 118.5	2:02.327					
3		James THOMPSON		GBR		Alfa Romeo 156			
1 -	32.096 187.1	50.335 <b>166.6</b>	44.192 119.4	2:06.623	7 -	27.248 195.2	50.681 165.8	44.647 118.2	2:02.576
2 -	<b>27.114</b> 197.8	50.255 165.6	44.513 118.8	2:01.882	8 -	27.311 196.0	50.307 166.4	44.480 117.5	2:02.098
3 -	26.939 <b>198.1</b>	<b>49.965</b> 165.3	45.184 <b>121.3</b>	2:02.088	9 -	27.267 195.6	50.585 165.6	44.792 116.3	2:02.644
4 -	27.471 <b>198.1</b>	50.155 164.8	44.430 119.4	2:02.056	10 -	27.276 196.7	50.531 165.6	44.883 118.1	2:02.690
5 -	27.066 196.3	50.222 166.1	44.450 116.1	<b>2:01.738</b>	11 -	27.258 196.3	50.601 165.6	44.858 116.5	2:02.717
6 -	27.202 196.7	50.363 166.4	44.520 117.3	2:02.085					
4		Alessandro ZANARDI		ITA		BMW 320i			
1 -	31.964 186.5	51.277 164.1	44.285 120.4	2:07.526	7 -	27.158 196.0	50.615 164.3	44.914 116.7	2:02.687
2 -	27.306 196.0	<b>50.069</b> 165.1	44.431 120.8	<b>2:01.806</b>	8 -	27.186 196.0	50.472 164.3	44.797 116.6	2:02.455
3 -	27.051 195.2	50.077 164.3	44.750 119.4	2:01.878	9 -	27.287 194.9	50.484 164.1	44.765 120.2	2:02.536
4 -	27.235 <b>197.4</b>	50.296 <b>165.6</b>	44.441 <b>121.0</b>	2:01.972	10 -	<b>27.008</b> 196.7	50.576 164.8	44.705 118.8	2:02.289
5 -	27.018 196.3	50.330 164.8	44.765 119.0	2:02.113	11 -	27.109 197.0	50.634 164.1	44.817 119.2	2:02.560
6 -	27.229 196.0	50.120 164.6	44.507 119.8	2:01.856					
5		Antonio GARCIA		ESP		BMW 320i			
1 -	27.195 192.8	49.510 162.6	44.025 <b>122.0</b>	<b>2:00.730</b>	7 -	27.278 193.2	49.648 163.8	44.572 120.2	2:01.498
2 -	27.138 192.8	<b>49.428</b> 163.6	45.483 121.2	2:02.049	8 -	27.184 193.5	49.877 163.8	44.442 118.2	2:01.503
3 -	27.058 <b>195.6</b>	49.941 164.6	44.114 <b>122.0</b>	2:01.113	9 -	27.153 193.5	50.088 164.6	44.378 120.1	2:01.619
4 -	27.047 194.9	49.686 164.3	44.168 <b>122.0</b>	2:00.901	10 -	27.076 193.8	50.063 164.3	44.323 120.5	2:01.462
5 -	<b>27.019</b> 194.2	49.530 <b>164.8</b>	44.219 118.8	2:00.768	11 -	27.108 194.5	50.306 <b>164.8</b>	45.063 114.7	2:02.477
6 -	27.190 194.5	49.776 164.3	44.262 117.3	2:01.228					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32  
Printed - 15:40 Sunday, 29 May 2005

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

(contd.)

<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	Alfa Romeo 156				
<b>1</b> -	28.484 <i>197.4</i>	49.625 166.9	43.596 <i>122.3</i>	2:01.705	<b>7</b> -	26.934 193.5	49.908 165.8	44.349 120.1	2:01.191
<b>2</b> -	26.716 197.0	<b>49.403</b> <i>167.9</i>	44.499 121.4	2:00.618	<b>8</b> -	27.072 195.6	50.214 165.8	44.230 120.1	2:01.516
<b>3</b> -	26.849 196.0	49.615 166.6	43.884 122.1	2:00.348	<b>9</b> -	26.952 194.9	50.006 166.9	44.266 120.8	2:01.224
<b>4</b> -	<b>26.786</b> 196.3	49.623 166.6	43.799 120.9	<b>2:00.208</b>	<b>10</b> -	26.960 195.2	50.229 164.8	44.306 120.4	2:01.495
<b>5</b> -	26.903 195.6	49.840 166.9	43.919 117.9	2:00.662	<b>11</b> -	26.946 196.3	50.429 165.6	44.819 119.8	2:02.194
<b>6</b> -	27.000 194.5	49.889 166.1	44.152 121.0	2:01.041					
<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156				
<b>1</b> -	29.615 194.5	49.959 163.6	45.943 106.2	2:05.517	<b>7</b> -	27.177 195.2	50.336 164.6	44.409 118.9	2:01.922
<b>2</b> -	28.020 196.0	50.181 165.1	44.161 <i>120.9</i>	2:02.362	<b>8</b> -	<b>27.140</b> 194.9	50.289 165.6	44.346 117.6	2:01.775
<b>3</b> -	26.908 <i>196.7</i>	50.453 153.8	44.880 117.7	2:02.241	<b>9</b> -	27.182 194.9	50.383 164.8	44.357 118.6	2:01.922
<b>4</b> -	27.193 195.2	50.054 165.3	44.255 119.6	2:01.502	<b>10</b> -	27.307 195.2	50.455 165.1	44.456 116.8	2:02.218
<b>5</b> -	27.134 194.9	49.964 165.6	44.216 118.8	2:01.314	<b>11</b> -	27.213 <i>196.7</i>	50.648 <i>166.6</i>	44.723 116.1	2:02.584
<b>6</b> -	27.050 194.9	<b>49.924</b> 165.8	44.170 116.8	<b>2:01.144</b>					
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra				
<b>1</b> -	32.685 186.2	50.749 163.1	44.657 <i>120.4</i>	2:08.091	<b>7</b> -	27.392 191.4	50.365 163.8	44.541 117.5	2:02.298
<b>2</b> -	<b>26.988</b> 193.8	<b>50.058</b> 164.8	44.547 119.7	<b>2:01.593</b>	<b>8</b> -	27.142 193.2	50.409 163.8	44.262 117.7	2:01.813
<b>3</b> -	27.016 195.6	50.066 164.3	44.703 119.8	2:01.785	<b>9</b> -	27.202 193.2	50.510 164.1	44.380 117.5	2:02.092
<b>4</b> -	27.242 194.9	50.275 163.6	44.600 118.2	2:02.117	<b>10</b> -	27.221 191.8	50.429 164.3	44.301 117.5	2:01.951
<b>5</b> -	27.131 195.2	50.219 164.1	44.590 120.2	2:01.940	<b>11</b> -	27.205 <i>196.0</i>	50.709 <i>165.1</i>	44.559 116.8	2:02.473
<b>6</b> -	27.224 193.8	51.624 164.1	45.175 115.1	2:04.023					
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra				
<b>1</b> -	29.330 <i>194.2</i>	<i>50.132</i> <i>163.1</i>	45.793 <i>105.0</i>	<b>2:05.255</b>					
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra				
<b>1</b> -	34.174 186.5	51.360 <i>165.6</i>	45.398 111.9	2:10.932	<b>7</b> -	27.502 192.8	50.367 163.6	44.789 117.9	2:02.658
<b>2</b> -	27.733 191.4	49.861 164.3	44.228 119.2	2:01.822	<b>8</b> -	27.279 191.8	50.131 162.8	44.292 114.6	2:01.702
<b>3</b> -	27.077 192.5	50.136 162.6	43.977 <i>120.2</i>	2:01.190	<b>9</b> -	27.520 190.4	50.595 162.8	44.147 114.8	2:02.262
<b>4</b> -	27.099 192.1	<b>49.774</b> 163.6	44.236 118.5	<b>2:01.109</b>	<b>10</b> -	27.433 193.2	50.387 160.4	44.265 118.5	2:02.085
<b>5</b> -	27.180 192.5	50.056 163.6	44.308 118.9	2:01.544	<b>11</b> -	<b>27.254</b> 192.5	50.524 163.6	44.281 114.8	2:02.059
<b>6</b> -	27.195 <i>193.5</i>	50.131 163.8	45.854 114.8	2:03.180					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32

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

(contd.)

<b>11</b>	<b>Jason PLATO</b>			<b>GBR</b>	<b>SEAT Toledo Cupra</b>				
<b>1</b> -	33.222 189.1	50.930 164.8	44.359 120.5	<b>2:08.511</b>	<b>7</b> -	27.354 195.2	50.712 164.8	44.803 117.1	<b>2:02.869</b>
<b>2</b> -	<b>27.018</b> 196.0	<b>50.011</b> 165.8	44.474 120.5	<b>2:01.503</b>	<b>8</b> -	27.294 193.5	50.341 164.1	46.367 111.2	<b>2:04.002</b>
<b>3</b> -	26.896 <b>197.8</b>	50.023 164.3	44.836 <b>127.6</b>	<b>2:01.755</b>	<b>9</b> -	27.603 192.8	50.375 165.1	45.048 119.3	<b>2:03.026</b>
<b>4</b> -	27.164 197.0	50.261 164.6	44.736 119.7	<b>2:02.161</b>	<b>10</b> -	27.176 193.8	50.260 164.6	44.683 118.6	<b>2:02.119</b>
<b>5</b> -	27.068 195.6	50.186 163.8	44.694 119.6	<b>2:01.948</b>	<b>11</b> -	27.207 193.5	51.060 164.3	45.605 116.6	<b>2:03.872</b>
<b>6</b> -	27.102 194.9	50.431 163.6	46.691 114.2	<b>2:04.224</b>					
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b> -	38.630 180.0	52.644 159.0	45.237 117.1	<b>2:16.511</b>	<b>7</b> -	28.040 189.1	50.848 161.9	45.008 118.5	<b>2:03.896</b>
<b>2</b> -	28.787 188.8	51.790 161.4	45.605 115.1	<b>2:06.182</b>	<b>8</b> -	27.554 189.4	50.839 162.8	44.960 117.2	<b>2:03.353</b>
<b>3</b> -	27.465 <b>192.5</b>	50.767 160.2	45.277 116.5	<b>2:03.509</b>	<b>9</b> -	27.684 188.1	50.846 162.1	44.907 <b>119.2</b>	<b>2:03.437</b>
<b>4</b> -	27.891 192.1	50.782 <b>163.6</b>	44.899 117.2	<b>2:03.572</b>	<b>10</b> -	27.432 190.1	<b>50.565</b> 161.6	44.901 117.7	<b>2:02.898</b>
<b>5</b> -	28.416 187.1	52.102 162.6	45.255 110.4	<b>2:05.773</b>	<b>11</b> -	<b>27.489</b> 190.1	50.910 162.1	45.039 114.1	<b>2:03.438</b>
<b>6</b> -	27.778 190.1	50.740 161.6	44.861 115.3	<b>2:03.379</b>					
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b> -	37.525 182.4	51.734 162.1	46.428 112.8	<b>2:15.687</b>	<b>7</b> -	27.823 182.7	51.672 161.6	45.497 117.0	<b>2:04.992</b>
<b>2</b> -	28.913 <b>189.8</b>	52.057 162.1	45.044 <b>119.4</b>	<b>2:06.014</b>	<b>8</b> -	27.835 187.1	51.746 160.9	45.546 118.0	<b>2:05.127</b>
<b>3</b> -	27.671 187.1	<b>51.412</b> 162.6	49.051 113.4	<b>2:08.134</b>	<b>9</b> -	27.816 186.8	51.651 160.7	45.708 114.7	<b>2:05.175</b>
<b>4</b> -	27.784 188.1	53.010 161.6	46.747 116.7	<b>2:07.541</b>	<b>10</b> -	27.955 189.1	51.883 160.4	45.867 114.7	<b>2:05.705</b>
<b>5</b> -	27.956 186.8	51.585 161.4	45.497 119.0	<b>2:05.038</b>	<b>11</b> -	33.053 129.3	1:14.611 88.7	1:29.920	<b>3:17.584P</b>
<b>6</b> -	<b>27.567</b> 188.4	51.893 160.7	45.519 117.9	<b>2:04.979</b>					
<b>18</b>	<b>Carlos MASTRETTA</b>			<b>MEX</b>	<b>Seat Toledo Cupra</b>				<b>I</b>
<b>1</b> -	39.930 166.9	52.762 157.6	46.561 116.7	<b>2:19.253</b>	<b>7</b> -	27.578 192.8	51.655 157.6	45.754 116.5	<b>2:04.987</b>
<b>2</b> -	27.727 193.2	53.069 162.8	46.412 117.7	<b>2:07.208</b>	<b>8</b> -	<b>27.609</b> 186.8	52.320 163.3	45.631 <b>118.0</b>	<b>2:05.560</b>
<b>3</b> -	27.723 <b>193.5</b>	<b>50.916</b> 163.6	45.867 117.9	<b>2:04.506</b>	<b>9</b> -	27.999 192.1	52.079 162.8	46.099 115.3	<b>2:06.177</b>
<b>4</b> -	27.826 193.2	52.452 161.1	46.896 117.7	<b>2:07.174</b>	<b>10</b> -	27.977 <b>193.5</b>	52.284 161.1	47.012 114.7	<b>2:07.273</b>
<b>5</b> -	27.843 186.8	52.272 161.6	45.779 117.6	<b>2:05.894</b>	<b>11</b> -	28.565 175.3	51.833 161.9	46.883 111.1	<b>2:07.281</b>
<b>6</b> -	27.723 192.8	51.586 162.1	45.833 116.7	<b>2:05.142</b>					
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>Seat Toledo Cupra</b>				<b>I</b>
<b>1</b> -	40.951 187.1	51.906 160.7	45.531 118.5	<b>2:18.388</b>	<b>7</b> -	28.041 191.1	51.019 161.6	45.046 116.2	<b>2:04.106</b>
<b>2</b> -	27.440 193.5	52.497 161.4	45.155 117.5	<b>2:05.092</b>	<b>8</b> -	27.548 191.8	50.729 161.6	45.001 117.3	<b>2:03.278</b>
<b>3</b> -	27.573 <b>194.2</b>	<b>50.689</b> 160.9	44.826 <b>118.8</b>	<b>2:03.088</b>	<b>9</b> -	27.725 192.1	51.572 161.4	45.733 115.1	<b>2:05.030</b>
<b>4</b> -	27.639 193.2	51.435 161.6	44.683 117.0	<b>2:03.757</b>	<b>10</b> -	27.653 191.1	51.005 160.9	45.197 117.2	<b>2:03.855</b>
<b>5</b> -	28.027 177.9	51.698 <b>161.9</b>	45.816 111.2	<b>2:05.541</b>	<b>11</b> -	<b>27.364</b> 192.1	50.948 160.4	45.149 115.7	<b>2:03.461</b>
<b>6</b> -	27.911 193.5	50.781 161.6	45.070 114.0	<b>2:03.762</b>					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32



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

(contd.)

<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	Chevrolet Lacetti				
1 -	36.121 181.5	52.456 160.0	46.623 107.8	2:15.200	7 -	28.203 187.1	51.333 159.7	45.131 115.5	2:04.667
2 -	28.688 186.8	51.618 159.7	44.846 <b>118.2</b>	2:05.152	8 -	<b>27.925</b> 187.5	<b>50.842</b> 159.5	44.997 116.3	<b>2:03.764</b>
3 -	28.309 188.8	51.155 <b>161.4</b>	45.447 113.3	2:04.911	9 -	27.926 186.2	51.007 160.0	45.272 117.0	2:04.205
4 -	27.660 <b>190.8</b>	51.088 160.7	45.501 115.6	2:04.249	10 -	28.042 184.3	52.470 159.0	45.330 113.6	2:05.842
5 -	28.668 183.9	52.792 <b>161.4</b>	45.962 110.9	2:07.422	11 -	28.185 187.5	51.217 156.7	45.150 114.7	2:04.552
6 -	28.382 186.5	51.290 158.8	45.135 112.5	2:04.807					
<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	Chevrolet Lacetti				
1 -	35.003 184.6	52.082 163.1	46.243 114.2	2:13.328	7 -				2:03.124
2 -	<b>27.754</b> <b>192.1</b>	51.192 160.9	44.875 <b>120.6</b>	2:03.821	8 -				2:02.860
3 -	28.051 190.8	<b>50.772</b> <b>163.6</b>	44.745	2:03.568	9 -				2:03.370
4 -				<b>2:02.688</b>	10 -				2:03.105
5 -				2:03.217	11 -				2:04.215
6 -				2:03.525					
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	Chevrolet Lacetti				
1 -	34.792 180.9	51.826 163.1	46.229 112.8	2:12.847	7 -	27.545 190.8	50.681 161.4	45.084 118.1	2:03.310
2 -	27.911 190.8	51.142 162.4	44.729 <b>119.6</b>	2:03.782	8 -	27.584 190.4	50.745 161.9	44.879 116.6	2:03.208
3 -	27.993 190.8	<b>50.349</b> 163.1	44.792 119.4	2:03.134	9 -	27.721 190.8	50.821 161.9	45.003 <b>119.6</b>	2:03.545
4 -	27.591 <b>192.8</b>	50.487 162.8	44.759 119.4	<b>2:02.837</b>	10 -	<b>27.476</b> <b>192.8</b>	50.858 162.1	44.803 117.5	2:03.137
5 -	27.396 <b>192.8</b>	50.835 163.1	45.028 118.8	2:03.259	11 -	28.817 184.9	51.169 <b>163.3</b>	45.545 116.8	2:05.531
6 -	27.623 191.1	50.570 162.4	44.914 117.7	2:03.107					
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	Honda Accord Euro R				
1 -	29.938 194.9	<b>49.989</b> 165.8	45.647 112.6	2:05.574	7 -	27.028 196.3	50.448 165.3	44.450 119.3	2:01.926
2 -	27.604 197.0	50.125 165.8	44.238 <b>121.6</b>	2:01.967	8 -	27.097 196.3	50.548 165.8	44.485 120.0	2:02.130
3 -	26.922 197.8	50.474 161.6	45.397 120.9	2:02.793	9 -	27.177 196.0	50.651 165.1	44.785 120.6	2:02.613
4 -	27.272 <b>198.1</b>	50.366 <b>166.4</b>	44.206 120.9	2:01.844	10 -	<b>27.004</b> 197.0	50.481 164.3	44.838 118.9	2:02.323
5 -	26.873 197.8	50.201 165.8	44.280 120.4	<b>2:01.354</b>	11 -	27.241 195.6	50.798 165.6	44.950 118.0	2:02.989
6 -	26.953 197.0	50.421 164.6	44.490 119.7	2:01.864					
<b>27</b>	<b>Adriano DE MICHELI</b>			<b>ITA</b>	Honda Accord Euro R				
1 -	32.870 188.4	<b>51.398</b> <b>161.9</b>	46.988 <b>97.6</b>	<b>2:11.256</b>	2 -	<b>28.655</b> <b>191.1</b>	58.025 146.7	56.481	2:23.161 P

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32  
Printed - 15:40 Sunday, 29 May 2005

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

(contd.)

<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			<b> </b>	
<b>1</b> -	33.998 181.2	51.379 <b>164.3</b>	45.735 116.8	<b>2:11.112</b>	<b>7</b> -	27.722 193.2	50.779 162.1	45.245 115.3	<b>2:03.746</b>
<b>2</b> -	28.128 192.1	<b>50.644 164.3</b>	45.315 117.6	<b>2:04.087</b>	<b>8</b> -	27.555 192.8	50.652 162.1	44.983 116.0	<b>2:03.190</b>
<b>3</b> -	27.454 192.5	50.982 162.6	45.240 <b>119.6</b>	<b>2:03.676</b>	<b>9</b> -	27.749 <b>193.8</b>	50.938 162.4	45.166 115.2	<b>2:03.853</b>
<b>4</b> -	27.431 192.1	50.747 161.9	44.832 118.8	<b>2:03.010</b>	<b>10</b> -	<b>27.514 193.8</b>	51.083 163.3	44.757 117.1	<b>2:03.354</b>
<b>5</b> -	27.445 192.1	51.292 162.6	45.575 118.9	<b>2:04.312</b>	<b>11</b> -	27.665 187.8	53.591 158.3	47.915 115.1	<b>2:09.171</b>
<b>6</b> -	27.603 <b>193.8</b>	50.860 163.3	46.044 117.6	<b>2:04.507</b>					
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			<b> </b>	
<b>1</b> -	34.650 181.8	51.643 162.8	47.556 105.7	<b>2:13.849</b>	<b>7</b> -	28.861 191.4	51.797 162.1	45.645 115.8	<b>2:06.303</b>
<b>2</b> -	28.876 180.3	52.266 162.1	45.043 118.1	<b>2:06.185</b>	<b>8</b> -	27.832 190.1	<b>50.599</b> 163.3	45.625 116.6	<b>2:04.056</b>
<b>3</b> -	28.791 192.8	50.606 163.6	44.639 117.3	<b>2:04.036</b>	<b>9</b> -	<b>27.685</b> 191.4	52.056 161.1	46.310 116.2	<b>2:06.051</b>
<b>4</b> -	27.332 <b>194.5</b>	52.373 162.4	45.471 <b>119.6</b>	<b>2:05.176</b>	<b>10</b> -	27.510 188.4	53.354 148.9	46.871 116.1	<b>2:07.735</b>
<b>5</b> -	27.882 192.8	51.122 <b>163.8</b>	45.308 118.8	<b>2:04.312</b>	<b>11</b> -	27.704 188.4	51.904 161.4	47.163 108.2	<b>2:06.771</b>
<b>6</b> -	28.031 189.4	51.214 161.6	45.785 105.4	<b>2:05.030</b>					
<b>31</b>	<b>Giuseppe CIRO</b>			<b>ITA</b>	BMW 320i			<b> </b>	
<b>1</b> -	34.428 184.9	51.527 <b>164.3</b>	45.418 115.2	<b>2:11.373</b>	<b>4</b> -	28.324 184.6	51.833 154.2	45.361 114.0	<b>2:05.518</b>
<b>2</b> -	<b>28.082 191.8</b>	<b>50.611</b> 163.3	46.065 112.6	<b>2:04.758</b>	<b>5</b> -	30.087 159.2	1:11.309 108.1	1:02.179	<b>2:43.575P</b>
<b>3</b> -	29.108 186.8	51.832 156.2	45.676 <b>117.6</b>	<b>2:06.616</b>					
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			<b> </b>	
<b>1</b> -	35.337 184.9	<b>52.098 163.8</b>	46.605 <b>113.3</b>	<b>2:14.040</b>	<b>2</b> -	<b>28.319 188.1</b>	1:07.434 124.8	1:10.070	<b>2:45.823P</b>
<b>36</b>	<b>Sascha PLODERL</b>			<b>AUT</b>	Ford Focus ST170			<b> </b>	
<b>1</b> -	38.377 175.6	53.186 163.1	45.959 116.0	<b>2:17.522</b>	<b>4</b> -	28.348 188.8	51.778 <b>163.6</b>	45.859 113.5	<b>2:05.985</b>
<b>2</b> -	28.233 189.8	56.243 161.1	45.402 116.0	<b>2:09.878</b>	<b>5</b> -	28.060 189.4	51.978 163.1	45.619 <b>117.1</b>	<b>2:05.657</b>
<b>3</b> -	27.889 189.4	<b>51.032</b> 162.4	45.332 115.8	<b>2:04.253</b>					
<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	BMW 320i			<b> </b>	
<b>1</b> -	1:05.857 97.6	1:15.609 82.1	1:20.273	<b>3:41.739P</b>	<b>6</b> -	27.643 192.1	50.138 163.6	45.464 118.1	<b>2:03.245</b>
<b>2</b> -	1:46.116 188.8	50.738 161.9	44.596 120.9	<b>3:21.450</b>	<b>7</b> -	27.342 <b>192.8</b>	50.928 163.1	45.187 120.5	<b>2:03.457</b>
<b>3</b> -	<b>27.240</b> 191.4	50.101 162.4	44.309 <b>121.3</b>	<b>2:01.650</b>	<b>8</b> -	27.264 192.1	50.291 163.6	44.873 120.8	<b>2:02.428</b>
<b>4</b> -	27.253 187.8	49.937 163.6	44.546 119.2	<b>2:01.736</b>	<b>9</b> -	27.309 192.5	50.090 <b>164.6</b>	47.488 116.6	<b>2:04.887</b>
<b>5</b> -	27.265 192.5	<b>49.868</b> 163.3	45.550 110.5	<b>2:02.683</b>	<b>10</b> -	28.338 186.8	51.392 163.8	46.147 118.8	<b>2:05.877</b>

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32  
Printed - 15:40 Sunday, 29 May 2005

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

(contd.)

<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				
<b>1 -</b>	28.990 192.1	50.088 164.1	44.603 120.6	<b>2:03.681</b>	<b>7 -</b>	27.111 193.8	50.421 162.4	44.654 118.2	<b>2:02.186</b>
<b>2 -</b>	27.149 192.5	<b>49.865</b> 164.3	44.517 120.1	<b>2:01.531</b>	<b>8 -</b>	27.282 193.8	50.264 163.6	44.276 120.5	<b>2:01.822</b>
<b>3 -</b>	27.240 194.2	50.032 <b>164.6</b>	44.284 121.2	<b>2:01.556</b>	<b>9 -</b>	27.234 193.5	50.241 162.6	44.069 119.2	<b>2:01.544</b>
<b>4 -</b>	<b>27.065</b> 195.6	50.182 163.3	44.356 <b>121.3</b>	<b>2:01.603</b>	<b>10 -</b>	27.089 194.5	50.303 163.1	44.250 120.5	<b>2:01.642</b>
<b>5 -</b>	27.096 194.5	50.095 163.6	44.226 120.8	<b>2:01.417</b>	<b>11 -</b>	27.158 193.5	50.466 162.6	45.017 110.8	<b>2:02.641</b>
<b>6 -</b>	27.132 194.5	50.140 163.3	44.433 120.5	<b>2:01.705</b>					
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b>I</b>	
<b>1 -</b>	35.576 183.3	52.262 163.3	46.566 111.5	<b>2:14.404</b>	<b>7 -</b>	27.843 191.4	51.283 162.1	45.262 <b>118.0</b>	<b>2:04.388</b>
<b>2 -</b>	28.203 190.1	52.092 161.6	45.178 114.5	<b>2:05.473</b>	<b>8 -</b>	27.630 191.1	51.150 162.4	45.919 116.1	<b>2:04.699</b>
<b>3 -</b>	28.253 189.8	<b>50.827</b> 162.8	44.615 117.9	<b>2:03.695</b>	<b>9 -</b>	27.805 192.5	51.556 162.4	45.850 111.6	<b>2:05.211</b>
<b>4 -</b>	27.645 <b>193.2</b>	51.877 <b>164.3</b>	45.905 117.9	<b>2:05.427</b>	<b>10 -</b>	28.067 192.8	51.801 162.6	46.027 113.8	<b>2:05.895</b>
<b>5 -</b>	27.809 190.8	51.290 164.1	45.239 117.5	<b>2:04.338</b>	<b>11 -</b>	27.771 192.1	52.116 160.9	46.451 113.9	<b>2:06.338</b>
<b>6 -</b>	<b>27.597</b> 191.4	51.158 161.1	45.539 114.4	<b>2:04.294</b>					
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b>I</b>	
<b>1 -</b>	37.974 178.5	52.489 161.6	45.603 116.8	<b>2:16.066</b>	<b>7 -</b>	28.024 187.5	51.671 161.6	45.685 116.0	<b>2:05.380</b>
<b>2 -</b>	29.172 184.3	54.285 162.1	45.774 <b>119.0</b>	<b>2:09.231</b>	<b>8 -</b>	28.075 185.8	52.077 <b>163.7</b>	45.546 117.5	<b>2:05.698</b>
<b>3 -</b>	27.864 190.4	<b>51.500</b> 162.4	45.574 116.2	<b>2:04.938</b>	<b>9 -</b>	28.107 189.8	52.197 160.9	45.963 114.0	<b>2:06.267</b>
<b>4 -</b>	27.910 <b>191.7</b>	52.426 159.5	46.435 117.9	<b>2:06.771</b>	<b>10 -</b>	28.003 190.1	52.441 160.4	45.969 114.7	<b>2:06.413</b>
<b>5 -</b>	28.497 183.3	51.668 162.8	45.740 117.1	<b>2:05.905</b>	<b>11 -</b>	28.138 189.1	52.188 160.7	47.255 110.9	<b>2:07.581</b>
<b>6 -</b>	<b>28.030</b> 188.8	51.762 162.6	45.477 116.7	<b>2:05.269</b>					
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1 -</b>	35.803 182.7	52.343 162.8	46.905 108.0	<b>2:15.051</b>	<b>7 -</b>	27.869 193.2	51.663 162.8	45.437 114.6	<b>2:04.969</b>
<b>2 -</b>	28.984 187.5	51.908 162.8	44.904 <b>117.5</b>	<b>2:05.796</b>	<b>8 -</b>	<b>27.805</b> 190.1	51.394 161.6	45.350 115.7	<b>2:04.549</b>
<b>3 -</b>	28.256 <b>193.5</b>	<b>51.318</b> <b>163.8</b>	45.639 115.0	<b>2:05.213</b>	<b>9 -</b>	27.955 188.8	51.532 162.4	45.701 115.2	<b>2:05.188</b>
<b>4 -</b>	27.770 <b>193.5</b>	52.436 162.6	44.910 115.6	<b>2:05.116</b>	<b>10 -</b>	27.811 189.4	51.352 161.4	45.970 113.5	<b>2:05.133</b>
<b>5 -</b>	27.837 188.1	51.738 <b>163.8</b>	46.453 115.6	<b>2:06.028</b>	<b>11 -</b>	28.024 190.4	51.932 161.4	45.780 112.6	<b>2:05.736</b>
<b>6 -</b>	28.481 191.1	51.331 161.1	45.210 115.1	<b>2:05.022</b>					
<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1 -</b>	36.775 184.3	52.168 <b>162.6</b>	46.566 110.5	<b>2:15.509</b>	<b>7 -</b>	28.508 189.4	51.595 156.0	45.672 <b>116.3</b>	<b>2:05.775</b>
<b>2 -</b>	28.887 184.3	51.947 <b>162.6</b>	46.717 116.2	<b>2:07.551</b>	<b>8 -</b>	28.127 188.1	51.963 157.4	45.599 116.2	<b>2:05.689</b>
<b>3 -</b>	28.023 187.8	51.755 160.9	46.496 114.4	<b>2:06.274</b>	<b>9 -</b>	<b>27.967</b> 189.8	51.411 160.9	45.937 108.7	<b>2:05.315</b>
<b>4 -</b>	28.183 189.4	55.512 160.2	46.097 115.7	<b>2:09.792</b>	<b>10 -</b>	28.408 189.4	51.325 <b>162.6</b>	46.553 112.1	<b>2:06.286</b>
<b>5 -</b>	28.271 187.1	51.635 160.0	45.578 115.1	<b>2:05.484</b>	<b>11 -</b>	28.341 189.4	51.344 161.6	47.444 108.7	<b>2:07.129</b>
<b>6 -</b>	28.139 <b>190.7</b>	<b>51.231</b> 160.7	45.950 100.7	<b>2:05.320</b>					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32

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

(contd.)

<b>55</b>	Alessandro BALZAN			ITA	SEAT Toledo Cupra			I	
<b>1</b> -	33.729 187.1	51.137 164.8	45.736 106.7	2:10.602	<b>7</b> -	27.356 193.2	50.923 164.3	45.213 118.6	2:03.492
<b>2</b> -	28.341 192.1	50.197 164.8	44.090 120.1	2:02.628	<b>8</b> -	27.337 193.5	50.495 165.1	45.274 115.2	2:03.106
<b>3</b> -	27.090 193.5	50.308 164.8	44.127 119.6	<b>2:01.525</b>	<b>9</b> -	27.792 194.9	50.892 164.3	44.853 117.1	2:03.537
<b>4</b> -	27.258 193.8	50.192 165.1	44.203 116.6	2:01.653	<b>10</b> -	27.406 194.9	50.998 163.3	45.290 115.7	2:03.694
<b>5</b> -	27.201 195.6	50.374 165.3	44.409 118.1	2:01.984	<b>11</b> -	27.397 195.2	51.000 163.8	44.901 115.6	2:03.298
<b>6</b> -	27.230 195.2	50.503 164.6	44.630 117.9	2:02.363					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

## 2005 FIA World Touring Car Championship

### RACE 1 - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	122.5
2	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	122.3
3	5		Antonio GARCIA	ESP	BMW 320i	122.0
4	11		Jason PLATO	GBR	SEAT Toledo Cupra	121.6
5	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	121.6
6	42		Jorg MULLER	GER	BMW 320i	121.3
7	43		Dirk MULLER	GER	BMW 320i	121.3
8	3		James THOMPSON	GBR	Alfa Romeo 156	121.3
9	4		Alessandro ZANARDI	ITA	BMW 320i	121.0
10	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	120.9
11	22		Nicola LARINI	ITA	Chevrolet Lacetti	120.6
12	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	120.6
13	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	120.4
14	10		Peter TERTING	GER	SEAT Toledo Cupra	120.2
15	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	120.1
16	30		Stefano D'ASTE	ITA	BMW 320i	119.6
17	28		Carl ROSENBLAD	SWE	BMW 320i	119.6
18	23		Alain MENU	SUI	Chevrolet Lacetti	119.6
19	15		Thomas JAGER	GER	Ford Focus	119.4
20	14		Thomas KLENKE	GER	Ford Focus	119.2
21	52		Andrea LARINI	ITA	Alfa Romeo 156	119.0
22	20		Tom CORONEL	NED	Seat Toledo Cupra	118.8
23	21		Robert HUFF	GBR	Chevrolet Lacetti	118.2
24	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	118.0
25	51		Salvatore TAVANO	ITA	Alfa Romeo 156	118.0
26	31		Giuseppe CIRO	ITA	BMW 320i	117.6
27	53		Gianluca DE LORENZI	ITA	BMW 320i	117.5
28	36		Sascha PLODERL	AUT	Ford Focus ST170	117.1
29	54		Stefano VALLI	RSM	BMW 320i	116.3
30	32		Marc HENNERICI	GER	BMW 320i	113.3
31	9		Jordi GENE	ESP	SEAT Toledo Cupra	105.0
32	27		Adriano DE MICHELI	ITA	Honda Accord Euro R	97.6

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

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Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32  
Printed - 15:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### RACE 1 - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	198.1
2	3		James THOMPSON	GBR	Alfa Romeo 156	198.1
3	11		Jason PLATO	GBR	SEAT Toledo Cupra	197.8
4	4		Alessandro ZANARDI	ITA	BMW 320i	197.4
5	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	197.4
6	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	196.7
7	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	196.0
8	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	195.6
9	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	195.6
10	43		Dirk MULLER	GER	BMW 320i	195.6
11	5		Antonio GARCIA	ESP	BMW 320i	195.6
12	1		Andy PRIAULX	GBR	BMW 320i	194.9
13	30	I	Stefano D'ASTE	ITA	BMW 320i	194.5
14	20	I	Tom CORONEL	NED	Seat Toledo Cupra	194.2
15	9		Jordi GENE	ESP	SEAT Toledo Cupra	194.2
16	28	I	Carl ROSENBLAD	SWE	BMW 320i	193.8
17	10		Peter TERTING	GER	SEAT Toledo Cupra	193.5
18	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	193.5
19	53	I	Gianluca DE LORENZI	ITA	BMW 320i	193.5
20	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	193.2
21	42		Jorg MULLER	GER	BMW 320i	192.8
22	23		Alain MENU	SUI	Chevrolet Lacetti	192.8
23	14		Thomas KLENKE	GER	Ford Focus	192.5
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	192.1
25	31	I	Giuseppe CIRO	ITA	BMW 320i	191.8
26	52	I	Andrea LARINI	ITA	Alfa Romeo 156	191.1
27	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	191.1
28	21		Robert HUFF	GBR	Chevrolet Lacetti	190.8
29	36	I	Sascha PLODERL	AUT	Ford Focus ST170	190.4
30	54	I	Stefano VALLI	RSM	BMW 320i	190.1
31	15		Thomas JAGER	GER	Ford Focus	189.8
32	32	I	Marc HENNERICI	GER	BMW 320i	188.1

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

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Start: 15:10 End: 15:32  
Printed - 15:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### RACE 1 - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	167.9
2	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	166.6
3	3		James THOMPSON	GBR	Alfa Romeo 156	166.6
4	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	166.4
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	165.8
6	11		Jason PLATO	GBR	SEAT Toledo Cupra	165.8
7	4		Alessandro ZANARDI	ITA	BMW 320i	165.6
8	10		Peter TERTING	GER	SEAT Toledo Cupra	165.6
9	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	165.3
10	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	165.1
11	1		Andy PRIAULX	GBR	BMW 320i	165.1
12	5		Antonio GARCIA	ESP	BMW 320i	164.8
13	42		Jorg MULLER	GER	BMW 320i	164.6
14	43		Dirk MULLER	GER	BMW 320i	164.6
15	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	164.3
16	31	I	Giuseppe CIRO	ITA	BMW 320i	164.3
17	28	I	Carl ROSENBLAD	SWE	BMW 320i	164.3
18	30	I	Stefano D'ASTE	ITA	BMW 320i	163.8
19	53	I	Gianluca DE LORENZI	ITA	BMW 320i	163.8
20	32	I	Marc HENNERICI	GER	BMW 320i	163.8
21	36	I	Sascha PLODERL	AUT	Ford Focus ST170	163.6
22	14		Thomas KLENKE	GER	Ford Focus	163.6
23	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	163.6
24	22		Nicola LARINI	ITA	Chevrolet Lacetti	163.6
25	23		Alain MENU	SUI	Chevrolet Lacetti	163.3
26	52	I	Andrea LARINI	ITA	Alfa Romeo 156	163.1
27	9		Jordi GENE	ESP	SEAT Toledo Cupra	163.1
28	15		Thomas JAGER	GER	Ford Focus	162.6
29	54	I	Stefano VALLI	RSM	BMW 320i	162.6
30	20	I	Tom CORONEL	NED	Seat Toledo Cupra	161.9
31	27	I	Adriano DE MICHELI	ITA	Honda Accord Euro R	161.9
32	21		Robert HUFF	GBR	Chevrolet Lacetti	161.4

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.6°/Dry°

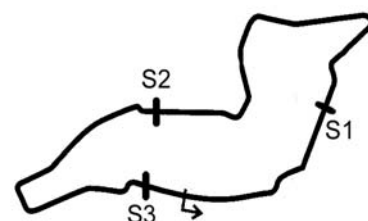
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Imola  
Circuit Length = 4.9330 km.  
Start: 15:10 End: 15:32  
Printed - 15:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship Race 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	6	26.716	2	6	49.403	2	6	43.596	1	6	GIOVANARD	1:59.715	2:00.208	4	+ 0.493
2	26	26.873	5	5	49.428	2	1	43.918	4	5	GARCIA	2:00.472	2:00.730	1	+ 0.258
3	11	26.896	3	1	49.705	2	10	43.977	3	1	PRIAULX	2:00.616	2:01.203	6	+ 0.587
4	7	26.908	3	10	49.774	4	5	44.025	1	10	TERTING	2:00.828	2:01.109	4	+ 0.281
5	3	26.939	3	43	49.865	2	43	44.069	9	7	FARFUS JR.	2:00.993	2:01.144	6	+ 0.151
6	8	26.988	2	42	49.868	5	55	44.090	2	43	MULLER	2:00.999	2:01.417	5	+ 0.418
7	1	26.993	11	7	49.924	6	7	44.161	2	26	COLCIAGO	2:01.068	2:01.354	5	+ 0.286
8	2	27.003	6	3	49.965	3	3	44.192	1	3	THOMPSON	2:01.096	2:01.738	5	+ 0.642
9	4	27.008	10	26	49.989	1	26	44.206	4	11	PLATO	2:01.266	2:01.503	2	+ 0.237
10	5	27.019	5	11	50.011	2	8	44.262	8	8	RYDELL	2:01.308	2:01.593	2	+ 0.285
11	43	27.065	4	8	50.058	2	4	44.285	1	4	ZANARDI	2:01.362	2:01.806	2	+ 0.444
12	10	27.077	3	4	50.069	2	42	44.309	3	55	BALZAN	2:01.372	2:01.525	3	+ 0.153
13	55	27.090	3	9	50.132	1	11	44.359	1	42	MULLER	2:01.417	2:01.650	3	+ 0.233
14	42	27.240	3	2	50.163	5	51	44.615	3	2	TARQUINI	2:01.950	2:02.026	5	+ 0.076
15	30	27.332	4	55	50.192	4	30	44.639	3	23	MENU	2:02.474	2:02.837	4	+ 0.363
16	20	27.364	11	23	50.349	3	20	44.683	4	30	D'ASTE	2:02.570	2:04.036	3	+ 1.466
17	23	27.396	5	14	50.565	10	23	44.729	2	20	CORONEL	2:02.736	2:03.088	3	+ 0.352
18	28	27.431	4	30	50.599	8	22	44.745	3	28	ROSENBLAD	2:02.832	2:03.010	4	+ 0.178
19	14	27.432	10	31	50.611	2	28	44.757	10	14	KLENKE	2:02.858	2:02.898	10	+ 0.040
20	15	27.567	6	28	50.644	2	2	44.784	8	51	TAVANO	2:03.039	2:03.695	3	+ 0.656
21	18	27.578	7	20	50.689	3	21	44.846	2	22	LARINI	2:03.271	2:02.688	4	+ 0.583
22	51	27.597	6	22	50.772	3	14	44.861	6	21	HUFF	2:03.348	2:03.764	8	+ 0.416
23	21	27.660	4	51	50.827	3	53	44.904	2	53	DE LORENZI	2:03.992	2:04.549	8	+ 0.557
24	22	27.754	2	21	50.842	8	15	45.044	2	15	JAGER	2:04.023	2:04.979	6	+ 0.956
25	53	27.770	4	18	50.916	3	36	45.332	3	31	CIRO	2:04.054	2:04.758	2	+ 0.704
26	52	27.864	3	36	51.032	3	31	45.361	4	18	MASTRETTA	2:04.125	2:04.506	3	+ 0.381
27	36	27.889	3	54	51.231	6	52	45.477	6	36	PLODERL	2:04.253	2:04.253	3	+ 0.000
28	54	27.967	9	53	51.318	3	54	45.578	5	54	VALLI	2:04.776	2:05.315	9	+ 0.539
29	31	28.082	2	27	51.398	1	18	45.631	8	52	LARINI	2:04.841	2:04.938	3	+ 0.097
30	32	28.319	2	15	51.412	3	9	45.793	1	9	GENE	2:05.255	2:05.255	1	+ 0.000
31	27	28.655	2	52	51.500	3	32	46.605	1	32	HENNERICI	2:07.022	2:14.040	1	+ 7.018
32	9	29.330	1	32	52.098	1	27	46.988	1	27	DE MICHELI	2:07.041	2:11.256	1	+ 4.215

'Perfect Lap' - 1:59.715



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 30.6°/Dry

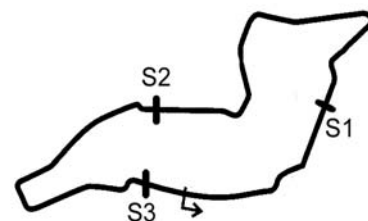
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## 2005 FIA World Touring Car Championship Race 1 - Best Sector Speeds Report

SECTOR 1				SECTOR 2				SECTOR 3				
POS	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP
1	3	THOMPSON	198.1	3	6	GIOVANARDI	167.9	2	1	PRIAULX	122.5	3
2	26	COLCIAGO	198.1	4	3	THOMPSON	166.6	1	6	GIOVANARDI	122.3	1
3	11	PLATO	197.8	3	7	FARFUS JR.	166.6	11	5	GARCIA	122.0	1
4	4	ZANARDI	197.4	4	26	COLCIAGO	166.4	4	11	PLATO	121.6	3
5	6	GIOVANARDI	197.4	1	2	TARQUINI	165.8	3	26	COLCIAGO	121.6	2
6	7	FARFUS JR.	196.7	3	11	PLATO	165.8	2	3	THOMPSON	121.3	3
7	8	RYDELL	196.0	11	4	ZANARDI	165.6	4	42	MULLER	121.3	3
8	2	TARQUINI	195.6	9	10	TERTING	165.6	1	43	MULLER	121.3	4
9	5	GARCIA	195.6	3	55	BALZAN	165.3	5	4	ZANARDI	121.0	4
10	43	MULLER	195.6	4	1	PRIAULX	165.1	3	7	FARFUS JR.	120.9	2
11	55	BALZAN	195.6	5	8	RYDELL	165.1	11	2	TARQUINI	120.6	1
12	1	PRIAULX	194.9	3	5	GARCIA	164.8	5	22	LARINI	120.6	2
13	30	D'ASTE	194.5	4	42	MULLER	164.6	9	8	RYDELL	120.4	1
14	9	GENE	194.2	1	43	MULLER	164.6	3	10	TERTING	120.2	3
15	20	CORONEL	194.2	3	28	ROSENBLAD	164.3	1	55	BALZAN	120.1	2
16	28	ROSENBLAD	193.8	6	31	CIRO	164.3	1	23	MENU	119.6	2
17	10	TERTING	193.5	6	51	TAVANO	164.3	4	28	ROSENBLAD	119.6	3
18	18	MASTRETTA	193.5	3	30	D'ASTE	163.8	5	30	D'ASTE	119.6	4
19	53	DE LORENZI	193.5	3	32	HENNERICI	163.8	1	15	JAGER	119.4	2
20	51	TAVANO	193.2	4	53	DE LORENZI	163.8	3	14	KLENKE	119.2	9
21	23	MENU	192.8	4	14	KLENKE	163.6	4	52	LARINI	119.0	2
22	42	MULLER	192.8	7	18	MASTRETTA	163.6	3	20	CORONEL	118.8	3
23	14	KLENKE	192.5	3	22	LARINI	163.6	3	21	HUFF	118.2	2
24	22	LARINI	192.1	2	36	PLODERL	163.6	4	18	MASTRETTA	118.0	8
25	31	CIRO	191.8	2	23	MENU	163.3	11	51	TAVANO	118.0	7
26	27	DE MICHELI	191.1	2	9	GENE	163.1	1	31	CIRO	117.6	3
27	52	LARINI	191.1	4	52	LARINI	163.1	8	53	DE LORENZI	117.5	2
28	21	HUFF	190.8	4	15	JAGER	162.6	3	36	PLODERL	117.1	5
29	54	VALLI	190.1	6	54	VALLI	162.6	1	54	VALLI	116.3	7
30	15	JAGER	189.8	2	20	CORONEL	161.9	5	32	HENNERICI	113.3	1
31	36	PLODERL	189.8	2	27	DE MICHELI	161.9	1	9	GENE	105.0	1
32	32	HENNERICI	188.1	2	21	HUFF	161.4	3	27	DE MICHELI	97.6	1



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 30.6°/Dry

Printed at 15:54, Sunday, 29 May, 2005  
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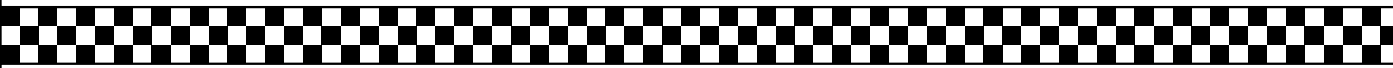
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# 2005 FIA World Touring Car Championship

## GRID - RACE 2

ROW 15		15 JAGER
ROW 14	32 HENNERICI	9 GENE
ROW 13	42 MULLER	18 MASTRETTA
ROW 12	54 VALLI	52 LARINI
ROW 11	30 D'ASTE	53 DE LORENZI
ROW 10	21 HUFF	51 TAVANO
ROW 9	20 CORONEL	14 KLENKE
ROW 8	28 ROSENBLAD	2 TARQUINI
ROW 7	23 MENU	22 LARINI
ROW 6	55 BALZAN	11 PLATO
ROW 5	10 TERTING	8 RYDELL
ROW 4	6 GIOVANARDI	5 GARCIA
ROW 3	1 PRIAULX	43 MULLER
ROW 2	7 FARFUS JR.	26 COLCIAGO
ROW 1	3 THOMPSON	4 ZANARDI

**POLE**



Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 Weather/Track: Sun 30.6°/Dry°

Imola  
 Circuit Length = 4.9330 km.  
 Start: 15:10 End: 15:32

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	43		Dirk MULLER	GER	BMW 320i	22:17.549	11		145.41	2:00.853
2	1		Andy PRIAULX	GBR	BMW 320i	22:19.576	11	2.027	145.19	2:00.972
3	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	22:23.371	11	5.822	144.78	2:00.625
4	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	22:24.335	11	6.786	144.67	2:00.838
5	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	22:26.344	11	8.795	144.46	2:00.812
6	4		Alessandro ZANARDI	ITA	BMW 320i	22:27.996	11	10.447	144.28	2:00.879
7	10		Peter TERTING	GER	SEAT Toledo Cupra	22:28.262	11	10.713	144.25	2:01.252
8	11		Jason PLATO	GBR	SEAT Toledo Cupra	22:28.684	11	11.135	144.21	2:01.137
9	5		Antonio GARCIA	ESP	BMW 320i	22:29.664	11	12.115	144.10	2:00.806
10	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	22:29.995	11	12.446	144.07	2:01.213
11	22		Nicola LARINI	ITA	Chevrolet Lacetti	22:33.182	11	15.633	143.73	2:01.777
12	42		Jorg MULLER	GER	BMW 320i	22:33.354	11	15.805	143.71	2:00.870
13	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	22:35.052	11	17.503	143.53	2:01.792
14	9		Jordi GENE	ESP	SEAT Toledo Cupra	22:37.919	11	20.370	143.22	2:01.568
15	23		Alain MENU	SUI	Chevrolet Lacetti	22:40.687	11	23.138	142.93	2:02.015
16	30	I	Stefano D'ASTE	ITA	BMW 320i	22:51.736	11	34.187	141.78	2:02.839
17	14		Thomas KLENKE	GER	Ford Focus	22:53.189	11	35.640	141.63	2:02.223
18	53	I	Gianluca DE LORENZI	ITA	BMW 320i	22:56.567	11	39.018	141.28	2:02.661
19	18	I	Carlos MASTRETТА	MEX	Seat Toledo Cupra	22:57.549	11	40.000	141.18	2:02.983
20	15		Thomas JAGER	GER	Ford Focus	23:02.200	11	44.651	140.71	2:03.624
21	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	24:30.795	11	2:13.246	132.23	2:01.817
22	3		James THOMPSON	GBR	Alfa Romeo 156	20:34.264	10	1 LAP	143.19	2:00.998
23	52	I	Andrea LARINI	ITA	Alfa Romeo 156	17:12.328	8	3 LAPS	136.79	2:03.148

#### NOT CLASSIFIED

26			Roberto COLCIAGO	ITA	Honda Accord Euro R	8:10.315	4	D.N.F.	143.13	2:00.714
28	I		Carl ROSENBLAD	SWE	BMW 320i	8:17.918	4	D.N.F.	140.95	2:02.682
20	I		Tom CORONEL	NED	Seat Toledo Cupra	8:22.862	4	D.N.F.	139.56	2:02.841
54	I		Stefano VALLI	RSM	BMW 320i		0	D.N.F.	N/A	
21			Robert HUFF	GBR	Chevrolet Lacetti		0	D.N.F.	N/A	
32	I		Marc HENNERICI	GER	BMW 320i		0	D.N.F.	N/A	

#### FASTEST LAP

6			Fabrizio GIOVANARDI		Alfa Romeo 156	2:00.625	2	147.22kph	91.48mph	
55	I		Alessandro BALZAN		SEAT Toledo Cupra	2:01.792	4	145.81kph	90.60mph	

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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
4		2:01.672	4		2:01.160	43		2:01.702	43		2:01.694	43		2:00.853
43	0.518	2:02.190	43	0.375	2:01.017	4	0.544	2:02.621	1	0.451	2:01.457	1	0.613	2:01.015
1	0.896	2:02.568	1	0.741	2:01.005	1	0.688	2:02.024	4	1.003	2:02.153	4	1.029	2:00.879
3	1.295	2:02.967	3	1.133	2:00.998	3	1.027	2:01.971	3	1.415	2:02.082	3	2.027	2:01.465
5	2.601	2:04.273	5	2.247	2:00.806	5	1.289	2:01.119	6	2.379	2:02.268	6	3.105	2:01.579
7	2.990	2:04.662	6	3.063	2:00.625	6	1.805	2:00.819	7	2.762	2:02.178	7	3.323	2:01.414
8	3.330	2:05.002	7	3.543	2:01.713	7	2.278	2:00.812	8	3.377	2:02.384	8	3.828	2:01.304
6	3.598	2:05.270	8	3.926	2:01.756	8	2.687	2:00.838	26	3.712	2:02.258	11	4.878	2:01.413
26	4.156	2:05.828	26	4.511	2:01.515	26	3.148	2:00.714	10	3.954	2:01.379	10	5.183	2:02.082
11	4.455	2:06.127	11	4.828	2:01.533	10	4.269	2:01.259	11	4.318	2:01.393	5	6.613	2:02.704
10	4.676	2:06.348	10	5.087	2:01.571	11	4.619	2:01.868	5	4.762	2:05.167	2	9.440	2:01.434
22	6.838	2:08.510	22	7.805	2:02.127	22	7.997	2:02.269	2	8.859	2:02.286	22	10.316	2:01.777
28	7.385	2:09.057	2	8.394	2:01.213	2	8.267	2:01.950	22	9.392	2:03.089	55	11.142	2:02.198
55	7.931	2:09.603	28	9.035	2:02.810	55	9.699	2:02.384	55	9.797	2:01.792	51	13.975	2:03.185
2	8.341	2:10.013	55	9.392	2:02.621	28	10.327	2:03.369	28	11.315	2:02.682	23	14.601	2:03.394
23	8.822	2:10.494	51	10.000	2:01.817	51	10.698	2:02.775	51	11.643	2:02.639	42	14.792	2:03.338
51	9.343	2:11.015	23	11.691	2:04.029	23	11.739	2:02.125	23	12.060	2:02.015	9	15.201	2:01.958
53	10.217	2:11.889	53	12.082	2:03.025	42	13.131	2:01.660	42	12.307	2:00.870	53	17.674	2:02.661
20	11.543	2:13.215	20	13.326	2:02.943	9	14.222	2:02.344	9	14.096	2:01.568	30	20.394	2:03.893
30	11.568	2:13.240	42	13.548	2:01.820	53	14.601	2:04.596	53	15.866	2:02.959	18	22.041	2:03.483
42	12.888	2:14.560	9	13.955	2:01.599	20	15.112	2:03.863	20	16.259	2:02.841	52	24.491	2:03.882
9	13.516	2:15.188	30	15.179	2:04.771	30	16.058	2:02.956	30	17.354	2:02.990	14	25.114	2:02.986
18	14.856	2:16.528	18	16.881	2:03.185	18	17.787	2:02.983	18	19.411	2:03.318	15	26.018	2:04.216
52	15.284	2:16.956	52	18.316	2:04.192	52	20.008	2:03.769	52	21.462	2:03.148			
15	15.806	2:17.478	15	18.802	2:04.156	15	20.349	2:03.624	15	22.655	2:04.000			
14	19.677	2:21.349	14	22.270	2:03.753	14	22.416	2:02.223	14	22.981	2:02.259			

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)

Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

## 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
43		2:01.262	43		2:01.470	43		2:01.388	43		2:01.442	43		2:01.695
1	0.323	2:00.972	1	0.542	2:01.689	1	0.932	2:01.778	1	0.780	2:01.290	1	0.595	2:01.510
4	1.953	2:02.186	4	1.957	2:01.474	4	1.926	2:01.357	4	2.614	2:02.130	4	4.622	2:03.703
3	2.743	2:01.978	7	2.701	2:01.005	7	2.751	2:01.438	7	2.857	2:01.548	7	4.843	2:03.681
7	3.166	2:01.105	6	4.480	2:02.231	6	4.719	2:01.627	6	4.602	2:01.325	6	5.482	2:02.575
6	3.719	2:01.876	8	5.126	2:02.440	8	5.526	2:01.788	8	5.604	2:01.520	8	5.894	2:01.985
8	4.156	2:01.590	11	6.331	2:03.048	10	8.304	2:03.021	11	9.374	2:02.069	10	10.517	2:02.558
11	4.753	2:01.137	10	6.671	2:02.968	11	8.747	2:03.804	10	9.654	2:02.792	11	11.133	2:03.454
10	5.173	2:01.252	5	8.129	2:02.222	5	9.148	2:02.407	5	10.733	2:03.027	5	11.971	2:02.933
5	7.377	2:02.026	2	9.966	2:01.680	2	10.616	2:02.038	2	11.801	2:02.627	2	12.503	2:02.397
2	9.756	2:01.578	22	12.015	2:02.270	22	13.420	2:02.793	22	14.656	2:02.678	22	15.561	2:02.600
22	11.215	2:02.161	55	12.869	2:02.240	55	13.937	2:02.456	55	15.331	2:02.836	42	16.792	2:01.442
55	12.099	2:02.219	42	16.668	2:01.658	42	16.701	2:01.421	42	17.045	2:01.786	55	17.419	2:03.783
42	16.480	2:02.950	3	17.092	2:15.819	3	18.643	2:02.939	3	19.317	2:02.116	3	19.551	2:01.929
23	17.014	2:03.675	9	18.222	2:02.367	9	19.168	2:02.334	9	19.643	2:01.917	9	20.161	2:02.213
9	17.325	2:03.386	23	18.730	2:03.186	23	19.911	2:02.569	23	21.789	2:03.320	23	23.294	2:03.200
51	17.953	2:05.240	51	20.023	2:03.540	51	21.533	2:02.898	51	23.663	2:03.572	30	32.439	2:03.681
53	23.886	2:07.474	53	26.040	2:03.624	30	29.056	2:03.512	30	30.453	2:02.839	14	34.775	2:03.750
30	24.153	2:05.021	30	26.932	2:04.249	53	30.184	2:05.532	14	32.720	2:03.180	53	37.301	2:04.882
18	24.968	2:04.189	18	27.882	2:04.384	14	30.982	2:03.324	53	34.114	2:05.372	18	37.780	2:04.487
14	27.788	2:03.936	14	29.046	2:02.728	18	32.103	2:05.609	18	34.988	2:04.327	51	42.469	2:20.501P
52	29.471	2:06.242P	15	33.590	2:04.152	15	36.606	2:04.404	15	39.639	2:04.475	15	42.660	2:04.716
15	30.908	2:06.152	52	51.373	2:23.372	52	1:00.752	2:10.767P						

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
43		2:02.836												
1	2.027	2:04.268												
6	5.822	2:03.176												
8	6.786	2:03.728												
7	8.795	2:06.788												
4	10.447	2:08.661												
10	10.713	2:03.032												
11	11.135	2:02.838												
5	12.115	2:02.980												
2	12.446	2:02.779												
22	15.633	2:02.908												
42	15.805	2:01.849												
55	17.503	2:02.920												
9	20.370	2:03.045												
23	23.138	2:02.680												
30	34.187	2:04.584												
14	35.640	2:03.701												
53	39.018	2:04.553												
18	40.000	2:05.056												
15	44.651	2:04.827												
51	2:13.246	3:33.613												

**Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)**  
**Weather/Track: Sun 30.5°/Dry**

Imola  
 Circuit Length = 4.9330 km.  
 Start: 16:15 End: 16:37

## 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>	28.401 193.5	<i>49.564</i> 164.3	44.603 123.2	<b>2:02.568</b>	<b>7</b>	27.191 192.8	49.895 <i>164.8</i>	44.603 116.3	<b>2:01.689</b>
<b>2</b>	<i>26.868</i> 191.1	49.817 164.1	44.320 <i>123.7</i>	<b>2:01.005</b>	<b>8</b>	27.232 193.8	50.150 163.8	44.396 121.2	<b>2:01.778</b>
<b>3</b>	26.900 194.5	50.179 164.6	44.945 120.9	<b>2:02.024</b>	<b>9</b>	27.144 193.5	49.991 164.3	44.155 120.5	<b>2:01.290</b>
<b>4</b>	27.128 194.9	50.104 162.4	44.225 122.3	<b>2:01.457</b>	<b>10</b>	27.132 193.5	50.169 163.1	44.209 119.2	<b>2:01.510</b>
<b>5</b>	26.966 195.2	49.952 164.6	44.097 122.3	<b>2:01.015</b>	<b>11</b>	27.084 194.2	50.262 <i>164.8</i>	46.922 115.5	<b>2:04.268</b>
<b>6</b>	26.930 <i>196.0</i>	49.900 164.3	44.142 121.6	<b>2:00.972</b>					
<b>2</b>	<b>Gabriele TARQUINI</b>		<b>ITA</b>		<b>Alfa Romeo 156</b>				
<b>1</b>	32.809 190.1	52.443 161.4	44.761 116.6	<b>2:10.013</b>	<b>7</b>	27.081 192.8	50.226 165.3	44.373 117.7	<b>2:01.680</b>
<b>2</b>	26.975 <i>198.8</i>	<i>50.044</i> 164.3	44.194 120.2	<b>2:01.213</b>	<b>8</b>	27.118 194.9	50.473 <i>166.1</i>	44.447 118.9	<b>2:02.038</b>
<b>3</b>	<i>26.939</i> 195.6	50.226 165.3	44.785 119.0	<b>2:01.950</b>	<b>9</b>	26.957 194.9	51.260 165.3	44.410 119.2	<b>2:02.627</b>
<b>4</b>	27.444 194.2	50.158 164.6	44.684 118.2	<b>2:02.286</b>	<b>10</b>	26.940 195.6	50.512 165.1	44.945 119.2	<b>2:02.397</b>
<b>5</b>	27.027 193.8	50.172 <i>166.1</i>	44.235 <i>120.5</i>	<b>2:01.434</b>	<b>11</b>	27.026 196.0	50.841 165.8	44.912 118.5	<b>2:02.779</b>
<b>6</b>	26.992 193.5	50.190 164.6	44.396 119.6	<b>2:01.578</b>					
<b>3</b>	<b>James THOMPSON</b>		<b>GBR</b>		<b>Alfa Romeo 156</b>				
<b>1</b>	29.673 192.5	<i>49.339</i> <i>168.2</i>	43.955 <i>121.2</i>	<b>2:02.967</b>	<b>6</b>	27.175 195.6	50.411 164.8	44.392 119.8	<b>2:01.978</b>
<b>2</b>	<i>26.831</i> <i>197.8</i>	49.734 166.6	44.433 121.0	<b>2:00.998</b>	<b>7</b>	27.154 196.3	50.776 166.1	57.889 95.6	<b>2:15.819</b>
<b>3</b>	26.906 196.3	50.033 164.8	45.032 118.5	<b>2:01.971</b>	<b>8</b>	28.101 195.2	50.388 167.1	44.450 118.8	<b>2:02.939</b>
<b>4</b>	27.088 <i>197.8</i>	50.321 165.8	44.673 120.0	<b>2:02.082</b>	<b>9</b>	27.147 196.7	50.085 165.3	44.884 119.7	<b>2:02.116</b>
<b>5</b>	27.008 197.4	49.958 167.7	44.499 118.2	<b>2:01.465</b>	<b>10</b>	27.221 195.6	50.242 166.6	44.466 117.6	<b>2:01.929</b>
<b>4</b>	<b>Alessandro ZANARDI</b>		<b>ITA</b>		<b>BMW 320i</b>				
<b>1</b>	27.396 192.5	49.988 163.1	44.288 121.2	<b>2:01.672</b>	<b>7</b>	27.174 192.5	49.919 165.1	44.381 119.7	<b>2:01.474</b>
<b>2</b>	27.002 194.2	49.888 164.8	44.270 121.8	<b>2:01.160</b>	<b>8</b>	27.114 194.2	<i>49.813</i> 164.3	44.430 121.3	<b>2:01.357</b>
<b>3</b>	27.006 193.8	49.921 163.6	45.694 119.8	<b>2:02.621</b>	<b>9</b>	27.079 195.6	50.026 164.3	45.025 115.2	<b>2:02.130</b>
<b>4</b>	<i>26.905</i> 196.7	50.800 <i>165.6</i>	44.448 121.2	<b>2:02.153</b>	<b>10</b>	27.506 194.2	51.182 161.1	45.015 120.0	<b>2:03.703</b>
<b>5</b>	26.978 <i>197.0</i>	49.831 165.1	44.070 <i>122.4</i>	<b>2:00.879</b>	<b>11</b>	27.596 192.8	55.216 148.9	45.849 113.8	<b>2:08.661</b>
<b>6</b>	26.871 <i>197.0</i>	50.075 164.6	45.240 119.6	<b>2:02.186</b>					
<b>5</b>	<b>Antonio GARCIA</b>		<b>ESP</b>		<b>BMW 320i</b>				
<b>1</b>	30.093 181.5	49.792 <i>165.3</i>	44.388 118.9	<b>2:04.273</b>	<b>7</b>	27.344 193.5	50.151 163.1	44.727 120.6	<b>2:02.222</b>
<b>2</b>	27.106 194.5	49.700 164.6	44.000 120.4	<b>2:00.806</b>	<b>8</b>	27.319 193.5	50.091 164.3	44.997 112.3	<b>2:02.407</b>
<b>3</b>	<i>26.895</i> 195.6	<i>49.685</i> 164.3	44.539 <i>120.9</i>	<b>2:01.119</b>	<b>9</b>	27.606 193.8	50.268 164.3	45.153 120.0	<b>2:03.027</b>
<b>4</b>	27.203 <i>196.7</i>	50.281 165.1	47.683 120.6	<b>2:05.167</b>	<b>10</b>	27.449 193.5	50.344 160.7	45.140 120.0	<b>2:02.933</b>
<b>5</b>	27.427 194.5	50.268 164.1	45.009 120.6	<b>2:02.704</b>	<b>11</b>	27.232 194.2	50.477 163.6	45.271 119.6	<b>2:02.980</b>
<b>6</b>	27.253 194.9	50.008 163.8	44.765 116.3	<b>2:02.026</b>					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	Alfa Romeo 156				
<b>1</b> -	30.481 181.2	50.755 <i>168.2</i>	44.034 <i>123.0</i>	2:05.270	<b>7</b> -	26.944 196.0	50.262 166.4	45.025 120.0	2:02.231
<b>2</b> -	26.920 <i>198.5</i>	<i>49.638</i> 166.9	44.067 121.3	<b>2:00.625</b>	<b>8</b> -	27.053 195.2	50.444 166.6	44.130 117.9	2:01.627
<b>3</b> -	<i>26.731</i> 197.0	50.130 166.9	43.958 122.3	2:00.819	<b>9</b> -	27.033 196.3	50.097 164.6	44.195 118.6	2:01.325
<b>4</b> -	26.863 198.1	50.260 167.7	45.145 121.2	2:02.268	<b>10</b> -	27.001 196.3	50.503 165.8	45.071 121.0	2:02.575
<b>5</b> -	26.875 196.7	50.417 166.4	44.287 115.7	2:01.579	<b>11</b> -	27.061 191.8	51.336 162.4	44.779 119.6	2:03.176
<b>6</b> -	27.053 196.0	50.711 165.8	44.112 119.7	2:01.876					
<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156				
<b>1</b> -	30.189 179.1	50.123 <i>167.1</i>	44.350 120.6	2:04.662	<b>7</b> -	27.017 195.6	49.854 166.1	44.134 120.6	2:01.005
<b>2</b> -	<i>26.937</i> <i>196.3</i>	49.826 166.1	44.950 120.8	2:01.713	<b>8</b> -	27.056 195.2	50.001 164.6	44.381 120.4	2:01.438
<b>3</b> -	26.976 195.2	<i>49.776</i> 166.9	44.060 120.9	<b>2:00.812</b>	<b>9</b> -	27.099 194.5	49.995 163.8	44.454 120.8	2:01.548
<b>4</b> -	26.859 195.6	50.130 166.4	45.189 <i>121.3</i>	2:02.178	<b>10</b> -	27.374 193.5	51.198 163.1	45.109 119.3	2:03.681
<b>5</b> -	26.924 <i>196.3</i>	50.389 166.4	44.101 120.5	2:01.414	<b>11</b> -	27.512 193.8	54.590 151.0	44.686 118.6	2:06.788
<b>6</b> -	27.008 196.0	50.074 165.6	44.023 120.8	2:01.105					
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra				
<b>1</b> -	30.319 188.8	50.379 165.3	44.304 121.3	2:05.002	<b>7</b> -	27.135 193.8	50.082 164.1	45.223 118.0	2:02.440
<b>2</b> -	27.736 193.2	<i>49.664</i> 165.6	44.356 121.4	2:01.756	<b>8</b> -	27.180 193.2	50.158 163.3	44.450 117.0	2:01.788
<b>3</b> -	<i>27.052</i> 194.2	49.675 <i>165.8</i>	44.111 <i>121.6</i>	<b>2:00.838</b>	<b>9</b> -	27.258 193.8	49.913 164.6	44.349 118.0	2:01.520
<b>4</b> -	26.930 194.5	50.054 163.8	45.400 120.6	2:02.384	<b>10</b> -	27.261 192.8	50.167 164.3	44.557 119.3	2:01.985
<b>5</b> -	26.947 194.2	49.931 164.8	44.426 120.2	2:01.304	<b>11</b> -	27.167 193.8	51.572 159.2	44.989 116.6	2:03.728
<b>6</b> -	26.972 <i>196.3</i>	50.336 162.8	44.282 118.0	2:01.590					
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra				
<b>1</b> -	35.882 183.9	54.498 165.8	44.808 <i>120.6</i>	2:15.188	<b>7</b> -	27.324 196.3	50.745 162.4	44.298 119.2	2:02.367
<b>2</b> -	<i>26.988</i> 195.6	50.426 165.3	44.185 119.7	2:01.599	<b>8</b> -	27.191 196.0	50.943 164.8	44.200 118.6	2:02.334
<b>3</b> -	27.229 <i>197.4</i>	50.664 165.1	44.451 118.1	2:02.344	<b>9</b> -	27.204 194.5	50.427 164.3	44.286 118.2	2:01.917
<b>4</b> -	27.096 195.2	<i>50.188</i> 165.6	44.284 119.3	<b>2:01.568</b>	<b>10</b> -	27.367 195.6	50.543 165.6	44.303 118.0	2:02.213
<b>5</b> -	27.054 194.5	50.239 <i>166.4</i>	44.665 119.7	2:01.958	<b>11</b> -	27.343 193.2	50.547 165.3	45.155 118.5	2:03.045
<b>6</b> -	27.300 196.7	50.645 165.3	45.441 119.0	2:03.386					
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra				
<b>1</b> -	30.832 193.8	51.361 165.8	44.155 <i>121.4</i>	2:06.348	<b>7</b> -	27.281 195.2	50.372 164.8	45.315 109.6	2:02.968
<b>2</b> -	27.188 189.4	50.060 162.6	44.323 120.9	2:01.571	<b>8</b> -	27.581 195.2	49.989 165.3	45.451 115.5	2:03.021
<b>3</b> -	<i>26.941</i> 196.0	50.034 <i>166.1</i>	44.284 119.3	2:01.259	<b>9</b> -	27.175 195.6	50.159 163.3	45.458 117.2	2:02.792
<b>4</b> -	26.811 196.7	<i>49.623</i> 165.8	44.945 120.4	2:01.379	<b>10</b> -	27.045 195.6	50.754 163.8	44.759 116.8	2:02.558
<b>5</b> -	26.946 <i>198.1</i>	49.907 165.8	45.229 113.6	2:02.082	<b>11</b> -	27.205 195.2	50.329 164.1	45.498 112.2	2:03.032
<b>6</b> -	27.527 194.2	49.881 165.1	43.844 110.6	<b>2:01.252</b>					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37



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

(contd.)

<b>11</b>	<b>Jason PLATO</b>			<b>GBR</b>	<b>SEAT Toledo Cupra</b>				
<b>1</b> -	30.733 189.8	50.870 164.8	44.524 120.6	<b>2:06.127</b>	<b>7</b> -	27.106 194.9	50.379 163.8	45.563 111.4	<b>2:03.048</b>
<b>2</b> -	27.189 193.5	50.022 163.8	44.322 120.1	<b>2:01.533</b>	<b>8</b> -	27.552 194.2	50.479 153.8	45.773 118.6	<b>2:03.804</b>
<b>3</b> -	<del>26.974</del> 195.6	49.951 163.6	44.943 <del>127.4</del>	<b>2:01.868</b>	<b>9</b> -	27.121 195.2	50.044 165.1	44.904 119.7	<b>2:02.069</b>
<b>4</b> -	26.905 <b>196.3</b>	<del>49.682</del> 164.8	44.806 120.9	<b>2:01.393</b>	<b>10</b> -	27.058 193.8	50.656 162.8	45.740 118.6	<b>2:03.454</b>
<b>5</b> -	26.892 193.8	49.830 <del>165.6</del>	44.691 117.9	<b>2:01.413</b>	<b>11</b> -	27.192 194.5	50.360 165.3	45.286 118.8	<b>2:02.838</b>
<b>6</b> -	27.056 194.9	49.872 163.3	44.209 117.0	<b>2:01.137</b>					
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b> -	32.672 187.1	53.145 160.0	55.532 108.1	<b>2:21.349</b>	<b>7</b> -	27.629 190.4	50.646 162.1	44.453 116.6	<b>2:02.728</b>
<b>2</b> -	28.414 186.5	50.673 160.9	44.666 118.6	<b>2:03.753</b>	<b>8</b> -	27.510 191.4	51.095 161.9	44.719 118.9	<b>2:03.324</b>
<b>3</b> -	27.428 190.1	50.421 161.1	44.374 118.6	<b>2:02.223</b>	<b>9</b> -	27.437 191.4	50.732 161.1	45.011 <del>120.2</del>	<b>2:03.180</b>
<b>4</b> -	27.469 191.4	<del>50.208</del> <b>162.6</b>	44.582 117.5	<b>2:02.259</b>	<b>10</b> -	27.632 188.8	51.044 161.4	45.074 118.1	<b>2:03.750</b>
<b>5</b> -	27.369 <b>194.2</b>	51.388 161.6	44.229 119.3	<b>2:02.986</b>	<b>11</b> -	27.485 189.8	51.072 161.1	45.144 118.1	<b>2:03.701</b>
<b>6</b> -	<del>27.372</del> 191.4	51.525 160.9	45.039 118.4	<b>2:03.936</b>					
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b> -	36.708 182.1	54.899 161.4	45.871 118.4	<b>2:17.478</b>	<b>7</b> -	27.612 188.8	51.310 158.5	45.230 118.0	<b>2:04.152</b>
<b>2</b> -	27.643 190.4	51.453 158.8	45.060 <del>120.6</del>	<b>2:04.156</b>	<b>8</b> -	27.715 188.1	51.484 160.2	45.205 117.5	<b>2:04.404</b>
<b>3</b> -	27.425 191.4	<del>51.237</del> <b>162.1</b>	44.962 118.5	<b>2:03.624</b>	<b>9</b> -	27.628 188.1	51.534 160.9	45.313 116.1	<b>2:04.475</b>
<b>4</b> -	<del>27.561</del> 189.8	51.534 159.2	44.905 118.8	<b>2:04.000</b>	<b>10</b> -	27.807 187.1	51.453 160.0	45.456 116.3	<b>2:04.716</b>
<b>5</b> -	27.434 <b>191.8</b>	51.974 160.9	44.808 113.8	<b>2:04.216</b>	<b>11</b> -	27.796 188.4	51.280 160.4	45.751 118.1	<b>2:04.827</b>
<b>6</b> -	27.682 191.1	53.432 158.1	45.038 117.1	<b>2:06.152</b>					
<b>18</b>	<b>Carlos MASTRETTA</b>			<b>MEX</b>	<b>Seat Toledo Cupra</b>				
<b>1</b> -	36.409 178.5	54.850 160.7	45.269 117.3	<b>2:16.528</b>	<b>7</b> -	27.775 192.5	51.313 161.9	45.296 117.5	<b>2:04.384</b>
<b>2</b> -	27.576 193.8	50.765 162.4	44.844 <del>120.1</del>	<b>2:03.185</b>	<b>8</b> -	28.166 180.6	52.127 160.9	45.316 117.5	<b>2:05.609</b>
<b>3</b> -	27.396 193.5	50.829 162.4	44.758 <del>120.1</del>	<b>2:02.983</b>	<b>9</b> -	27.594 <b>194.2</b>	51.444 162.6	45.289 118.2	<b>2:04.327</b>
<b>4</b> -	<del>27.482</del> 193.2	50.906 161.4	44.930 117.2	<b>2:03.318</b>	<b>10</b> -	27.812 193.2	51.191 161.9	45.484 118.4	<b>2:04.487</b>
<b>5</b> -	27.603 192.5	<del>50.709</del> 162.4	45.171 117.7	<b>2:03.483</b>	<b>11</b> -	27.889 192.5	51.303 <del>163.1</del>	45.864 118.2	<b>2:05.056</b>
<b>6</b> -	27.551 193.2	50.871 161.9	45.767 118.2	<b>2:04.189</b>					
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>Seat Toledo Cupra</b>				
<b>1</b> -	34.343 187.1	52.231 160.7	46.641 112.6	<b>2:13.215</b>	<b>3</b> -	27.715 <b>194.9</b>	51.328 <del>162.8</del>	44.820 <del>116.8</del>	<b>2:03.863</b>
<b>2</b> -	27.675 192.5	<del>50.435</del> 161.4	44.833 114.5	<b>2:02.943</b>	<b>4</b> -	<del>27.306</del> 194.2	50.773 161.1	44.762 116.6	<b>2:02.841</b>
<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	<b>Chevrolet Lacetti</b>				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	<b>Chevrolet Lacetti</b>				
1 -				2:08.510	7 -			2:02.270	
2 -				2:02.127	8 -			2:02.793	
3 -				2:02.269	9 -			2:02.678	
4 -				2:03.089	10 -			2:02.600	
5 -				<b>2:01.777</b>	11 -			2:02.908	
6 -				2:02.161					
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	<b>Chevrolet Lacetti</b>				
1 -	33.240 187.5	51.993 162.6	45.261 120.2	2:10.494	7 -	27.469 193.5	51.002 160.2	44.715 118.0	2:03.186
2 -	28.473 183.6	50.633 161.6	44.923 118.2	2:04.029	8 -	27.531 193.2	50.550 162.4	44.488 116.3	2:02.569
3 -	27.397 192.8	50.308 162.8	44.420 <b>127.6</b>	2:02.125	9 -	27.471 192.8	51.097 160.4	44.752 118.8	2:03.320
4 -	<b>27.319</b> 194.2	<b>50.119</b> <b>163.8</b>	44.577 120.0	<b>2:02.015</b>	10 -	27.559 192.1	50.778 160.2	44.863 115.0	2:03.200
5 -	27.501 194.2	50.673 162.4	45.220 118.6	2:03.394	11 -	27.574 191.8	50.392 161.9	44.714 117.0	2:02.680
6 -	27.461 <b>194.5</b>	50.610 163.1	45.604 117.3	2:03.675					
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	<b>Honda Accord Euro R</b>				
1 -	30.265 178.8	50.905 164.8	44.658 121.3	2:05.828	3 -	<b>26.760</b> <b>197.4</b>	<b>50.031</b> 165.8	43.923 <b>121.7</b>	<b>2:00.714</b>
2 -	27.052 189.1	50.204 <b>166.7</b>	44.259 121.4	2:01.515	4 -	26.886 196.7	50.100 164.8	45.272 121.3	2:02.258
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	<b>BMW 320i</b>				<b>I</b>
1 -	31.489 190.1	53.004 162.1	44.564 117.5	2:09.057	3 -	27.098 <b>194.2</b>	50.774 162.6	45.497 118.8	2:03.369
2 -	<b>27.363</b> 193.5	<b>50.485</b> <b>163.3</b>	44.962 <b>119.4</b>	2:02.810	4 -	27.393 <b>194.2</b>	50.505 162.8	44.784 117.0	<b>2:02.682</b>
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	<b>BMW 320i</b>				<b>I</b>
1 -	34.107 185.8	52.305 161.1	46.828 104.5	2:13.240	7 -	27.695 181.5	50.789 162.4	45.765 116.8	2:04.249
2 -	28.198 188.4	51.681 <b>163.7</b>	44.892 117.9	2:04.771	8 -	27.853 189.4	50.523 162.6	45.136 <b>120.7</b>	2:03.512
3 -	27.347 191.8	50.625 162.6	44.984 119.0	2:02.956	9 -	27.480 192.1	<b>50.422</b> 161.6	44.937 118.2	<b>2:02.839</b>
4 -	27.589 188.1	50.543 162.6	44.858 118.2	2:02.990	10 -	<b>27.465</b> 191.4	50.645 161.6	45.571 116.1	2:03.681
5 -	27.517 190.1	50.885 162.6	45.491 116.6	2:03.893	11 -	27.799 189.1	50.921 161.9	45.864 115.8	2:04.584
6 -	27.581 <b>192.8</b>	51.853 147.9	45.587 118.0	2:05.021					
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	<b>BMW 320i</b>				<b>I</b>

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

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

(contd.)

<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				
<b>1</b> -	37.987 193.2	52.187 163.3	44.386 121.6	<b>2:14.560</b>	<b>7</b> -	27.184 193.5	49.608 164.1	44.866 121.0	<b>2:01.658</b>
<b>2</b> -	27.045 192.5	50.244 164.3	44.531 122.1	<b>2:01.820</b>	<b>8</b> -	27.150 191.1	49.821 161.9	44.450 120.0	<b>2:01.421</b>
<b>3</b> -	27.092 194.2	49.701 164.3	44.867 <b>123.0</b>	<b>2:01.660</b>	<b>9</b> -	27.330 192.8	49.782 164.1	44.674 121.8	<b>2:01.786</b>
<b>4</b> -	<b>26.977</b> 194.5	<b>49.454</b> <b>165.1</b>	44.439 122.0	<b>2:00.870</b>	<b>10</b> -	27.117 193.8	49.667 <b>165.1</b>	44.658 120.9	<b>2:01.442</b>
<b>5</b> -	27.427 <b>194.9</b>	50.887 163.3	45.024 120.4	<b>2:03.338</b>	<b>11</b> -	27.123 194.5	49.897 164.1	44.829 120.4	<b>2:01.849</b>
<b>6</b> -	27.442 <b>194.9</b>	50.582 161.6	44.926 118.6	<b>2:02.950</b>					
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				
<b>1</b> -	27.968 193.2	49.853 163.6	44.369 120.4	<b>2:02.190</b>	<b>7</b> -	27.239 192.1	49.898 <b>164.1</b>	44.333 121.3	<b>2:01.470</b>
<b>2</b> -	27.017 194.2	<b>49.566</b> 163.6	44.434 121.7	<b>2:01.017</b>	<b>8</b> -	27.149 192.5	49.916 163.6	44.323 <b>123.0</b>	<b>2:01.388</b>
<b>3</b> -	<b>26.896</b> <b>194.9</b>	49.879 163.6	44.927 121.0	<b>2:01.702</b>	<b>9</b> -	27.047 192.5	49.877 163.6	44.518 122.4	<b>2:01.442</b>
<b>4</b> -	27.069 192.8	50.383 163.6	44.242 122.7	<b>2:01.694</b>	<b>10</b> -	27.135 193.5	49.949 163.3	44.611 121.7	<b>2:01.695</b>
<b>5</b> -	27.017 193.5	49.677 163.8	44.159 121.7	<b>2:00.853</b>	<b>11</b> -	27.103 193.2	50.064 163.8	45.669 103.5	<b>2:02.836</b>
<b>6</b> -	27.025 194.2	49.953 162.8	44.284 120.0	<b>2:01.262</b>					
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b>I</b>	
<b>1</b> -	33.440 191.1	52.531 162.8	45.044 119.4	<b>2:11.015</b>	<b>7</b> -	27.582 192.1	50.664 <b>164.3</b>	45.294 117.2	<b>2:03.540</b>
<b>2</b> -	27.516 192.8	<b>50.150</b> 161.9	44.151 <b>120.4</b>	<b>2:01.817</b>	<b>8</b> -	27.499 192.8	50.619 162.6	44.780 117.5	<b>2:02.898</b>
<b>3</b> -	27.224 <b>194.2</b>	50.775 163.1	44.776 120.2	<b>2:02.775</b>	<b>9</b> -	27.706 193.2	50.852 162.1	45.014 118.5	<b>2:03.572</b>
<b>4</b> -	<b>27.317</b> 193.5	50.569 161.9	44.753 <b>120.4</b>	<b>2:02.639</b>	<b>10</b> -	27.623 192.5	50.763 162.1	1:02.115	<b>2:20.501P</b>
<b>5</b> -	27.473 193.8	50.841 162.6	44.871 119.6	<b>2:03.185</b>	<b>11</b> -	1:37.979 185.5	53.538 117.6	1:02.096 114.0	<b>3:33.613</b>
<b>6</b> -	27.435 192.8	50.957 163.3	46.848 117.7	<b>2:05.240</b>					
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>			<b>I</b>	
<b>1</b> -	35.591 182.1	55.812 160.0	45.553 117.1	<b>2:16.956</b>	<b>5</b> -	28.032 189.8	50.990 159.5	44.860 118.4	<b>2:03.882</b>
<b>2</b> -	27.820 190.8	51.206 <b>160.4</b>	45.166 118.9	<b>2:04.192</b>	<b>6</b> -	27.841 <b>191.1</b>	51.312 160.2	47.089	<b>2:06.242P</b>
<b>3</b> -	<b>27.608</b> 190.4	51.367 159.7	44.794 <b>119.7</b>	<b>2:03.769</b>	<b>7</b> -	42.850 173.9	53.280 156.2	47.242 110.3	<b>2:23.372</b>
<b>4</b> -	27.667 190.4	<b>50.974</b> 160.2	44.507 118.4	<b>2:03.148</b>	<b>8</b> -	28.957 179.4	52.908 155.3	48.902	<b>2:10.767P</b>
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	<b>BMW 320i</b>			<b>I</b>	
<b>1</b> -	33.644 191.8	52.481 162.4	45.764 115.0	<b>2:11.889</b>	<b>7</b> -	27.834 191.1	50.903 158.1	44.887 116.8	<b>2:03.624</b>
<b>2</b> -	27.739 <b>193.8</b>	50.576 <b>163.3</b>	44.710 117.6	<b>2:03.025</b>	<b>8</b> -	29.840 184.6	50.647 162.6	45.045 117.7	<b>2:05.532</b>
<b>3</b> -	27.801 187.1	51.223 163.1	45.572 <b>119.2</b>	<b>2:04.596</b>	<b>9</b> -	27.657 191.4	52.795 161.9	44.920 115.7	<b>2:05.372</b>
<b>4</b> -	<b>27.615</b> 191.4	50.583 162.4	44.761 117.5	<b>2:02.959</b>	<b>10</b> -	27.980 188.8	50.727 162.4	46.175 117.2	<b>2:04.882</b>
<b>5</b> -	27.574 193.2	<b>50.457</b> 161.1	44.630 116.7	<b>2:02.661</b>	<b>11</b> -	27.920 189.1	51.161 160.7	45.472 113.8	<b>2:04.553</b>
<b>6</b> -	29.534 177.6	52.545 159.0	45.395 116.3	<b>2:07.474</b>					
<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	<b>BMW 320i</b>			<b>I</b>	

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

<b>55</b>	<b>Alessandro BALZAN</b>				<b>ITA</b>	<b>SEAT Toledo Cupra</b>				<b>I</b>					
<b>1 -</b>	32.116	192.8	52.758	163.6	44.729	118.8	<b>2:09.603</b>	<b>7 -</b>	27.304	193.8	50.401	163.8	44.535	117.9	<b>2:02.240</b>
<b>2 -</b>	27.131	<i>196.0</i>	50.738	<i>165.8</i>	44.752	<i>120.9</i>	<b>2:02.621</b>	<b>8 -</b>	27.270	194.2	50.515	164.1	44.671	116.3	<b>2:02.456</b>
<b>3 -</b>	27.057	195.2	50.566	164.3	44.761	<i>120.9</i>	<b>2:02.384</b>	<b>9 -</b>	27.381	194.2	50.729	163.8	44.726	117.3	<b>2:02.836</b>
<b>4 -</b>	<i>27.023</i>	195.6	<i>50.190</i>	165.3	44.579	117.3	<b>2:01.792</b>	<b>10 -</b>	27.347	195.2	50.668	164.3	45.768	116.6	<b>2:03.783</b>
<b>5 -</b>	27.163	194.2	50.323	164.3	44.712	117.9	<b>2:02.198</b>	<b>11 -</b>	27.410	195.2	50.709	164.1	44.801	115.0	<b>2:02.920</b>
<b>6 -</b>	27.131	195.6	50.514	163.1	44.574	118.1	<b>2:02.219</b>								

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 Weather/Track: Sun 30.5°/Dry

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	123.7
2	43		Dirk MULLER	GER	BMW 320i	123.0
3	42		Jorg MULLER	GER	BMW 320i	123.0
4	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	123.0
5	4		Alessandro ZANARDI	ITA	BMW 320i	122.4
6	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	121.7
7	23		Alain MENU	SUI	Chevrolet Lacetti	121.6
8	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	121.6
9	11		Jason PLATO	GBR	SEAT Toledo Cupra	121.4
10	10		Peter TERTING	GER	SEAT Toledo Cupra	121.4
11	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	121.3
12	3		James THOMPSON	GBR	Alfa Romeo 156	121.2
13	5		Antonio GARCIA	ESP	BMW 320i	120.9
14	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	120.9
15	15		Thomas JAGER	GER	Ford Focus	120.6
16	9		Jordi GENE	ESP	SEAT Toledo Cupra	120.6
17	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	120.5
18	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	120.4
19	14		Thomas KLENKE	GER	Ford Focus	120.2
20	30	I	Stefano D'ASTE	ITA	BMW 320i	120.1
21	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	120.1
22	52	I	Andrea LARINI	ITA	Alfa Romeo 156	119.7
23	28	I	Carl ROSENBLAD	SWE	BMW 320i	119.4
24	53	I	Gianluca DE LORENZI	ITA	BMW 320i	119.2
25	20	I	Tom CORONEL	NED	Seat Toledo Cupra	116.8

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 Weather/Track: Sun 30.5°/Dry

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Imola  
 Circuit Length = 4.9330 km.  
 Start: 16:15 End: 16:37  
 Printed - 16:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	198.8
2	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	198.5
3	10		Peter TERTING	GER	SEAT Toledo Cupra	198.1
4	3		James THOMPSON	GBR	Alfa Romeo 156	197.8
5	9		Jordi GENE	ESP	SEAT Toledo Cupra	197.4
6	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	197.4
7	4		Alessandro ZANARDI	ITA	BMW 320i	197.0
8	5		Antonio GARCIA	ESP	BMW 320i	196.7
9	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	196.3
10	11		Jason PLATO	GBR	SEAT Toledo Cupra	196.3
11	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	196.3
12	1		Andy PRIAULX	GBR	BMW 320i	196.0
13	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	196.0
14	42		Jorg MULLER	GER	BMW 320i	194.9
15	20		Tom CORONEL	NED	Seat Toledo Cupra	194.9
16	43		Dirk MULLER	GER	BMW 320i	194.9
17	23		Alain MENU	SUI	Chevrolet Lacetti	194.5
18	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	194.2
19	14		Thomas KLENKE	GER	Ford Focus	194.2
20	51		Salvatore TAVANO	ITA	Alfa Romeo 156	194.2
21	28		Carl ROSENBLAD	SWE	BMW 320i	194.2
22	53		Gianluca DE LORENZI	ITA	BMW 320i	193.8
23	30		Stefano D'ASTE	ITA	BMW 320i	192.8
24	15		Thomas JAGER	GER	Ford Focus	191.8
25	52		Andrea LARINI	ITA	Alfa Romeo 156	191.1
26	32		Marc HENNERICI	GER	BMW 320i	183.3
27	21		Robert HUFF	GBR	Chevrolet Lacetti	181.5
28	54		Stefano VALLI	RSM	BMW 320i	177.9

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5<sup>o</sup>/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37  
Printed - 16:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	168.2
2	3		James THOMPSON	GBR	Alfa Romeo 156	168.2
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	167.1
4	9		Jordi GENE	ESP	SEAT Toledo Cupra	166.4
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	166.1
6	10		Peter TERTING	GER	SEAT Toledo Cupra	166.1
7	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	166.1
8	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	165.8
9	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	165.8
10	11		Jason PLATO	GBR	SEAT Toledo Cupra	165.6
11	4		Alessandro ZANARDI	ITA	BMW 320i	165.6
12	5		Antonio GARCIA	ESP	BMW 320i	165.3
13	42		Jorg MULLER	GER	BMW 320i	165.1
14	1		Andy PRIAULX	GBR	BMW 320i	164.8
15	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	164.3
16	43		Dirk MULLER	GER	BMW 320i	164.1
17	23		Alain MENU	SUI	Chevrolet Lacetti	163.8
18	53	I	Gianluca DE LORENZI	ITA	BMW 320i	163.3
19	28	I	Carl ROSENBLAD	SWE	BMW 320i	163.3
20	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	163.1
21	30	I	Stefano D'ASTE	ITA	BMW 320i	163.1
22	20	I	Tom CORONEL	NED	Seat Toledo Cupra	162.8
23	14		Thomas KLENKE	GER	Ford Focus	162.6
24	15		Thomas JAGER	GER	Ford Focus	162.1
25	52	I	Andrea LARINI	ITA	Alfa Romeo 156	160.4

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

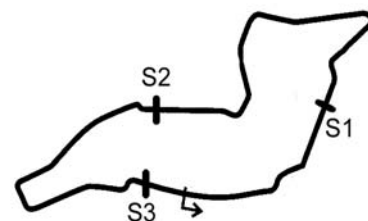
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Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37  
Printed - 16:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship Race 2 - Best Sector Times Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			NAME	IDEAL/BEST LAP COMPARISON				
	NO	TIME	LAP	NO	TIME	LAP	NO	TIME	LAP		NO	IDEAL	BEST	LAP	DIFF
1	6	26.731	3	3	49.339	1	10	43.844	6	3	THOMPSON	2:00.125	2:00.998	2	+ 0.873
2	26	26.760	3	42	49.454	4	26	43.923	3	10	TERTING	2:00.278	2:01.252	6	+ 0.974
3	10	26.811	4	1	49.564	1	3	43.955	1	6	GIOVANARD	2:00.327	2:00.625	2	+ 0.298
4	3	26.831	2	43	49.566	2	6	43.958	3	1	PRIAULX	2:00.529	2:00.972	6	+ 0.443
5	7	26.859	4	10	49.623	4	5	44.000	2	5	GARCIA	2:00.580	2:00.806	2	+ 0.226
6	1	26.868	2	6	49.638	2	7	44.023	6	43	MULLER	2:00.621	2:00.853	5	+ 0.232
7	4	26.871	6	8	49.664	2	4	44.070	5	7	FARFUS JR.	2:00.658	2:00.812	3	+ 0.154
8	11	26.892	5	11	49.682	4	1	44.097	5	8	RYDELL	2:00.705	2:00.838	3	+ 0.133
9	5	26.895	3	5	49.685	3	8	44.111	3	26	COLCIAGO	2:00.714	2:00.714	3	+ 0.000
10	43	26.896	3	7	49.776	3	51	44.151	2	4	ZANARDI	2:00.754	2:00.879	5	+ 0.125
11	8	26.930	4	4	49.813	8	43	44.159	5	11	PLATO	2:00.783	2:01.137	6	+ 0.354
12	2	26.939	3	26	50.031	3	9	44.185	2	42	MULLER	2:00.817	2:00.870	4	+ 0.053
13	42	26.977	4	2	50.044	2	2	44.194	2	2	TARQUINI	2:01.177	2:01.213	2	+ 0.036
14	9	26.988	2	23	50.119	4	11	44.209	6	9	GENE	2:01.361	2:01.568	4	+ 0.207
15	55	27.023	4	51	50.150	2	14	44.229	5	51	TAVANO	2:01.525	2:01.817	2	+ 0.292
16	28	27.098	3	9	50.188	4	42	44.386	1	55	BALZAN	2:01.748	2:01.792	4	+ 0.044
17	51	27.224	3	55	50.190	4	23	44.420	3	14	KLENKE	2:01.806	2:02.223	3	+ 0.417
18	20	27.306	4	14	50.208	4	52	44.507	4	23	MENU	2:01.858	2:02.015	4	+ 0.157
19	23	27.319	4	30	50.422	9	55	44.535	7	28	ROSENBLAD	2:02.147	2:02.682	4	+ 0.535
20	30	27.347	3	20	50.435	2	28	44.564	1	20	CORONEL	2:02.503	2:02.841	4	+ 0.338
21	14	27.369	5	53	50.457	5	53	44.630	5	30	D'ASTE	2:02.627	2:02.839	9	+ 0.212
22	18	27.396	3	28	50.485	2	18	44.758	3	53	DE LORENZI	2:02.661	2:02.661	5	+ 0.000
23	15	27.425	3	18	50.709	5	20	44.762	4	18	MASTRETTA	2:02.863	2:02.983	3	+ 0.120
24	53	27.574	5	52	50.974	4	15	44.808	5	52	LARINI	2:03.089	2:03.148	4	+ 0.059
25	52	27.608	3	15	51.237	3	30	44.858	4	15	JAGER	2:03.470	2:03.624	3	+ 0.154

'Perfect Lap' - 1:59.914



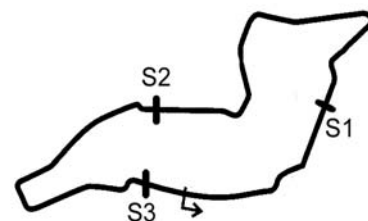
Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 30.6°/Dry



## 2005 FIA World Touring Car Championship Race 2 - Best Sector Speeds Report

SECTOR 1				SECTOR 2				SECTOR 3				
POS	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP
1	2	TARQUINI	198.8	2	3	THOMPSON	168.2	1	1	PRIAULX	123.7	2
2	6	GIOVANARDI	198.5	2	6	GIOVANARDI	168.2	1	6	GIOVANARDI	123.0	1
3	10	TERTING	198.1	5	7	FARFUS JR.	167.1	1	42	MULLER	123.0	3
4	3	THOMPSON	197.8	2	9	GENE	166.4	5	43	MULLER	123.0	8
5	9	GENE	197.4	3	2	TARQUINI	166.1	5	4	ZANARDI	122.4	5
6	26	COLCIAGO	197.4	3	10	TERTING	166.1	3	26	COLCIAGO	121.7	3
7	4	ZANARDI	197.0	5	26	COLCIAGO	166.1	2	8	RYDELL	121.6	3
8	5	GARCIA	196.7	4	8	RYDELL	165.8	3	23	MENU	121.6	3
9	7	FARFUS JR.	196.3	2	55	BALZAN	165.8	2	10	TERTING	121.4	1
10	8	RYDELL	196.3	6	4	ZANARDI	165.6	4	11	PLATO	121.4	3
11	11	PLATO	196.3	4	11	PLATO	165.6	5	7	FARFUS JR.	121.3	4
12	1	PRIAULX	196.0	6	5	GARCIA	165.3	1	3	THOMPSON	121.2	1
13	55	BALZAN	196.0	2	42	MULLER	165.1	4	5	GARCIA	120.9	3
14	20	CORONEL	194.9	3	1	PRIAULX	164.8	7	55	BALZAN	120.9	2
15	42	MULLER	194.9	5	51	TAVANO	164.3	7	9	GENE	120.6	1
16	43	MULLER	194.9	3	43	MULLER	164.1	7	15	JAGER	120.6	2
17	23	MENU	194.5	6	23	MENU	163.8	4	2	TARQUINI	120.5	5
18	14	KLENKE	194.2	5	28	ROSENBLAD	163.3	2	51	TAVANO	120.4	2
19	18	MASTRETTA	194.2	9	53	DE LORENZI	163.3	2	14	KLENKE	120.2	9
20	28	ROSENBLAD	194.2	3	18	MASTRETTA	163.1	11	18	MASTRETTA	120.1	2
21	51	TAVANO	194.2	3	30	D'ASTE	163.1	2	30	D'ASTE	120.1	8
22	53	DE LORENZI	193.8	2	20	CORONEL	162.8	3	52	LARINI	119.7	3
23	30	D'ASTE	192.8	6	14	KLENKE	162.6	4	28	ROSENBLAD	119.4	2
24	15	JAGER	191.8	5	15	JAGER	162.1	3	53	DE LORENZI	119.2	3
25	52	LARINI	191.1	6	52	LARINI	160.4	2	20	CORONEL	116.8	3



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 30.6° /Dry

Printed at 16:48, Sunday, 29 May, 2005  
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## 2005 FIA World Touring Car Championship RACE CLASSIFICATION - RACE 2 - AMENDED

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	43		Dirk MULLER	GER	BMW 320i	22:17.549	11		145.41	2:00.853
2	1		Andy PRIAULX	GBR	BMW 320i	22:19.576	11	2.027	145.19	2:00.972
3	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	22:23.371	11	5.822	144.78	2:00.625
4	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	22:24.335	11	6.786	144.67	2:00.838
5	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	22:26.344	11	8.795	144.46	2:00.812
6	4		Alessandro ZANARDI	ITA	BMW 320i	22:27.996	11	10.447	144.28	2:00.879
7	10		Peter TERTING	GER	SEAT Toledo Cupra	22:28.262	11	10.713	144.25	2:01.252
8	11		Jason PLATO	GBR	SEAT Toledo Cupra	22:28.684	11	11.135	144.21	2:01.137
9	5		Antonio GARCIA	ESP	BMW 320i	22:29.664	11	12.115	144.10	2:00.806
10	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	22:29.995	11	12.446	144.07	2:01.213
11	22		Nicola LARINI	ITA	Chevrolet Lacetti	22:33.182	11	15.633	143.73	2:01.777
12	42		Jorg MULLER	GER	BMW 320i	22:33.354	11	15.805	143.71	2:00.870
13	9		Jordi GENE	ESP	SEAT Toledo Cupra	22:37.919	11	20.370	143.22	2:01.568
14	23		Alain MENU	SUI	Chevrolet Lacetti	22:40.687	11	23.138	142.93	2:02.015
15	30		Stefano D'ASTE	ITA	BMW 320i	22:51.736	11	34.187	141.78	2:02.839
16	14		Thomas KLENKE	GER	Ford Focus	22:53.189	11	35.640	141.63	2:02.223
17	53		Gianluca DE LORENZI	ITA	BMW 320i	22:56.567	11	39.018	141.28	2:02.661
18	18		Carlos MASTRETTE	MEX	Seat Toledo Cupra	22:57.549	11	40.000	141.18	2:02.983
19	15		Thomas JAGER	GER	Ford Focus	23:02.200	11	44.651	140.71	2:03.624
20	51		Salvatore TAVANO	ITA	Alfa Romeo 156	24:30.795	11	2:13.246	132.23	2:01.817
21	3		James THOMPSON	GBR	Alfa Romeo 156	20:34.264	10	1 LAP	143.19	2:00.998
22	52		Andrea LARINI	ITA	Alfa Romeo 156	17:12.328	8	3 LAPS	136.79	2:03.148
NOT CLASSIFIED										
26			Roberto COLCIAGO	ITA	Honda Accord Euro R	8:10.315	4	D.N.F.	143.13	2:00.714
28			Carl ROSENBLAD	SWE	BMW 320i	8:17.918	4	D.N.F.	140.95	2:02.682
20			Tom CORONEL	NED	Seat Toledo Cupra	8:22.862	4	D.N.F.	139.56	2:02.841
FASTEST LAP										
6			Fabrizio GIOVANARDI		Alfa Romeo 156	2:00.625	2	147.22kph	91.48mph	
51			Salvatore TAVANO		Alfa Romeo 156	2:01.817	2	145.78kph	90.58mph	

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry. Car 55 excluded, Stewards decision TC08 refers.

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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
4		2:01.672	4		2:01.160	43		2:01.702	43		2:01.694	43		2:00.853
43	0.518	2:02.190	43	0.375	2:01.017	4	0.544	2:02.621	1	0.451	2:01.457	1	0.613	2:01.015
1	0.896	2:02.568	1	0.741	2:01.005	1	0.688	2:02.024	4	1.003	2:02.153	4	1.029	2:00.879
3	1.295	2:02.967	3	1.133	2:00.998	3	1.027	2:01.971	3	1.415	2:02.082	3	2.027	2:01.465
5	2.601	2:04.273	5	2.247	2:00.806	5	1.289	2:01.119	6	2.379	2:02.268	6	3.105	2:01.579
7	2.990	2:04.662	6	3.063	2:00.625	6	1.805	2:00.819	7	2.762	2:02.178	7	3.323	2:01.414
8	3.330	2:05.002	7	3.543	2:01.713	7	2.278	2:00.812	8	3.377	2:02.384	8	3.828	2:01.304
6	3.598	2:05.270	8	3.926	2:01.756	8	2.687	2:00.838	26	3.712	2:02.258	11	4.878	2:01.413
26	4.156	2:05.828	26	4.511	2:01.515	26	3.148	2:00.714	10	3.954	2:01.379	10	5.183	2:02.082
11	4.455	2:06.127	11	4.828	2:01.533	10	4.269	2:01.259	11	4.318	2:01.393	5	6.613	2:02.704
10	4.676	2:06.348	10	5.087	2:01.571	11	4.619	2:01.868	5	4.762	2:05.167	2	9.440	2:01.434
22	6.838	2:08.510	22	7.805	2:02.127	22	7.997	2:02.269	2	8.859	2:02.286	22	10.316	2:01.777
28	7.385	2:09.057	2	8.394	2:01.213	2	8.267	2:01.950	22	9.392	2:03.089	55	11.142	2:02.198
55	7.931	2:09.603	28	9.035	2:02.810	55	9.699	2:02.384	55	9.797	2:01.792	51	13.975	2:03.185
2	8.341	2:10.013	55	9.392	2:02.621	28	10.327	2:03.369	28	11.315	2:02.682	23	14.601	2:03.394
23	8.822	2:10.494	51	10.000	2:01.817	51	10.698	2:02.775	51	11.643	2:02.639	42	14.792	2:03.338
51	9.343	2:11.015	23	11.691	2:04.029	23	11.739	2:02.125	23	12.060	2:02.015	9	15.201	2:01.958
53	10.217	2:11.889	53	12.082	2:03.025	42	13.131	2:01.660	42	12.307	2:00.870	53	17.674	2:02.661
20	11.543	2:13.215	20	13.326	2:02.943	9	14.222	2:02.344	9	14.096	2:01.568	30	20.394	2:03.893
30	11.568	2:13.240	42	13.548	2:01.820	53	14.601	2:04.596	53	15.866	2:02.959	18	22.041	2:03.483
42	12.888	2:14.560	9	13.955	2:01.599	20	15.112	2:03.863	20	16.259	2:02.841	52	24.491	2:03.882
9	13.516	2:15.188	30	15.179	2:04.771	30	16.058	2:02.956	30	17.354	2:02.990	14	25.114	2:02.986
18	14.856	2:16.528	18	16.881	2:03.185	18	17.787	2:02.983	18	19.411	2:03.318	15	26.018	2:04.216
52	15.284	2:16.956	52	18.316	2:04.192	52	20.008	2:03.769	52	21.462	2:03.148			
15	15.806	2:17.478	15	18.802	2:04.156	15	20.349	2:03.624	15	22.655	2:04.000			
14	19.677	2:21.349	14	22.270	2:03.753	14	22.416	2:02.223	14	22.981	2:02.259			

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)

Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

## 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
43		2:01.262	43		2:01.470	43		2:01.388	43		2:01.442	43		2:01.695
1	0.323	2:00.972	1	0.542	2:01.689	1	0.932	2:01.778	1	0.780	2:01.290	1	0.595	2:01.510
4	1.953	2:02.186	4	1.957	2:01.474	4	1.926	2:01.357	4	2.614	2:02.130	4	4.622	2:03.703
3	2.743	2:01.978	7	2.701	2:01.005	7	2.751	2:01.438	7	2.857	2:01.548	7	4.843	2:03.681
7	3.166	2:01.105	6	4.480	2:02.231	6	4.719	2:01.627	6	4.602	2:01.325	6	5.482	2:02.575
6	3.719	2:01.876	8	5.126	2:02.440	8	5.526	2:01.788	8	5.604	2:01.520	8	5.894	2:01.985
8	4.156	2:01.590	11	6.331	2:03.048	10	8.304	2:03.021	11	9.374	2:02.069	10	10.517	2:02.558
11	4.753	2:01.137	10	6.671	2:02.968	11	8.747	2:03.804	10	9.654	2:02.792	11	11.133	2:03.454
10	5.173	2:01.252	5	8.129	2:02.222	5	9.148	2:02.407	5	10.733	2:03.027	5	11.971	2:02.933
5	7.377	2:02.026	2	9.966	2:01.680	2	10.616	2:02.038	2	11.801	2:02.627	2	12.503	2:02.397
2	9.756	2:01.578	22	12.015	2:02.270	22	13.420	2:02.793	22	14.656	2:02.678	22	15.561	2:02.600
22	11.215	2:02.161	55	12.869	2:02.240	55	13.937	2:02.456	55	15.331	2:02.836	42	16.792	2:01.442
55	12.099	2:02.219	42	16.668	2:01.658	42	16.701	2:01.421	42	17.045	2:01.786	55	17.419	2:03.783
42	16.480	2:02.950	3	17.092	2:15.819	3	18.643	2:02.939	3	19.317	2:02.116	3	19.551	2:01.929
23	17.014	2:03.675	9	18.222	2:02.367	9	19.168	2:02.334	9	19.643	2:01.917	9	20.161	2:02.213
9	17.325	2:03.386	23	18.730	2:03.186	23	19.911	2:02.569	23	21.789	2:03.320	23	23.294	2:03.200
51	17.953	2:05.240	51	20.023	2:03.540	51	21.533	2:02.898	51	23.663	2:03.572	30	32.439	2:03.681
53	23.886	2:07.474	53	26.040	2:03.624	30	29.056	2:03.512	30	30.453	2:02.839	14	34.775	2:03.750
30	24.153	2:05.021	30	26.932	2:04.249	53	30.184	2:05.532	14	32.720	2:03.180	53	37.301	2:04.882
18	24.968	2:04.189	18	27.882	2:04.384	14	30.982	2:03.324	53	34.114	2:05.372	18	37.780	2:04.487
14	27.788	2:03.936	14	29.046	2:02.728	18	32.103	2:05.609	18	34.988	2:04.327	51	42.469	2:20.501P
52	29.471	2:06.242P	15	33.590	2:04.152	15	36.606	2:04.404	15	39.639	2:04.475	15	42.660	2:04.716
15	30.908	2:06.152	52	51.373	2:23.372	52	1:00.752	2:10.767P						

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
43		2:02.836												
1	2.027	2:04.268												
6	5.822	2:03.176												
8	6.786	2:03.728												
7	8.795	2:06.788												
4	10.447	2:08.661												
10	10.713	2:03.032												
11	11.135	2:02.838												
5	12.115	2:02.980												
2	12.446	2:02.779												
22	15.633	2:02.908												
42	15.805	2:01.849												
55	17.503	2:02.920												
9	20.370	2:03.045												
23	23.138	2:02.680												
30	34.187	2:04.584												
14	35.640	2:03.701												
53	39.018	2:04.553												
18	40.000	2:05.056												
15	44.651	2:04.827												
51	2:13.246	3:33.613												

**Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)**  
**Weather/Track: Sun 30.5°/Dry**

Imola  
 Circuit Length = 4.9330 km.  
 Start: 16:15 End: 16:37

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

1		Andy PRIAULX		GBR		BMW 320i			
1 -	28.401 193.5	<i>49.564</i> 164.3	44.603 123.2	2:02.568	7 -	27.191 192.8	49.895 <i>164.8</i>	44.603 116.3	2:01.689
2 -	<i>26.868</i> 191.1	49.817 164.1	44.320 <i>123.7</i>	2:01.005	8 -	27.232 193.8	50.150 163.8	44.396 121.2	2:01.778
3 -	26.900 194.5	50.179 164.6	44.945 120.9	2:02.024	9 -	27.144 193.5	49.991 164.3	44.155 120.5	2:01.290
4 -	27.128 194.9	50.104 162.4	44.225 122.3	2:01.457	10 -	27.132 193.5	50.169 163.1	44.209 119.2	2:01.510
5 -	26.966 195.2	49.952 164.6	44.097 122.3	2:01.015	11 -	27.084 194.2	50.262 <i>164.8</i>	46.922 115.5	2:04.268
6 -	26.930 <i>196.0</i>	49.900 164.3	44.142 121.6	<b>2:00.972</b>					
2		Gabriele TARQUINI		ITA		Alfa Romeo 156			
1 -	32.809 190.1	52.443 161.4	44.761 116.6	2:10.013	7 -	27.081 192.8	50.226 165.3	44.373 117.7	2:01.680
2 -	26.975 <i>198.8</i>	<i>50.044</i> 164.3	44.194 120.2	<b>2:01.213</b>	8 -	27.118 194.9	50.473 <i>166.1</i>	44.447 118.9	2:02.038
3 -	<i>26.939</i> 195.6	50.226 165.3	44.785 119.0	2:01.950	9 -	26.957 194.9	51.260 165.3	44.410 119.2	2:02.627
4 -	27.444 194.2	50.158 164.6	44.684 118.2	2:02.286	10 -	26.940 195.6	50.512 165.1	44.945 119.2	2:02.397
5 -	27.027 193.8	50.172 <i>166.1</i>	44.235 <i>120.5</i>	2:01.434	11 -	27.026 196.0	50.841 165.8	44.912 118.5	2:02.779
6 -	26.992 193.5	50.190 164.6	44.396 119.6	2:01.578					
3		James THOMPSON		GBR		Alfa Romeo 156			
1 -	29.673 192.5	<i>49.339</i> <i>168.2</i>	43.955 <i>121.2</i>	2:02.967	6 -	27.175 195.6	50.411 164.8	44.392 119.8	2:01.978
2 -	<i>26.831</i> <i>197.8</i>	49.734 166.6	44.433 121.0	<b>2:00.998</b>	7 -	27.154 196.3	50.776 166.1	57.889 95.6	2:15.819
3 -	26.906 196.3	50.033 164.8	45.032 118.5	2:01.971	8 -	28.101 195.2	50.388 167.1	44.450 118.8	2:02.939
4 -	27.088 <i>197.8</i>	50.321 165.8	44.673 120.0	2:02.082	9 -	27.147 196.7	50.085 165.3	44.884 119.7	2:02.116
5 -	27.008 197.4	49.958 167.7	44.499 118.2	2:01.465	10 -	27.221 195.6	50.242 166.6	44.466 117.6	2:01.929
4		Alessandro ZANARDI		ITA		BMW 320i			
1 -	27.396 192.5	49.988 163.1	44.288 121.2	2:01.672	7 -	27.174 192.5	49.919 165.1	44.381 119.7	2:01.474
2 -	27.002 194.2	49.888 164.8	44.270 121.8	2:01.160	8 -	27.114 194.2	<i>49.813</i> 164.3	44.430 121.3	2:01.357
3 -	27.006 193.8	49.921 163.6	45.694 119.8	2:02.621	9 -	27.079 195.6	50.026 164.3	45.025 115.2	2:02.130
4 -	<i>26.905</i> 196.7	50.800 <i>165.6</i>	44.448 121.2	2:02.153	10 -	27.506 194.2	51.182 161.1	45.015 120.0	2:03.703
5 -	26.978 <i>197.0</i>	49.831 165.1	44.070 <i>122.4</i>	<b>2:00.879</b>	11 -	27.596 192.8	55.216 148.9	45.849 113.8	2:08.661
6 -	26.871 <i>197.0</i>	50.075 164.6	45.240 119.6	2:02.186					
5		Antonio GARCIA		ESP		BMW 320i			
1 -	30.093 181.5	49.792 <i>165.3</i>	44.388 118.9	2:04.273	7 -	27.344 193.5	50.151 163.1	44.727 120.6	2:02.222
2 -	27.106 194.5	49.700 164.6	44.000 120.4	<b>2:00.806</b>	8 -	27.319 193.5	50.091 164.3	44.997 112.3	2:02.407
3 -	<i>26.895</i> 195.6	<i>49.685</i> 164.3	44.539 <i>120.9</i>	2:01.119	9 -	27.606 193.8	50.268 164.3	45.153 120.0	2:03.027
4 -	27.203 <i>196.7</i>	50.281 165.1	47.683 120.6	2:05.167	10 -	27.449 193.5	50.344 160.7	45.140 120.0	2:02.933
5 -	27.427 194.5	50.268 164.1	45.009 120.6	2:02.704	11 -	27.232 194.2	50.477 163.6	45.271 119.6	2:02.980
6 -	27.253 194.9	50.008 163.8	44.765 116.3	2:02.026					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

<b>6</b>	<b>Fabrizio GIOVANARDI</b>			<b>ITA</b>	Alfa Romeo 156				
<b>1</b> -	30.481 181.2	50.755 <i>168.2</i>	44.034 <i>123.0</i>	<b>2:05.270</b>	<b>7</b> -	26.944 196.0	50.262 166.4	45.025 120.0	<b>2:02.231</b>
<b>2</b> -	26.920 <i>198.5</i>	<i>49.638</i> 166.9	44.067 121.3	<b>2:00.625</b>	<b>8</b> -	27.053 195.2	50.444 166.6	44.130 117.9	<b>2:01.627</b>
<b>3</b> -	<i>26.731</i> 197.0	50.130 166.9	43.958 122.3	<b>2:00.819</b>	<b>9</b> -	27.033 196.3	50.097 164.6	44.195 118.6	<b>2:01.325</b>
<b>4</b> -	26.863 198.1	50.260 167.7	45.145 121.2	<b>2:02.268</b>	<b>10</b> -	27.001 196.3	50.503 165.8	45.071 121.0	<b>2:02.575</b>
<b>5</b> -	26.875 196.7	50.417 166.4	44.287 115.7	<b>2:01.579</b>	<b>11</b> -	27.061 191.8	51.336 162.4	44.779 119.6	<b>2:03.176</b>
<b>6</b> -	27.053 196.0	50.711 165.8	44.112 119.7	<b>2:01.876</b>					
<b>7</b>	<b>Augusto FARFUS JR.</b>			<b>BRA</b>	Alfa Romeo 156				
<b>1</b> -	30.189 179.1	50.123 <i>167.1</i>	44.350 120.6	<b>2:04.662</b>	<b>7</b> -	27.017 195.6	49.854 166.1	44.134 120.6	<b>2:01.005</b>
<b>2</b> -	<i>26.937</i> <i>196.3</i>	49.826 166.1	44.950 120.8	<b>2:01.713</b>	<b>8</b> -	27.056 195.2	50.001 164.6	44.381 120.4	<b>2:01.438</b>
<b>3</b> -	26.976 195.2	<i>49.776</i> 166.9	44.060 120.9	<b>2:00.812</b>	<b>9</b> -	27.099 194.5	49.995 163.8	44.454 120.8	<b>2:01.548</b>
<b>4</b> -	26.859 195.6	50.130 166.4	45.189 <i>121.3</i>	<b>2:02.178</b>	<b>10</b> -	27.374 193.5	51.198 163.1	45.109 119.3	<b>2:03.681</b>
<b>5</b> -	26.924 <i>196.3</i>	50.389 166.4	44.101 120.5	<b>2:01.414</b>	<b>11</b> -	27.512 193.8	54.590 151.0	44.686 118.6	<b>2:06.788</b>
<b>6</b> -	27.008 196.0	50.074 165.6	44.023 120.8	<b>2:01.105</b>					
<b>8</b>	<b>Rickard RYDELL</b>			<b>SWE</b>	SEAT Toledo Cupra				
<b>1</b> -	30.319 188.8	50.379 165.3	44.304 121.3	<b>2:05.002</b>	<b>7</b> -	27.135 193.8	50.082 164.1	45.223 118.0	<b>2:02.440</b>
<b>2</b> -	27.736 193.2	<i>49.664</i> 165.6	44.356 121.4	<b>2:01.756</b>	<b>8</b> -	27.180 193.2	50.158 163.3	44.450 117.0	<b>2:01.788</b>
<b>3</b> -	<i>27.052</i> 194.2	49.675 <i>165.8</i>	44.111 <i>121.6</i>	<b>2:00.838</b>	<b>9</b> -	27.258 193.8	49.913 164.6	44.349 118.0	<b>2:01.520</b>
<b>4</b> -	26.930 194.5	50.054 163.8	45.400 120.6	<b>2:02.384</b>	<b>10</b> -	27.261 192.8	50.167 164.3	44.557 119.3	<b>2:01.985</b>
<b>5</b> -	26.947 194.2	49.931 164.8	44.426 120.2	<b>2:01.304</b>	<b>11</b> -	27.167 193.8	51.572 159.2	44.989 116.6	<b>2:03.728</b>
<b>6</b> -	26.972 <i>196.3</i>	50.336 162.8	44.282 118.0	<b>2:01.590</b>					
<b>9</b>	<b>Jordi GENE</b>			<b>ESP</b>	SEAT Toledo Cupra				
<b>1</b> -	35.882 183.9	54.498 165.8	44.808 <i>120.6</i>	<b>2:15.188</b>	<b>7</b> -	27.324 196.3	50.745 162.4	44.298 119.2	<b>2:02.367</b>
<b>2</b> -	<i>26.988</i> 195.6	50.426 165.3	44.185 119.7	<b>2:01.599</b>	<b>8</b> -	27.191 196.0	50.943 164.8	44.200 118.6	<b>2:02.334</b>
<b>3</b> -	27.229 <i>197.4</i>	50.664 165.1	44.451 118.1	<b>2:02.344</b>	<b>9</b> -	27.204 194.5	50.427 164.3	44.286 118.2	<b>2:01.917</b>
<b>4</b> -	27.096 195.2	<i>50.188</i> 165.6	44.284 119.3	<b>2:01.568</b>	<b>10</b> -	27.367 195.6	50.543 165.6	44.303 118.0	<b>2:02.213</b>
<b>5</b> -	27.054 194.5	50.239 <i>166.4</i>	44.665 119.7	<b>2:01.958</b>	<b>11</b> -	27.343 193.2	50.547 165.3	45.155 118.5	<b>2:03.045</b>
<b>6</b> -	27.300 196.7	50.645 165.3	45.441 119.0	<b>2:03.386</b>					
<b>10</b>	<b>Peter TERTING</b>			<b>GER</b>	SEAT Toledo Cupra				
<b>1</b> -	30.832 193.8	51.361 165.8	44.155 <i>121.4</i>	<b>2:06.348</b>	<b>7</b> -	27.281 195.2	50.372 164.8	45.315 109.6	<b>2:02.968</b>
<b>2</b> -	27.188 189.4	50.060 162.6	44.323 120.9	<b>2:01.571</b>	<b>8</b> -	27.581 195.2	49.989 165.3	45.451 115.5	<b>2:03.021</b>
<b>3</b> -	<i>26.941</i> 196.0	50.034 <i>166.1</i>	44.284 119.3	<b>2:01.259</b>	<b>9</b> -	27.175 195.6	50.159 163.3	45.458 117.2	<b>2:02.792</b>
<b>4</b> -	26.811 196.7	<i>49.623</i> 165.8	44.945 120.4	<b>2:01.379</b>	<b>10</b> -	27.045 195.6	50.754 163.8	44.759 116.8	<b>2:02.558</b>
<b>5</b> -	26.946 <i>198.1</i>	49.907 165.8	45.229 113.6	<b>2:02.082</b>	<b>11</b> -	27.205 195.2	50.329 164.1	45.498 112.2	<b>2:03.032</b>
<b>6</b> -	27.527 194.2	49.881 165.1	43.844 110.6	<b>2:01.252</b>					

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

<b>11</b>	<b>Jason PLATO</b>			<b>GBR</b>	<b>SEAT Toledo Cupra</b>				
<b>1</b> -	30.733 189.8	50.870 164.8	44.524 120.6	<b>2:06.127</b>	<b>7</b> -	27.106 194.9	50.379 163.8	45.563 111.4	<b>2:03.048</b>
<b>2</b> -	27.189 193.5	50.022 163.8	44.322 120.1	<b>2:01.533</b>	<b>8</b> -	27.552 194.2	50.479 153.8	45.773 118.6	<b>2:03.804</b>
<b>3</b> -	<del>26.974</del> 195.6	49.951 163.6	44.943 <del>127.4</del>	<b>2:01.868</b>	<b>9</b> -	27.121 195.2	50.044 165.1	44.904 119.7	<b>2:02.069</b>
<b>4</b> -	26.905 <b>196.3</b>	<del>49.682</del> 164.8	44.806 120.9	<b>2:01.393</b>	<b>10</b> -	27.058 193.8	50.656 162.8	45.740 118.6	<b>2:03.454</b>
<b>5</b> -	26.892 193.8	49.830 <del>165.6</del>	44.691 117.9	<b>2:01.413</b>	<b>11</b> -	27.192 194.5	50.360 165.3	45.286 118.8	<b>2:02.838</b>
<b>6</b> -	27.056 194.9	49.872 163.3	44.209 117.0	<b>2:01.137</b>					
<b>14</b>	<b>Thomas KLENKE</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b> -	32.672 187.1	53.145 160.0	55.532 108.1	<b>2:21.349</b>	<b>7</b> -	27.629 190.4	50.646 162.1	44.453 116.6	<b>2:02.728</b>
<b>2</b> -	28.414 186.5	50.673 160.9	44.666 118.6	<b>2:03.753</b>	<b>8</b> -	27.510 191.4	51.095 161.9	44.719 118.9	<b>2:03.324</b>
<b>3</b> -	27.428 190.1	50.421 161.1	44.374 118.6	<b>2:02.223</b>	<b>9</b> -	27.437 191.4	50.732 161.1	45.011 <del>120.2</del>	<b>2:03.180</b>
<b>4</b> -	27.469 191.4	<del>50.208</del> <del>162.6</del>	44.582 117.5	<b>2:02.259</b>	<b>10</b> -	27.632 188.8	51.044 161.4	45.074 118.1	<b>2:03.750</b>
<b>5</b> -	27.369 <del>194.2</del>	51.388 161.6	44.229 119.3	<b>2:02.986</b>	<b>11</b> -	27.485 189.8	51.072 161.1	45.144 118.1	<b>2:03.701</b>
<b>6</b> -	<del>27.372</del> 191.4	51.525 160.9	45.039 118.4	<b>2:03.936</b>					
<b>15</b>	<b>Thomas JAGER</b>			<b>GER</b>	<b>Ford Focus</b>				
<b>1</b> -	36.708 182.1	54.899 161.4	45.871 118.4	<b>2:17.478</b>	<b>7</b> -	27.612 188.8	51.310 158.5	45.230 118.0	<b>2:04.152</b>
<b>2</b> -	27.643 190.4	51.453 158.8	45.060 <del>120.6</del>	<b>2:04.156</b>	<b>8</b> -	27.715 188.1	51.484 160.2	45.205 117.5	<b>2:04.404</b>
<b>3</b> -	27.425 191.4	<del>51.237</del> <del>162.1</del>	44.962 118.5	<b>2:03.624</b>	<b>9</b> -	27.628 188.1	51.534 160.9	45.313 116.1	<b>2:04.475</b>
<b>4</b> -	<del>27.561</del> 189.8	51.534 159.2	44.905 118.8	<b>2:04.000</b>	<b>10</b> -	27.807 187.1	51.453 160.0	45.456 116.3	<b>2:04.716</b>
<b>5</b> -	27.434 <del>191.8</del>	51.974 160.9	44.808 113.8	<b>2:04.216</b>	<b>11</b> -	27.796 188.4	51.280 160.4	45.751 118.1	<b>2:04.827</b>
<b>6</b> -	27.682 191.1	53.432 158.1	45.038 117.1	<b>2:06.152</b>					
<b>18</b>	<b>Carlos MASTRETTA</b>			<b>MEX</b>	<b>Seat Toledo Cupra</b>				<b>I</b>
<b>1</b> -	36.409 178.5	54.850 160.7	45.269 117.3	<b>2:16.528</b>	<b>7</b> -	27.775 192.5	51.313 161.9	45.296 117.5	<b>2:04.384</b>
<b>2</b> -	27.576 193.8	50.765 162.4	44.844 <del>120.1</del>	<b>2:03.185</b>	<b>8</b> -	28.166 180.6	52.127 160.9	45.316 117.5	<b>2:05.609</b>
<b>3</b> -	27.396 193.5	50.829 162.4	44.758 <del>120.1</del>	<b>2:02.983</b>	<b>9</b> -	27.594 <del>194.2</del>	51.444 162.6	45.289 118.2	<b>2:04.327</b>
<b>4</b> -	<del>27.482</del> 193.2	50.906 161.4	44.930 117.2	<b>2:03.318</b>	<b>10</b> -	27.812 193.2	51.191 161.9	45.484 118.4	<b>2:04.487</b>
<b>5</b> -	27.603 192.5	<del>50.709</del> 162.4	45.171 117.7	<b>2:03.483</b>	<b>11</b> -	27.889 192.5	51.303 <del>163.1</del>	45.864 118.2	<b>2:05.056</b>
<b>6</b> -	27.551 193.2	50.871 161.9	45.767 118.2	<b>2:04.189</b>					
<b>20</b>	<b>Tom CORONEL</b>			<b>NED</b>	<b>Seat Toledo Cupra</b>				<b>I</b>
<b>1</b> -	34.343 187.1	52.231 160.7	46.641 112.6	<b>2:13.215</b>	<b>3</b> -	27.715 <del>194.9</del>	51.328 <del>162.8</del>	44.820 <del>116.8</del>	<b>2:03.863</b>
<b>2</b> -	27.675 192.5	<del>50.435</del> 161.4	44.833 114.5	<b>2:02.943</b>	<b>4</b> -	<del>27.306</del> 194.2	50.773 161.1	44.762 116.6	<b>2:02.841</b>
<b>21</b>	<b>Robert HUFF</b>			<b>GBR</b>	<b>Chevrolet Lacetti</b>				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37



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

(contd.)

<b>22</b>	<b>Nicola LARINI</b>			<b>ITA</b>	Chevrolet Lacetti				
1 -				2:08.510	7 -			2:02.270	
2 -				2:02.127	8 -			2:02.793	
3 -				2:02.269	9 -			2:02.678	
4 -				2:03.089	10 -			2:02.600	
5 -				<b>2:01.777</b>	11 -			2:02.908	
6 -				2:02.161					
<b>23</b>	<b>Alain MENU</b>			<b>SUI</b>	Chevrolet Lacetti				
1 -	33.240 187.5	51.993 162.6	45.261 120.2	2:10.494	7 -	27.469 193.5	51.002 160.2	44.715 118.0	2:03.186
2 -	28.473 183.6	50.633 161.6	44.923 118.2	2:04.029	8 -	27.531 193.2	50.550 162.4	44.488 116.3	2:02.569
3 -	27.397 192.8	50.308 162.8	44.420 <i>127.6</i>	2:02.125	9 -	27.471 192.8	51.097 160.4	44.752 118.8	2:03.320
4 -	<i>27.319</i> 194.2	<b>50.119</b> <i>163.8</i>	44.577 120.0	<b>2:02.015</b>	10 -	27.559 192.1	50.778 160.2	44.863 115.0	2:03.200
5 -	27.501 194.2	50.673 162.4	45.220 118.6	2:03.394	11 -	27.574 191.8	50.392 161.9	44.714 117.0	2:02.680
6 -	27.461 <i>194.5</i>	50.610 163.1	45.604 117.3	2:03.675					
<b>26</b>	<b>Roberto COLCIAGO</b>			<b>ITA</b>	Honda Accord Euro R				
1 -	30.265 178.8	50.905 164.8	44.658 121.3	2:05.828	3 -	<i>26.760</i> <i>197.4</i>	<i>50.031</i> 165.8	43.923 <i>121.7</i>	<b>2:00.714</b>
2 -	27.052 189.1	50.204 <i>166.7</i>	44.259 121.4	2:01.515	4 -	26.886 196.7	50.100 164.8	45.272 121.3	2:02.258
<b>28</b>	<b>Carl ROSENBLAD</b>			<b>SWE</b>	BMW 320i			<b>I</b>	
1 -	31.489 190.1	53.004 162.1	44.564 117.5	2:09.057	3 -	27.098 <i>194.2</i>	50.774 162.6	45.497 118.8	2:03.369
2 -	<i>27.363</i> 193.5	<i>50.485</i> <i>163.3</i>	44.962 <i>119.4</i>	2:02.810	4 -	27.393 <i>194.2</i>	50.505 162.8	44.784 117.0	<b>2:02.682</b>
<b>30</b>	<b>Stefano D'ASTE</b>			<b>ITA</b>	BMW 320i			<b>I</b>	
1 -	34.107 185.8	52.305 161.1	46.828 104.5	2:13.240	7 -	27.695 181.5	50.789 162.4	45.765 116.8	2:04.249
2 -	28.198 188.4	51.681 <i>163.7</i>	44.892 117.9	2:04.771	8 -	27.853 189.4	50.523 162.6	45.136 <i>120.7</i>	2:03.512
3 -	27.347 191.8	50.625 162.6	44.984 119.0	2:02.956	9 -	27.480 192.1	<i>50.422</i> 161.6	44.937 118.2	<b>2:02.839</b>
4 -	27.589 188.1	50.543 162.6	44.858 118.2	2:02.990	10 -	<i>27.465</i> 191.4	50.645 161.6	45.571 116.1	2:03.681
5 -	27.517 190.1	50.885 162.6	45.491 116.6	2:03.893	11 -	27.799 189.1	50.921 161.9	45.864 115.8	2:04.584
6 -	27.581 <i>192.8</i>	51.853 147.9	45.587 118.0	2:05.021					
<b>32</b>	<b>Marc HENNERICI</b>			<b>GER</b>	BMW 320i			<b>I</b>	

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

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

(contd.)

<b>42</b>	<b>Jorg MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				
<b>1 -</b>	37.987 193.2	52.187 163.3	44.386 121.6	<b>2:14.560</b>	<b>7 -</b>	27.184 193.5	49.608 164.1	44.866 121.0	<b>2:01.658</b>
<b>2 -</b>	27.045 192.5	50.244 164.3	44.531 122.1	<b>2:01.820</b>	<b>8 -</b>	27.150 191.1	49.821 161.9	44.450 120.0	<b>2:01.421</b>
<b>3 -</b>	27.092 194.2	49.701 164.3	44.867 <b>123.0</b>	<b>2:01.660</b>	<b>9 -</b>	27.330 192.8	49.782 164.1	44.674 121.8	<b>2:01.786</b>
<b>4 -</b>	<b>26.977</b> 194.5	<b>49.454</b> <b>165.1</b>	44.439 122.0	<b>2:00.870</b>	<b>10 -</b>	27.117 193.8	49.667 <b>165.1</b>	44.658 120.9	<b>2:01.442</b>
<b>5 -</b>	27.427 <b>194.9</b>	50.887 163.3	45.024 120.4	<b>2:03.338</b>	<b>11 -</b>	27.123 194.5	49.897 164.1	44.829 120.4	<b>2:01.849</b>
<b>6 -</b>	27.442 <b>194.9</b>	50.582 161.6	44.926 118.6	<b>2:02.950</b>					
<b>43</b>	<b>Dirk MULLER</b>			<b>GER</b>	<b>BMW 320i</b>				
<b>1 -</b>	27.968 193.2	49.853 163.6	44.369 120.4	<b>2:02.190</b>	<b>7 -</b>	27.239 192.1	49.898 <b>164.1</b>	44.333 121.3	<b>2:01.470</b>
<b>2 -</b>	27.017 194.2	<b>49.566</b> 163.6	44.434 121.7	<b>2:01.017</b>	<b>8 -</b>	27.149 192.5	49.916 163.6	44.323 <b>123.0</b>	<b>2:01.388</b>
<b>3 -</b>	<b>26.896</b> <b>194.9</b>	49.879 163.6	44.927 121.0	<b>2:01.702</b>	<b>9 -</b>	27.047 192.5	49.877 163.6	44.518 122.4	<b>2:01.442</b>
<b>4 -</b>	27.069 192.8	50.383 163.6	44.242 122.7	<b>2:01.694</b>	<b>10 -</b>	27.135 193.5	49.949 163.3	44.611 121.7	<b>2:01.695</b>
<b>5 -</b>	27.017 193.5	49.677 163.8	44.159 121.7	<b>2:00.853</b>	<b>11 -</b>	27.103 193.2	50.064 163.8	45.669 103.5	<b>2:02.836</b>
<b>6 -</b>	27.025 194.2	49.953 162.8	44.284 120.0	<b>2:01.262</b>					
<b>51</b>	<b>Salvatore TAVANO</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>				
<b>1 -</b>	33.440 191.1	52.531 162.8	45.044 119.4	<b>2:11.015</b>	<b>7 -</b>	27.582 192.1	50.664 <b>164.3</b>	45.294 117.2	<b>2:03.540</b>
<b>2 -</b>	27.516 192.8	<b>50.150</b> 161.9	44.151 <b>120.4</b>	<b>2:01.817</b>	<b>8 -</b>	27.499 192.8	50.619 162.6	44.780 117.5	<b>2:02.898</b>
<b>3 -</b>	27.224 <b>194.2</b>	50.775 163.1	44.776 120.2	<b>2:02.775</b>	<b>9 -</b>	27.706 193.2	50.852 162.1	45.014 118.5	<b>2:03.572</b>
<b>4 -</b>	<b>27.317</b> 193.5	50.569 161.9	44.753 <b>120.4</b>	<b>2:02.639</b>	<b>10 -</b>	27.623 192.5	50.763 162.1	1:02.115	<b>2:20.501P</b>
<b>5 -</b>	27.473 193.8	50.841 162.6	44.871 119.6	<b>2:03.185</b>	<b>11 -</b>	1:37.979 185.5	53.538 117.6	1:02.096 114.0	<b>3:33.613</b>
<b>6 -</b>	27.435 192.8	50.957 163.3	46.848 117.7	<b>2:05.240</b>					
<b>52</b>	<b>Andrea LARINI</b>			<b>ITA</b>	<b>Alfa Romeo 156</b>				
<b>1 -</b>	35.591 182.1	55.812 160.0	45.553 117.1	<b>2:16.956</b>	<b>5 -</b>	28.032 189.8	50.990 159.5	44.860 118.4	<b>2:03.882</b>
<b>2 -</b>	27.820 190.8	51.206 <b>160.4</b>	45.166 118.9	<b>2:04.192</b>	<b>6 -</b>	27.841 <b>191.1</b>	51.312 160.2	47.089	<b>2:06.242P</b>
<b>3 -</b>	<b>27.608</b> 190.4	51.367 159.7	44.794 <b>119.7</b>	<b>2:03.769</b>	<b>7 -</b>	42.850 173.9	53.280 156.2	47.242 110.3	<b>2:23.372</b>
<b>4 -</b>	27.667 190.4	<b>50.974</b> 160.2	44.507 118.4	<b>2:03.148</b>	<b>8 -</b>	28.957 179.4	52.908 155.3	48.902	<b>2:10.767P</b>
<b>53</b>	<b>Gianluca DE LORENZI</b>			<b>ITA</b>	<b>BMW 320i</b>				
<b>1 -</b>	33.644 191.8	52.481 162.4	45.764 115.0	<b>2:11.889</b>	<b>7 -</b>	27.834 191.1	50.903 158.1	44.887 116.8	<b>2:03.624</b>
<b>2 -</b>	27.739 <b>193.8</b>	50.576 <b>163.3</b>	44.710 117.6	<b>2:03.025</b>	<b>8 -</b>	29.840 184.6	50.647 162.6	45.045 117.7	<b>2:05.532</b>
<b>3 -</b>	27.801 187.1	51.223 163.1	45.572 <b>119.2</b>	<b>2:04.596</b>	<b>9 -</b>	27.657 191.4	52.795 161.9	44.920 115.7	<b>2:05.372</b>
<b>4 -</b>	<b>27.615</b> 191.4	50.583 162.4	44.761 117.5	<b>2:02.959</b>	<b>10 -</b>	27.980 188.8	50.727 162.4	46.175 117.2	<b>2:04.882</b>
<b>5 -</b>	27.574 193.2	<b>50.457</b> 161.1	44.630 116.7	<b>2:02.661</b>	<b>11 -</b>	27.920 189.1	51.161 160.7	45.472 113.8	<b>2:04.553</b>
<b>6 -</b>	29.534 177.6	52.545 159.0	45.395 116.3	<b>2:07.474</b>					
<b>54</b>	<b>Stefano VALLI</b>			<b>RSM</b>	<b>BMW 320i</b>				

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

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

(contd.)

<b>55</b>	<b>Alessandro BALZAN</b>				<b>ITA</b>	<b>SEAT Toledo Cupra</b>				<b>I</b>					
<b>1</b> -	32.116	192.8	52.758	163.6	44.729	118.8	2:09.603	<b>7</b> -	27.304	193.8	50.401	163.8	44.535	117.9	2:02.240
<b>2</b> -	27.131	<i>196.0</i>	50.738	<i>165.8</i>	44.752	<i>120.9</i>	2:02.621	<b>8</b> -	27.270	194.2	50.515	164.1	44.671	116.3	2:02.456
<b>3</b> -	27.057	195.2	50.566	164.3	44.761	<i>120.9</i>	2:02.384	<b>9</b> -	27.381	194.2	50.729	163.8	44.726	117.3	2:02.836
<b>4</b> -	<i>27.023</i>	195.6	<i>50.190</i>	165.3	44.579	117.3	<b>2:01.792</b>	<b>10</b> -	27.347	195.2	50.668	164.3	45.768	116.6	2:03.783
<b>5</b> -	27.163	194.2	50.323	164.3	44.712	117.9	2:02.198	<b>11</b> -	27.410	195.2	50.709	164.1	44.801	115.0	2:02.920
<b>6</b> -	27.131	195.6	50.514	163.1	44.574	118.1	2:02.219								

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - FINISH LINE

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	1		Andy PRIAULX	GBR	BMW 320i	123.7
2	43		Dirk MULLER	GER	BMW 320i	123.0
3	42		Jorg MULLER	GER	BMW 320i	123.0
4	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	123.0
5	4		Alessandro ZANARDI	ITA	BMW 320i	122.4
6	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	121.7
7	23		Alain MENU	SUI	Chevrolet Lacetti	121.6
8	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	121.6
9	11		Jason PLATO	GBR	SEAT Toledo Cupra	121.4
10	10		Peter TERTING	GER	SEAT Toledo Cupra	121.4
11	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	121.3
12	3		James THOMPSON	GBR	Alfa Romeo 156	121.2
13	5		Antonio GARCIA	ESP	BMW 320i	120.9
14	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	120.9
15	15		Thomas JAGER	GER	Ford Focus	120.6
16	9		Jordi GENE	ESP	SEAT Toledo Cupra	120.6
17	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	120.5
18	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	120.4
19	14		Thomas KLENKE	GER	Ford Focus	120.2
20	30	I	Stefano D'ASTE	ITA	BMW 320i	120.1
21	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	120.1
22	52	I	Andrea LARINI	ITA	Alfa Romeo 156	119.7
23	28	I	Carl ROSENBLAD	SWE	BMW 320i	119.4
24	53	I	Gianluca DE LORENZI	ITA	BMW 320i	119.2
25	20	I	Tom CORONEL	NED	Seat Toledo Cupra	116.8

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
 Weather/Track: Sun 30.5°/Dry

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Imola  
 Circuit Length = 4.9330 km.  
 Start: 16:15 End: 16:37  
 Printed - 16:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - SECTOR 1

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	198.8
2	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	198.5
3	10		Peter TERTING	GER	SEAT Toledo Cupra	198.1
4	3		James THOMPSON	GBR	Alfa Romeo 156	197.8
5	9		Jordi GENE	ESP	SEAT Toledo Cupra	197.4
6	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	197.4
7	4		Alessandro ZANARDI	ITA	BMW 320i	197.0
8	5		Antonio GARCIA	ESP	BMW 320i	196.7
9	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	196.3
10	11		Jason PLATO	GBR	SEAT Toledo Cupra	196.3
11	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	196.3
12	1		Andy PRIAULX	GBR	BMW 320i	196.0
13	55		Alessandro BALZAN	ITA	SEAT Toledo Cupra	196.0
14	42		Jorg MULLER	GER	BMW 320i	194.9
15	20		Tom CORONEL	NED	Seat Toledo Cupra	194.9
16	43		Dirk MULLER	GER	BMW 320i	194.9
17	23		Alain MENU	SUI	Chevrolet Lacetti	194.5
18	18		Carlos MASTRETTA	MEX	Seat Toledo Cupra	194.2
19	14		Thomas KLENKE	GER	Ford Focus	194.2
20	51		Salvatore TAVANO	ITA	Alfa Romeo 156	194.2
21	28		Carl ROSENBLAD	SWE	BMW 320i	194.2
22	53		Gianluca DE LORENZI	ITA	BMW 320i	193.8
23	30		Stefano D'ASTE	ITA	BMW 320i	192.8
24	15		Thomas JAGER	GER	Ford Focus	191.8
25	52		Andrea LARINI	ITA	Alfa Romeo 156	191.1
26	32		Marc HENNERICI	GER	BMW 320i	183.3
27	21		Robert HUFF	GBR	Chevrolet Lacetti	181.5
28	54		Stefano VALLI	RSM	BMW 320i	177.9

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5<sup>o</sup>/Dry

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Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37

Printed - 16:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship

### RACE 2 - SPEED TRAP - SECTOR 2

(contd.)

POS	NO	CL	DRIVER	NAT	CAR	KPH
1	6		Fabrizio GIOVANARDI	ITA	Alfa Romeo 156	168.2
2	3		James THOMPSON	GBR	Alfa Romeo 156	168.2
3	7		Augusto FARFUS JR.	BRA	Alfa Romeo 156	167.1
4	9		Jordi GENE	ESP	SEAT Toledo Cupra	166.4
5	2		Gabriele TARQUINI	ITA	Alfa Romeo 156	166.1
6	10		Peter TERTING	GER	SEAT Toledo Cupra	166.1
7	26		Roberto COLCIAGO	ITA	Honda Accord Euro R	166.1
8	8		Rickard RYDELL	SWE	SEAT Toledo Cupra	165.8
9	55	I	Alessandro BALZAN	ITA	SEAT Toledo Cupra	165.8
10	11		Jason PLATO	GBR	SEAT Toledo Cupra	165.6
11	4		Alessandro ZANARDI	ITA	BMW 320i	165.6
12	5		Antonio GARCIA	ESP	BMW 320i	165.3
13	42		Jorg MULLER	GER	BMW 320i	165.1
14	1		Andy PRIAULX	GBR	BMW 320i	164.8
15	51	I	Salvatore TAVANO	ITA	Alfa Romeo 156	164.3
16	43		Dirk MULLER	GER	BMW 320i	164.1
17	23		Alain MENU	SUI	Chevrolet Lacetti	163.8
18	53	I	Gianluca DE LORENZI	ITA	BMW 320i	163.3
19	28	I	Carl ROSENBLAD	SWE	BMW 320i	163.3
20	18	I	Carlos MASTRETTA	MEX	Seat Toledo Cupra	163.1
21	30	I	Stefano D'ASTE	ITA	BMW 320i	163.1
22	20	I	Tom CORONEL	NED	Seat Toledo Cupra	162.8
23	14		Thomas KLENKE	GER	Ford Focus	162.6
24	15		Thomas JAGER	GER	Ford Focus	162.1
25	52	I	Andrea LARINI	ITA	Alfa Romeo 156	160.4

Ballast Car1(+40kg) 2(+55) 3(+20) 5(+15) 6(+5) 7(+30) 8(+35) 9(+5) 11(+10) 42(+30) 43(+35)  
Weather/Track: Sun 30.5°/Dry

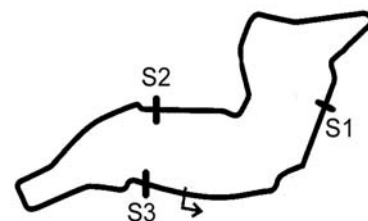
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Imola  
Circuit Length = 4.9330 km.  
Start: 16:15 End: 16:37  
Printed - 16:42 Sunday, 29 May 2005

## 2005 FIA World Touring Car Championship Race 2 - Best Sector Times Report

POS	SECTOR 1			SECTOR 2			SECTOR 3			NAME	IDEAL/BEST LAP COMPARISON				
	NO	TIME	LAP	NO	TIME	LAP	NO	TIME	LAP		NO	IDEAL	BEST	LAP	DIFF
1	6	26.731	3	3	49.339	1	10	43.844	6	3	THOMPSON	2:00.125	2:00.998	2	+ 0.873
2	26	26.760	3	42	49.454	4	26	43.923	3	10	TERTING	2:00.278	2:01.252	6	+ 0.974
3	10	26.811	4	1	49.564	1	3	43.955	1	6	GIOVANARD	2:00.327	2:00.625	2	+ 0.298
4	3	26.831	2	43	49.566	2	6	43.958	3	1	PRIAULX	2:00.529	2:00.972	6	+ 0.443
5	7	26.859	4	10	49.623	4	5	44.000	2	5	GARCIA	2:00.580	2:00.806	2	+ 0.226
6	1	26.868	2	6	49.638	2	7	44.023	6	43	MULLER	2:00.621	2:00.853	5	+ 0.232
7	4	26.871	6	8	49.664	2	4	44.070	5	7	FARFUS JR.	2:00.658	2:00.812	3	+ 0.154
8	11	26.892	5	11	49.682	4	1	44.097	5	8	RYDELL	2:00.705	2:00.838	3	+ 0.133
9	5	26.895	3	5	49.685	3	8	44.111	3	26	COLCIAGO	2:00.714	2:00.714	3	+ 0.000
10	43	26.896	3	7	49.776	3	51	44.151	2	4	ZANARDI	2:00.754	2:00.879	5	+ 0.125
11	8	26.930	4	4	49.813	8	43	44.159	5	11	PLATO	2:00.783	2:01.137	6	+ 0.354
12	2	26.939	3	26	50.031	3	9	44.185	2	42	MULLER	2:00.817	2:00.870	4	+ 0.053
13	42	26.977	4	2	50.044	2	2	44.194	2	2	TARQUINI	2:01.177	2:01.213	2	+ 0.036
14	9	26.988	2	23	50.119	4	11	44.209	6	9	GENE	2:01.361	2:01.568	4	+ 0.207
15	55	27.023	4	51	50.150	2	14	44.229	5	51	TAVANO	2:01.525	2:01.817	2	+ 0.292
16	28	27.098	3	9	50.188	4	42	44.386	1	55	BALZAN	2:01.748	2:01.792	4	+ 0.044
17	51	27.224	3	55	50.190	4	23	44.420	3	14	KLENKE	2:01.806	2:02.223	3	+ 0.417
18	20	27.306	4	14	50.208	4	52	44.507	4	23	MENU	2:01.858	2:02.015	4	+ 0.157
19	23	27.319	4	30	50.422	9	55	44.535	7	28	ROSENBLAD	2:02.147	2:02.682	4	+ 0.535
20	30	27.347	3	20	50.435	2	28	44.564	1	20	CORONEL	2:02.503	2:02.841	4	+ 0.338
21	14	27.369	5	53	50.457	5	53	44.630	5	30	D'ASTE	2:02.627	2:02.839	9	+ 0.212
22	18	27.396	3	28	50.485	2	18	44.758	3	53	DE LORENZI	2:02.661	2:02.661	5	+ 0.000
23	15	27.425	3	18	50.709	5	20	44.762	4	18	MASTRETTA	2:02.863	2:02.983	3	+ 0.120
24	53	27.574	5	52	50.974	4	15	44.808	5	52	LARINI	2:03.089	2:03.148	4	+ 0.059
25	52	27.608	3	15	51.237	3	30	44.858	4	15	JAGER	2:03.470	2:03.624	3	+ 0.154

'Perfect Lap' - 1:59.914

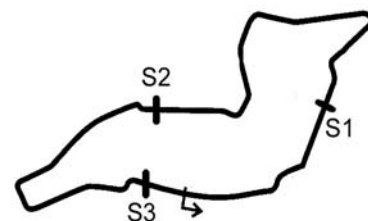


Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 30.6° /Dry

## 2005 FIA World Touring Car Championship Race 2 - Best Sector Speeds Report

SECTOR 1				SECTOR 2				SECTOR 3				
POS	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP	NO	NAME	SPEED	LAP
1	2	TARQUINI	198.8	2	3	THOMPSON	168.2	1	1	PRIAULX	123.7	2
2	6	GIOVANARDI	198.5	2	6	GIOVANARDI	168.2	1	6	GIOVANARDI	123.0	1
3	10	TERTING	198.1	5	7	FARFUS JR.	167.1	1	42	MULLER	123.0	3
4	3	THOMPSON	197.8	2	9	GENE	166.4	5	43	MULLER	123.0	8
5	9	GENE	197.4	3	2	TARQUINI	166.1	5	4	ZANARDI	122.4	5
6	26	COLCIAGO	197.4	3	10	TERTING	166.1	3	26	COLCIAGO	121.7	3
7	4	ZANARDI	197.0	5	26	COLCIAGO	166.1	2	8	RYDELL	121.6	3
8	5	GARCIA	196.7	4	8	RYDELL	165.8	3	23	MENU	121.6	3
9	7	FARFUS JR.	196.3	2	55	BALZAN	165.8	2	10	TERTING	121.4	1
10	8	RYDELL	196.3	6	4	ZANARDI	165.6	4	11	PLATO	121.4	3
11	11	PLATO	196.3	4	11	PLATO	165.6	5	7	FARFUS JR.	121.3	4
12	1	PRIAULX	196.0	6	5	GARCIA	165.3	1	3	THOMPSON	121.2	1
13	55	BALZAN	196.0	2	42	MULLER	165.1	4	5	GARCIA	120.9	3
14	20	CORONEL	194.9	3	1	PRIAULX	164.8	7	55	BALZAN	120.9	2
15	42	MULLER	194.9	5	51	TAVANO	164.3	7	9	GENE	120.6	1
16	43	MULLER	194.9	3	43	MULLER	164.1	7	15	JAGER	120.6	2
17	23	MENU	194.5	6	23	MENU	163.8	4	2	TARQUINI	120.5	5
18	14	KLENKE	194.2	5	28	ROSENBLAD	163.3	2	51	TAVANO	120.4	2
19	18	MASTRETTA	194.2	9	53	DE LORENZI	163.3	2	14	KLENKE	120.2	9
20	28	ROSENBLAD	194.2	3	18	MASTRETTA	163.1	11	18	MASTRETTA	120.1	2
21	51	TAVANO	194.2	3	30	D'ASTE	163.1	2	30	D'ASTE	120.1	8
22	53	DE LORENZI	193.8	2	20	CORONEL	162.8	3	52	LARINI	119.7	3
23	30	D'ASTE	192.8	6	14	KLENKE	162.6	4	28	ROSENBLAD	119.4	2
24	15	JAGER	191.8	5	15	JAGER	162.1	3	53	DE LORENZI	119.2	3
25	52	LARINI	191.1	6	52	LARINI	160.4	2	20	CORONEL	116.8	3



Circuit Length - 4.9330 kilometres  
Autodromo Enzo e Dino Ferrari  
Imola

Weather/Track: Sun 30.6° /Dry

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