

FORMULA 1 GRAND PRIX DE MONACO 2023 - Monaco

Group B - Qualifying Session Sector Analysis

1 Paul ARON

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|---------------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:25 |
| 2 | 42.227 | 122.4 | 51.098 | 116.4 | 27.991 | 202.2 | 2:01.316 |
| 3 | 26.930 | 151.8 | 44.656 | 87.4 | 43.142 | 213.6 | 1:54.728 |
| 4 | 23.472 | 175.2 | 39.844 | 161.7 | 22.834 | 213.1 | 1:26.150 |
| 5 | 28.095 | 136.7 | 49.928 | 126.8 | 25.348 | 214.9 | 1:43.371 |
| 6 | 22.970 | 179.1 | 39.227 | 162.2 | 30.031 | 215.3 | 1:32.228 |
| 7 | 22.800 | 179.8 | 39.149 | 161.7 | 22.382 | 215.3 | 1:24.331 |
| 8 | 31.711 | 126.5 | 49.891 | 63.2 | 25.253 | 215.9 | 1:46.855 |
| 9 | 22.745 | 179.7 | 39.148 | 162.6 | 31.239 | 190.4 | 1:33.132 |
| 10 | 29.265 | 136.3 | 51.620 | 71.4 | 32.859 | 215.2 | 1:53.744 |
| 11 | 22.810 | 180.2 | 38.950 | 164.2 | 22.392 | 214.8 | 1:24.152 |
| | 38.059 | 82.2 | 63.243 | 77.6 | | | INCOMPLETE |

3 Zak O'SULLIVAN

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|---------------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:27 |
| 2 | 41.507 | 114.8 | 51.845 | 131.6 | 28.077 | 174.3 | 2:01.429 |
| 3 | 26.994 | 160.4 | 44.586 | 81.3 | 44.304 | 212.4 | 1:55.884 |
| 4 | 23.856 | 174.7 | 40.135 | 159.9 | 22.923 | 212.5 | 1:26.914 |
| 5 | 26.576 | 124.1 | 49.540 | 114.5 | 28.567 | 213.5 | 1:44.683 |
| 6 | 23.244 | 176.2 | 39.392 | 162.8 | 22.512 | 214.1 | 1:25.148 |
| 7 | 29.953 | 142.0 | 48.755 | 116.7 | 26.574 | 213.5 | 1:45.282 |
| 8 | 23.011 | 177.8 | 39.321 | 163.0 | 22.541 | 215.6 | 1:24.873 |
| 9 | 31.377 | 137.3 | 49.382 | 93.3 | 28.403 | 213.5 | 1:49.162 |
| 10 | 23.020 | 179.3 | 42.032 | 96.6 | 31.649 | 213.5 | 1:36.704 |
| 11 | 23.001 | 178.1 | 39.220 | 164.2 | 22.742 | 214.4 | 1:24.963 |
| | 32.434 | 110.0 | 57.617 | 92.4 | | | INCOMPLETE |

5 Gabriel BORTOLETO

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:35:34 |
| 2 | 32.704 | 125.8 | 46.784 | 145.2 | 26.592 | 214.9 | 1:46.080 |
| 3 | 26.074 | 137.7 | 45.940 | 129.5 | 27.112 | 214.6 | 1:39.126 |
| 4 | 23.305 | 174.3 | 40.178 | 157.3 | 22.809 | 215.2 | 1:26.292 |
| 5 | 22.870 | 179.4 | 39.506 | 160.8 | 23.253 | 216.5 | 1:25.629 |
| 6 | 34.021 | 118.0 | 54.469 | 86.9 | 33.291 | 214.4 | 2:01.781 |
| 7 | 23.014 | 176.4 | 47.632 | 110.3 | 25.886 | 214.7 | 1:36.532 |
| 8 | 22.611 | 179.9 | 39.373 | 163.2 | 22.695 | 215.1 | 1:24.679 |
| 9 | 26.968 | 132.7 | 47.413 | 128.6 | 28.044 | 215.4 | 1:42.425 |
| 10 | 22.716 | 178.9 | 39.474 | 160.2 | 22.639 | 214.9 | 1:24.829 |
| | 24.468 | 107.3 | 55.333 | 129.9 | | | INCOMPLETE |

7 Kaylen FREDERICK

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:31 |
| 2 | 41.063 | 122.7 | 51.129 | 121.0 | 29.131 | 198.2 | 2:01.323 |
| 3 | 27.262 | 155.3 | 46.104 | 108.3 | 47.756 | 213.2 | 2:01.122 |
| 4 | 24.000 | 172.6 | 40.524 | 157.2 | 23.336 | 214.4 | 1:27.860 |
| 5 | 23.340 | 176.8 | 45.633 | 80.3 | 34.249 | 214.9 | 1:43.222 |
| 6 | 23.692 | 176.9 | 39.937 | 155.1 | 23.267 | 215.0 | 1:26.896 |
| 7 | 29.598 | 121.6 | 49.680 | 117.3 | 27.209 | 214.6 | 1:46.487 |
| 8 | 23.276 | 175.5 | 39.958 | 158.9 | 23.031 | 215.1 | 1:26.265 |
| 9 | 30.295 | 131.4 | 47.744 | 130.1 | 25.693 | 213.9 | 1:43.732 |
| 10 | 23.232 | 177.7 | 39.838 | 160.8 | 31.953 | 215.1 | 1:35.023 |
| 11 | 23.097 | 176.9 | 39.789 | 156.5 | 23.002 | 214.0 | 1:25.888 |
| | 35.086 | 87.2 | 62.907 | 77.6 | | | INCOMPLETE |

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Group B - Qualifying Session Sector Analysis

9 Nikola TSOLOV

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:21 |
| 2 | 38.651 | 134.2 | 51.830 | 127.7 | 28.552 | 172.6 | 1:59.033 |
| 3 | 28.279 | 156.8 | 45.848 | 112.8 | 41.582 | 213.5 | 1:55.709 |
| 4 | 24.071 | 166.3 | 41.572 | 158.2 | 23.069 | 215.0 | 1:28.712 |
| 5 | 23.510 | 176.4 | 39.961 | 160.8 | 22.715 | 214.9 | 1:26.186 |
| 6 | 32.058 | 117.0 | 46.325 | 130.8 | 25.319 | 214.8 | 1:43.702 |
| 7 | 23.083 | 176.4 | 39.428 | 163.8 | 22.496 | 214.7 | 1:25.007 |
| 8 | 31.002 | 125.6 | 46.618 | 128.9 | 28.983 | 214.4 | 1:46.603 |
| 9 | 22.897 | 177.3 | 39.503 | 162.1 | 22.511 | 214.2 | 1:24.911 |
| 10 | 30.611 | 140.0 | 48.146 | 119.6 | 28.183 | 214.1 | 1:46.940 |
| | 22.822 | 177.1 | 42.261 | 123.7 | | | INCOMPLETE |

11 Mari BOYA

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:20 |
| 2 | 37.493 | 133.5 | 51.155 | 123.1 | 27.872 | 207.8 | 1:56.520 |
| 3 | 27.591 | 151.4 | 47.856 | 120.4 | 40.615 | 211.5 | 1:56.062 |
| 4 | 24.276 | 174.1 | 40.736 | 155.9 | 23.199 | 213.6 | 1:28.211 |
| 5 | 23.369 | 176.5 | 39.924 | 157.3 | 22.858 | 213.9 | 1:26.151 |
| 6 | 28.844 | 108.0 | 55.552 | 131.9 | 33.748 | 213.7 | 1:58.144 |
| 7 | 23.391 | 178.0 | 39.563 | 157.8 | 22.835 | 214.0 | 1:25.789 |
| 8 | 26.608 | 140.8 | 47.364 | 131.8 | 25.500 | 214.8 | 1:39.472 |
| 9 | 22.850 | 177.2 | 39.274 | 161.3 | 22.999 | 213.3 | 1:25.123 |
| 10 | 30.641 | 125.6 | 52.656 | 103.0 | 29.478 | 213.2 | 1:52.775 |
| 11 | 22.938 | 179.4 | 39.415 | 156.6 | 23.008 | 213.1 | 1:25.361 |
| | 36.960 | 96.8 | 58.950 | 99.7 | | | INCOMPLETE |

15 Gabriele MINI

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:14 |
| 2 | 34.512 | 127.3 | 52.790 | 130.3 | 31.541 | 182.8 | 1:58.843 |
| 3 | 28.165 | 139.4 | 49.074 | 94.6 | 36.447 | 212.7 | 1:53.686 |
| 4 | 24.270 | 169.1 | 40.848 | 149.7 | 23.821 | 214.7 | 1:28.939 |
| 5 | 23.073 | 176.0 | 39.299 | 165.3 | 22.574 | 216.1 | 1:24.946 |
| 6 | 29.362 | 119.1 | 48.650 | 131.3 | 30.152 | 214.4 | 1:48.164 |
| 7 | 22.978 | 179.1 | 38.932 | 167.2 | 22.238 | 215.2 | 1:24.148 |
| 8 | 28.719 | 125.8 | 50.252 | 119.9 | 28.027 | 213.9 | 1:46.998 |
| 9 | 22.765 | 179.0 | 39.032 | 167.7 | 22.342 | 215.4 | 1:24.139 |
| 10 | 29.008 | 120.1 | 49.482 | 115.9 | 29.972 | 213.8 | 1:48.462 |
| 11 | 22.725 | 179.6 | 38.542 | 168.8 | 22.011 | 215.8 | 1:23.278 |
| | 43.007 | 94.5 | 59.898 | 82.9 | | | INCOMPLETE |

17 Caio COLLET

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:08 |
| 2 | 36.163 | 101.2 | 56.276 | 124.0 | 31.664 | 181.4 | 2:04.103 |
| 3 | 27.896 | 150.0 | 48.300 | 110.1 | 35.436 | 213.1 | 1:51.632 |
| 4 | 24.116 | 162.6 | 40.288 | 161.6 | 23.219 | 214.7 | 1:27.623 |
| 5 | 23.378 | 171.0 | 39.381 | 163.9 | 22.809 | 214.6 | 1:25.568 |
| 6 | 30.123 | 128.8 | 48.956 | 121.3 | 29.402 | 214.9 | 1:48.481 |
| 7 | 23.055 | 174.5 | 39.336 | 140.0 | 22.916 | 214.6 | 1:25.307 |
| 8 | 29.257 | 142.9 | 49.043 | 116.9 | 26.698 | 214.5 | 1:44.998 |
| 9 | 22.945 | 174.8 | 38.870 | 166.7 | 22.542 | 213.2 | 1:24.357 |
| 10 | 29.072 | 127.6 | 50.793 | 106.2 | 28.633 | 215.2 | 1:48.498 |
| 11 | 22.864 | 178.7 | 39.260 | 165.9 | 22.391 | 213.5 | 1:24.515 |
| | 40.556 | 98.6 | 57.452 | 90.0 | | | INCOMPLETE |

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Group B - Qualifying Session Sector Analysis

19 Tommy SMITH

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:10 |
| 2 | 34.504 | 105.0 | 57.051 | 128.5 | 31.324 | 186.0 | 2:02.879 |
| 3 | 28.228 | 143.2 | 49.249 | 87.6 | 37.502 | 213.2 | 1:54.979 |
| 4 | 23.883 | 172.2 | 40.525 | 154.4 | 23.562 | 214.8 | 1:27.970 |
| 5 | 23.459 | 170.4 | 39.972 | 161.4 | 23.141 | 214.1 | 1:26.572 |
| 6 | 28.324 | 108.7 | 48.429 | 129.6 | 31.155 | 213.5 | 1:47.908 |
| 7 | 23.339 | 176.1 | 39.445 | 159.3 | 22.374 | 214.4 | 1:25.158 |
| 8 | 27.747 | 108.6 | 49.434 | 115.4 | 28.708 | 214.0 | 1:45.889 |
| 9 | 23.230 | 178.8 | 39.351 | 152.5 | 22.620 | 213.6 | 1:25.201 |
| 10 | 28.275 | 121.7 | 48.351 | 112.3 | 30.278 | 214.3 | 1:46.904 |
| | 23.244 | 175.0 | 39.465 | 158.3 | | | INCOMPLETE |

21 Hunter YEANY

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|---------------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:06 |
| 2 | 35.528 | 117.9 | 54.392 | 126.9 | 31.068 | 164.0 | 2:00.988 |
| 3 | 31.708 | 126.1 | 45.386 | 122.1 | 31.754 | 211.5 | 1:48.848 |
| 4 | 24.272 | 172.4 | 41.507 | 145.4 | 23.626 | 212.4 | 1:29.405 |
| 5 | 23.503 | 174.6 | 40.926 | 125.5 | 26.460 | 212.5 | 1:30.889 |
| 6 | 23.362 | 175.1 | 40.274 | 158.7 | 22.998 | 211.8 | 1:26.634 |
| 7 | 31.235 | 119.7 | 45.197 | 137.1 | 27.016 | 212.9 | 1:43.448 |
| 8 | 23.285 | 175.7 | 40.066 | 159.4 | 22.952 | 212.2 | 1:26.303 |
| 9 | 27.609 | 124.9 | 48.379 | 128.0 | 28.234 | 212.9 | 1:44.222 |
| 10 | 23.177 | 176.0 | 44.449 | 92.9 | 31.461 | 212.6 | 1:39.887 |
| 11 | 23.555 | 174.0 | 41.929 | 136.7 | 26.197 | 210.9 | 1:31.684 |
| | 31.941 | 120.9 | 53.417 | 114.1 | | | INCOMPLETE |

23 Josep Maria MARTI

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:35:31 |
| 2 | 35.805 | 132.2 | 47.007 | 136.5 | 26.495 | 209.3 | 1:49.307 |
| 3 | 25.786 | 157.2 | 43.278 | 148.4 | 24.996 | 213.8 | 1:34.060 |
| 4 | 23.912 | 172.8 | 41.043 | 153.4 | 23.792 | 214.2 | 1:28.747 |
| 5 | 23.435 | 170.9 | 39.520 | 163.9 | 35.736 | 213.8 | 1:38.691 |
| 6 | 23.185 | 176.7 | 39.114 | 164.1 | 22.551 | 215.0 | 1:24.850 |
| 7 | 31.508 | 108.8 | 51.174 | 119.4 | 29.693 | 213.7 | 1:52.375 |
| 8 | 23.157 | 174.7 | 39.364 | 156.7 | 22.796 | 214.4 | 1:25.317 |
| 9 | 31.309 | 135.2 | 48.089 | 137.7 | 25.266 | 214.1 | 1:44.664 |
| 10 | 23.079 | 179.5 | 39.072 | 166.1 | 22.619 | 217.2 | 1:24.770 |
| | 33.200 | 89.8 | 58.047 | 106.4 | | | INCOMPLETE |

25 Hugh BARTER

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:35:24 |
| 2 | 34.848 | 124.2 | 47.728 | 141.8 | 27.220 | 206.5 | 1:49.796 |
| 3 | 26.338 | 151.6 | 44.644 | 149.6 | 25.080 | 213.2 | 1:36.062 |
| 4 | 23.944 | 170.4 | 40.397 | 157.5 | 23.274 | 213.6 | 1:27.615 |
| 5 | 23.210 | 173.6 | 39.747 | 161.2 | 35.480 | 214.2 | 1:38.437 |
| 6 | 23.495 | 170.3 | 41.705 | 160.2 | 23.149 | 214.3 | 1:28.349 |
| 7 | 30.598 | 97.8 | 50.196 | 93.8 | 28.196 | 213.6 | 1:48.990 |
| 8 | 23.233 | 173.9 | 39.396 | 163.5 | 22.638 | 214.6 | 1:25.267 |
| 9 | 25.879 | 128.3 | 49.019 | 119.5 | 28.112 | 214.9 | 1:43.010 |
| 10 | 23.019 | 174.7 | 39.289 | 164.0 | 29.425 | 214.7 | 1:31.733 |
| 11 | 22.895 | 175.6 | 39.634 | 164.0 | 22.823 | 214.4 | 1:25.352 |
| | 34.781 | 110.9 | 61.670 | 85.9 | | | INCOMPLETE |

FORMULA 1 GRAND PRIX DE MONACO 2023 - Monaco

Group B - Qualifying Session Sector Analysis

27 Taylor BARNARD

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|----------|-------|----------|-------|----------|-------|------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:39 |
| 2 | 41.452 | 121.9 | 50.370 | 140.9 | 26.657 | 197.1 | 1:58.479 |
| 3 | 28.644 | 157.9 | 47.156 | 145.3 | 45.628 | 212.3 | 2:01.428 |
| 4 | 24.104 | 170.6 | 40.626 | 153.2 | 23.299 | 214.1 | 1:28.029 |
| 5 | 23.243 | 176.1 | 48.153 | 130.1 | 32.423 | 213.9 | 1:43.819 |
| 6 | 23.071 | 174.3 | 39.520 | 156.8 | 23.075 | 213.5 | 1:25.666 |
| 7 | 31.867 | 104.6 | 50.154 | 124.2 | 27.602 | 213.8 | 1:49.623 |
| 8 | 23.042 | 176.4 | 39.263 | 164.9 | 22.657 | 214.3 | 1:24.962 |
| 9 | 29.529 | 114.8 | 48.634 | 114.5 | 28.502 | 213.8 | 1:46.665 |
| 10 | 22.856 | 177.2 | 39.217 | 162.8 | 30.709 | 212.8 | 1:32.782 |
| 11 | 22.865 | 177.5 | 39.218 | 164.4 | 22.680 | 214.6 | 1:24.763 |
| | 35.325 | 92.1 | 63.147 | 94.8 | | | INCOMPLETE |

29 Sophia FLOERSCH

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|----------|-------|----------|-------|----------|-------|------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:28 |
| 2 | 40.982 | 108.4 | 51.603 | 134.5 | 28.199 | 185.9 | 2:00.784 |
| 3 | 27.359 | 144.4 | 45.768 | 71.4 | 44.032 | 213.1 | 1:57.159 |
| 4 | 24.280 | 170.5 | 40.854 | 155.1 | 23.307 | 213.8 | 1:28.441 |
| 5 | 23.772 | 135.3 | 50.092 | 81.9 | 30.006 | 213.7 | 1:43.870 |
| 6 | 23.709 | 175.5 | 40.212 | 158.0 | 23.173 | 215.7 | 1:27.094 |
| 7 | 26.712 | 142.1 | 49.023 | 112.6 | 26.859 | 213.5 | 1:42.594 |
| 8 | 23.417 | 175.4 | 39.785 | 157.0 | 23.218 | 215.0 | 1:26.420 |
| 9 | 23.436 | 174.1 | 40.040 | 159.0 | 31.806 | 213.5 | 1:35.282 |
| 10 | 23.368 | 176.2 | 42.138 | 124.4 | 27.764 | 213.5 | 1:33.270 |
| 11 | 23.307 | 176.3 | 39.731 | 159.5 | 23.352 | 213.2 | 1:26.390 |
| | 29.761 | 90.0 | 59.658 | 79.1 | | | INCOMPLETE |

31 Piotr WISNICKI

| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | TIME |
|-----|----------|-------|----------|-------|----------|-------|------------|
| | TIME | KM/H | TIME | KM/H | TIME | KM/H | |
| 1 P | | | | | | | 11:34:30 |
| 2 | 40.126 | 107.8 | 51.830 | 126.0 | 28.420 | 189.0 | 2:00.376 |
| 3 | 27.254 | 144.3 | 46.008 | 66.9 | 45.334 | 208.7 | 1:58.596 |
| 4 | 24.111 | 173.8 | 40.990 | 152.7 | 23.263 | 213.4 | 1:28.364 |
| 5 | 23.394 | 174.3 | 48.568 | 81.6 | 31.580 | 215.0 | 1:43.542 |
| 6 | 23.813 | 179.0 | 40.485 | 155.1 | 22.783 | 215.8 | 1:27.081 |
| 7 | 26.465 | 133.6 | 49.281 | 110.1 | 27.798 | 213.9 | 1:43.544 |
| 8 | 23.436 | 178.5 | 39.880 | 158.9 | 22.724 | 214.4 | 1:26.040 |
| 9 | 26.454 | 131.0 | 49.850 | 79.1 | 29.645 | 214.2 | 1:45.949 |
| 10 | 23.284 | 179.8 | 40.243 | 138.8 | 39.389 | 214.8 | 1:42.916 |
| 11 | 23.419 | 179.3 | 39.873 | 157.8 | 22.937 | 212.8 | 1:26.229 |
| | 32.858 | 89.8 | 63.565 | 78.1 | | | INCOMPLETE |