



Professional Track Days

Monza, 13-14.10.2024

Free Practice 7 FORMULA

Best Sector Times

Sector 1			Sector 2			Sector 3			Ideal Lap	Best Lap
Pos	No Driver	Time	No Driver	Time	No Driver	Time	Pos	No Driver		
1	71 US6	34.585	45 US5	35.905	46 RR46	37.453	1	71 US6	1:49.237	1:50.858 (6)
2	85 MAC	35.804	48 RR48	36.777	48 RR48	37.462	2	45 US5	1:49.852	1:50.567 (3)
3	46 RR46	36.014	46 RR46	36.793	14 ALD	37.583	3	48 RR48	1:50.255	1:50.422 (1)
4	48 RR48	36.016	33 STO	36.863	31 US4	37.636	4	46 RR46	1:50.260	1:50.456 (2)
5	12 US1	36.057	31 US4	36.940	2 SCH	37.641	5	85 MAC	1:50.394	1:50.784 (5)
6	31 US4	36.067	85 MAC	36.941	85 MAC	37.649	6	33 STO	1:50.639	1:51.220 (12)
7	33 STO	36.092	14 ALD	36.945	12 US1	37.651	7	31 US4	1:50.643	1:50.956 (8)
8	6 YAM	36.112	51 NAK	36.945	27 SLA	37.676	8	12 US1	1:50.684	1:50.858 (7)
9	28 CL 28	36.134	71 US6	36.959	33 STO	37.684	9	14 ALD	1:50.721	1:50.721 (4)
10	14 ALD	36.193	12 US1	36.976	71 US6	37.693	10	2 SCH	1:50.929	1:51.039 (9)
11	45 US5	36.201	27 SLA	36.990	16 LAR	37.732	11	51 NAK	1:50.974	1:51.229 (13)
12	22 JMS22	36.207	2 SCH	37.001	45 US5	37.746	12	27 SLA	1:51.004	1:51.083 (10)
13	19 US3	36.221	23 FRA	37.030	22 JMS22	37.768	13	28 CL 28	1:51.013	1:51.161 (11)
14	51 NAK	36.227	88 HOD	37.040	51 NAK	37.802	14	15 US2	1:51.105	1:51.279 (14)
15	15 US2	36.229	28 CL 28	37.062	15 US2	37.812	15	22 JMS22	1:51.140	1:51.534 (18)
16	9 DUP	36.248	15 US2	37.064	28 CL 28	37.817	16	6 YAM	1:51.147	1:51.349 (15)
17	80 POW	36.254	16 LAR	37.108	19 US3	37.834	17	19 US3	1:51.200	1:51.603 (19)
18	2 SCH	36.287	50 GOW	37.130	80 POW	37.842	18	23 FRA	1:51.209	1:51.367 (16)
19	23 FRA	36.312	19 US3	37.145	6 YAM	37.867	19	80 POW	1:51.271	1:51.635 (21)
20	50 GOW	36.333	30 POP	37.149	23 FRA	37.867	20	16 LAR	1:51.289	1:51.449 (17)
21	27 SLA	36.338	22 JMS22	37.165	50 GOW	37.911	21	50 GOW	1:51.374	1:51.632 (20)
22	35 CRAM 1	36.343	6 YAM	37.168	95 DUN	37.943	22	88 HOD	1:51.494	1:52.064 (26)
23	3 COT	36.366	86 VIN	37.168	30 POP	37.954	23	30 POP	1:51.546	1:51.851 (24)
24	95 DUN	36.400	80 POW	37.175	25 JMS25	37.975	24	86 VIN	1:51.606	1:51.767 (23)
25	25 JMS25	36.402	17 BON	37.204	86 VIN	37.991	25	17 BON	1:51.648	1:51.745 (22)
26	88 HOD	36.422	25 JMS25	37.297	17 BON	38.019	26	25 JMS25	1:51.674	1:51.876 (25)
27	17 BON	36.425	35 CRAM 1	37.299	88 HOD	38.032	27	35 CRAM 1	1:51.745	1:52.194 (29)
28	30 POP	36.443	3 COT	37.351	35 CRAM 1	38.103	28	95 DUN	1:51.848	1:52.084 (27)
29	42 CRAM 2	36.446	52 AKM 1	37.418	52 AKM 1	38.279	29	3 COT	1:52.045	1:52.156 (28)
30	86 VIN	36.447	1 AKS	37.489	3 COT	38.328	30	1 AKS	1:52.355	1:52.602 (30)
31	16 LAR	36.449	95 DUN	37.505	1 AKS	38.344	31	42 CRAM 2	1:52.509	1:52.637 (31)
32	1 AKS	36.522	42 CRAM 2	37.584	24 JMS24	38.372	32	9 DUP	1:52.563	1:52.864 (33)
33	950 AKM 5	36.611	9 DUP	37.600	37 AKM 3	38.474	33	52 AKM 1	1:52.625	1:52.739 (32)
34	5 AKM 2	36.664	5 AKM 2	37.626	42 CRAM 2	38.479	34	24 JMS24	1:52.791	1:52.958 (34)
35	24 JMS24	36.691	24 JMS24	37.728	5 AKM 2	38.615	35	5 AKM 2	1:52.905	1:52.960 (35)
36	37 AKM 3	36.763	37 AKM 3	37.830	29 MR2	38.622	36	37 AKM 3	1:53.067	1:53.112 (36)
37	78 WES	36.901	78 WES	37.844	9 DUP	38.715	37	29 MR2	1:53.512	1:53.661 (37)
38	52 AKM 1	36.928	29 MR2	37.848	78 WES	38.943	38	78 WES	1:53.688	1:53.688 (38)
39	29 MR2	37.042	950 AKM 5	38.129	950 AKM 5	39.078	39	950 AKM 5	1:53.818	1:54.279 (39)